

mobil.TUM 2024 - The Future of Mobility and Urban Space

Parallel Session C2 Playing with data

Munich | May 10th, 2024

mobil.TUM2024

THE GENDER DATA GAP IN MOBILITY

A systematic guide to gender-sensitive data in mobility research

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- Expert on gender and diversity in mobility, transport and public space
- Sustainable Mobility covering all modes of transport and mobility services
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CONTENT

Background:

- What is the GMDG?
- What is Gender and how does it affect mobility?
- Where does it come from?

Recommendations:

- How to close the GMDG following the process of empirical data collection?
- What data does reflect the reality of life of women?
- How do we need to collect, analyse and interpret data?

The Gender Data Gap in Mobility

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Email me!



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is a gender and mobility expert with a focus on equitable and accessible mobility and empirical social research on mobility. She founded the AEM Institute, studied Public Administration, Business Administration and Sociology and completed her PhD at the TU Berlin on gender and mobility with a particular focus on innovative mobility services in urban areas.

Abstract

The Gender Data Gap describes the problem of missing or unproportional representation of women in data sets. However, the Gender Data Gap goes beyond the pure composition of data sets. It also occurs when data do not contain the right information about the reality of women's lives in our society. Accordingly, to obtain realistic mobility data, such questions must be asked that reflect relevant aspects of women's mobility. The insufficient and biased representation of

gender and everyday mobility and an overview of the process of empirical research and its quality criteria are provided. The background of the Gender Data Gap in mobility is explained with five main gender biases in the field. Following the process of empirical research, recommendations are given using examples from the German Mobility Panel MiD 2017 and literature.

These recommendations can be used to avoid a Gender Data Gap in mobility by showing how data can be systematically collected and used in a gender-sensitive way. The quality of mobility data can be improved by including women's perspectives on mobility.

Keywords: mobility, gender equality, empirical research, Gender Data Gap, data collection, gender in research

**Der Gender Data Gap im Mobilitätsbereich
Ein systematischer Leitfaden für Gender-
sensible Daten in der Mobilitätsforschung**

GENDER BIASES IN TRANSPORT PLANNING, RESEARCH AND POLICY - WHAT ARE THE PROBLEMS?



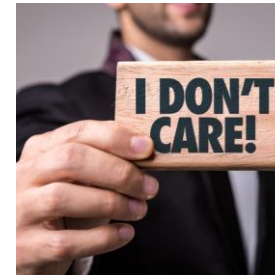
Underrepresentation



I-Methodology



Androcentrism*



Gender
-insensitivity*



Double standard of
assessment*

*Eichler, Fuchs, and Maschewsky-Schneider (2000)



Gender Data Gap in Mobility

1. Missing or unproportional representation of women in data sets
2. Missing information about the reality of women's mobility



THE STANDARD IN MOBILITY AND WHAT'S MISSING...

Who is mostly visible in our data?

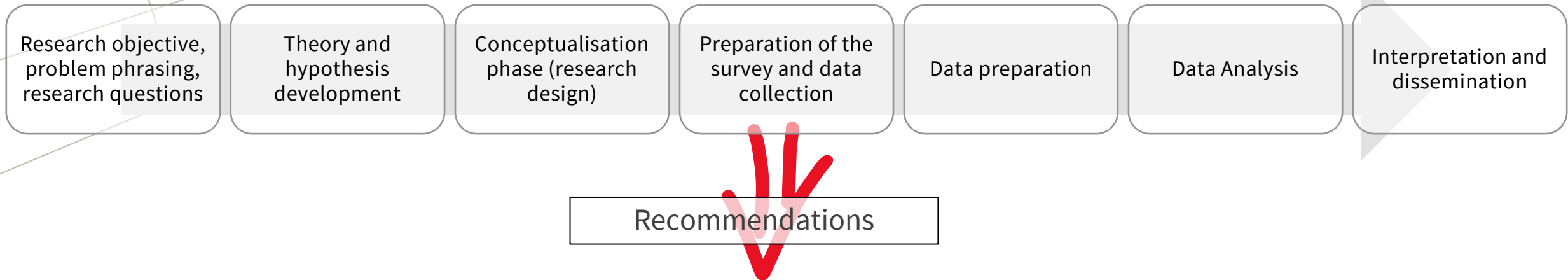
- Male, middle age, physically and mentally healthy, higher income, full-time employed, high level of education, no migration background

How does gender influence daily mobility?

- Complex trip chains due to gendered daily activities
- Shorter journeys, partial journeys and total mileage
- More trips with and for others (mobility of care)
- Lower rate of driving licence ownership (especially in old age)
- More often passengers in cars, walking and public transport
- Combination of trip purposes on one trip
- Security has higher relevance
- Less interest in technical features



Phases of the empirical Research Process (Raithel, 2008)



- Research object and interest of knowledge
- Questions and possible answers
- Data processing, analysis and interpretation
- Representativity and transferability
- Relevant user variables



Approaches and Recommendations

- Acknowledge gender differences
- Set the right research priorities
- Put together diverse teams (perspectives and methodological skills)

RESEARCH
OBJECT AND INTEREST OF
KNOWLEDGE



REPRESENTATIVITY AND TRANSFERABILITY

Approaches and Recommendations

- Use interest-led approach to participation
- Use easy language in questionnaires
- Verify the composition of the sample
- Carry out a follow-up survey if specific groups are underrepresented
- Use weightings if still underrepresentation occurs
- Take intersectionality into account when checking for representation
- Check transferability of other studies



Approaches and Recommendations

- Allow space for socio-demographic and -economic questions
- Ask for gender correctly (and be aware of interpretations)
- Ask for migration background correctly
- Ask for health restrictions
- Question the need for comparability with older surveys
- Allow multiple answer options

USE
RELEVANT VARIABLES

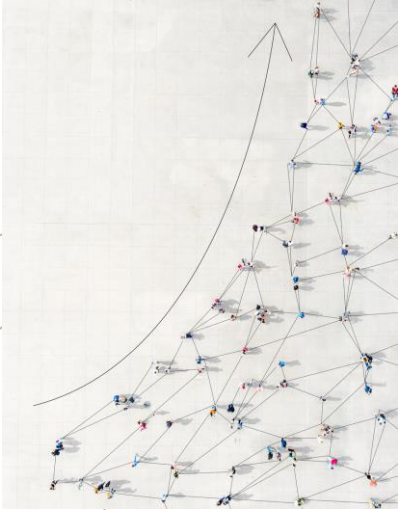


Approaches and Recommendations

- Cover trip chains
- Allow multiple trip purposes
- Ask about mobility of care
- Consider household income
- Ask for life events
- Ask for problems with health restrictions
- Ask for the importance of mobility practices and attitudes

QUESTIONS AND POSSIBLE ANSWERS

DATA PROCESSING AND EVALUATION

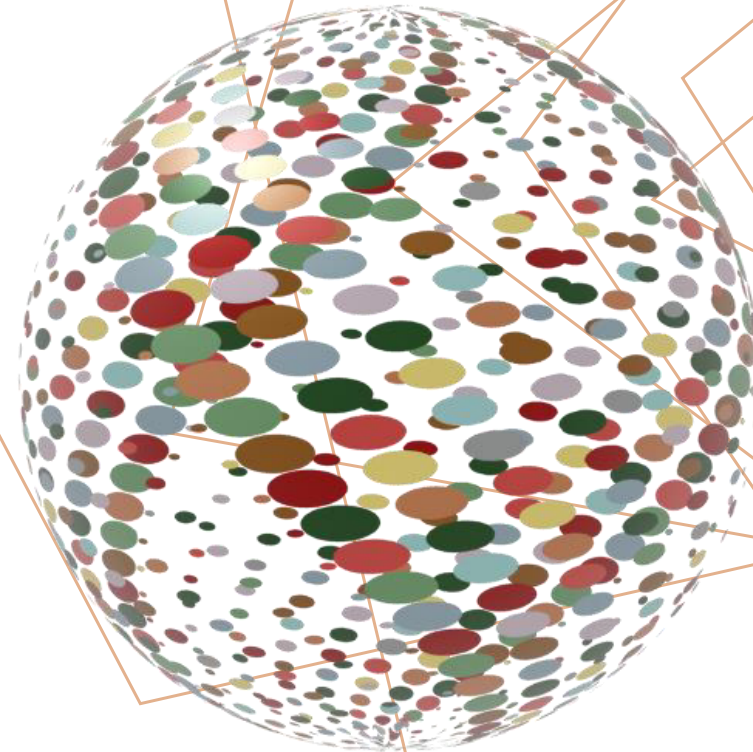


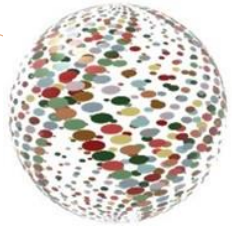
Approaches and Recommendations

- Avoid non-response bias
- Avoid aggregation at household level
- Avoid heteronormativity
- Check issues resulting from intersectionality
- Rethink statistical method
- Understand proxy variables
- Avoid stereotyping when interpreting results
- Discuss implications of the results
- Make results and data accessible

SUMMARY

- Acknowledge the need for gender-sensitive data collection
- Valid data means more than representative samples
- Assess the whole process of your empirical research





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THANK YOU FOR YOUR ATTENTION!

Let's shape accessible and equitable mobility through consultation, training and research. My mission is to promote social justice in the areas of mobility and transport. This is one of the dimensions of sustainability and puts all people at the centre.

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