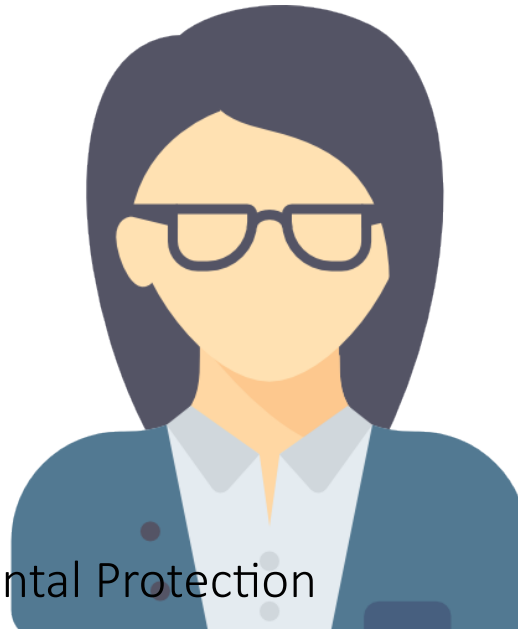


Transport Today & Tomorrow



Mobility Behavior Research Analysis from a Gender Perspective in TLV Metropolitan

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With the support of the Ministry of Environmental Protection



Gender Transportation Characteristics

Women vs Men



Continuous travel for long distances ⁽¹⁾

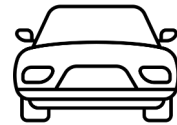


Travel patterns



Traveling with multiple stops ⁽¹⁾

High dependence on a private vehicle ⁽³⁾



Means of mobility



Slower and cheaper means than a private car ⁽²⁾

High security perception in space ⁽⁴⁾
More inclined to ride a bicycle ⁽⁵⁾



Security in space

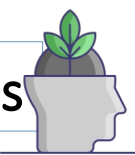


Low security perception in space ⁽⁴⁾
Less inclined to ride a bicycle ⁽⁵⁾

Low awareness and willingness ⁽⁶⁾



Environmental awareness



High awareness and willingness ⁽⁶⁾

⁽¹⁾ Crane, 2007; Frändberg & Vilhelmson, 2011; Gustafson, 2006; Hjorthol & Vågane, 2014; Joelsson & Lindkvist, 2019; Scheiner 2010 ⁽²⁾ Barker, 2008; Dobbs, 2005; Johnsson-Lathman, 2007; Oldrup & Hvidt Breengaard, 2009; Polk, 2003 ⁽³⁾ Barker, 2008; Dobbs, 2005 ⁽⁴⁾ Gardner, Cui & Coiacetto, 2017; Gekoski et al, 2017; Law, 1999 ⁽⁵⁾ Gulsah et al, 2013 ⁽⁶⁾ Transek, 2006; Polk, 2003; Euro-pean Commission, 2009; World Bank 2009; Swedish Environmental Protection Agency, 2007.

National Databases by Gender

Travel habits survey,
Tel Aviv Metropolitan
Area
2017- 2016 ⁽¹⁾

The social survey,
Central Bureau of
Statistics
2020 ⁽²⁾

Vehicle Registry,
Population Registry
Central Bureau of
Statistics
2020 ⁽³⁾

characteristics
of the riders



Reliability of
"Satisfaction
From public
transportation "
survey



Vehicle is
provided by
the workplace



Household
mobility without
a vehicle



travel split at
old age

Arrival and
return
From work

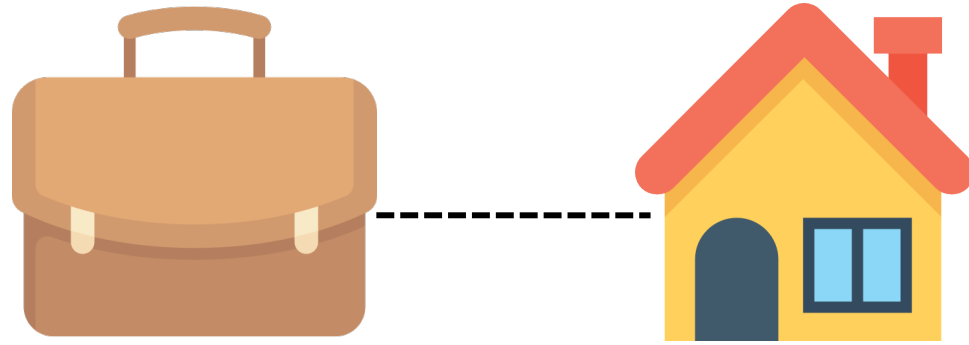


(1) Survey of travel habits in the Tel Aviv metropolitan area. Years 2016-2017. Ayalon Routes Advanced transportation to Israel. Published on: 14.3.2019.

(2) The social survey. 2020. Central Bureau of Statistics

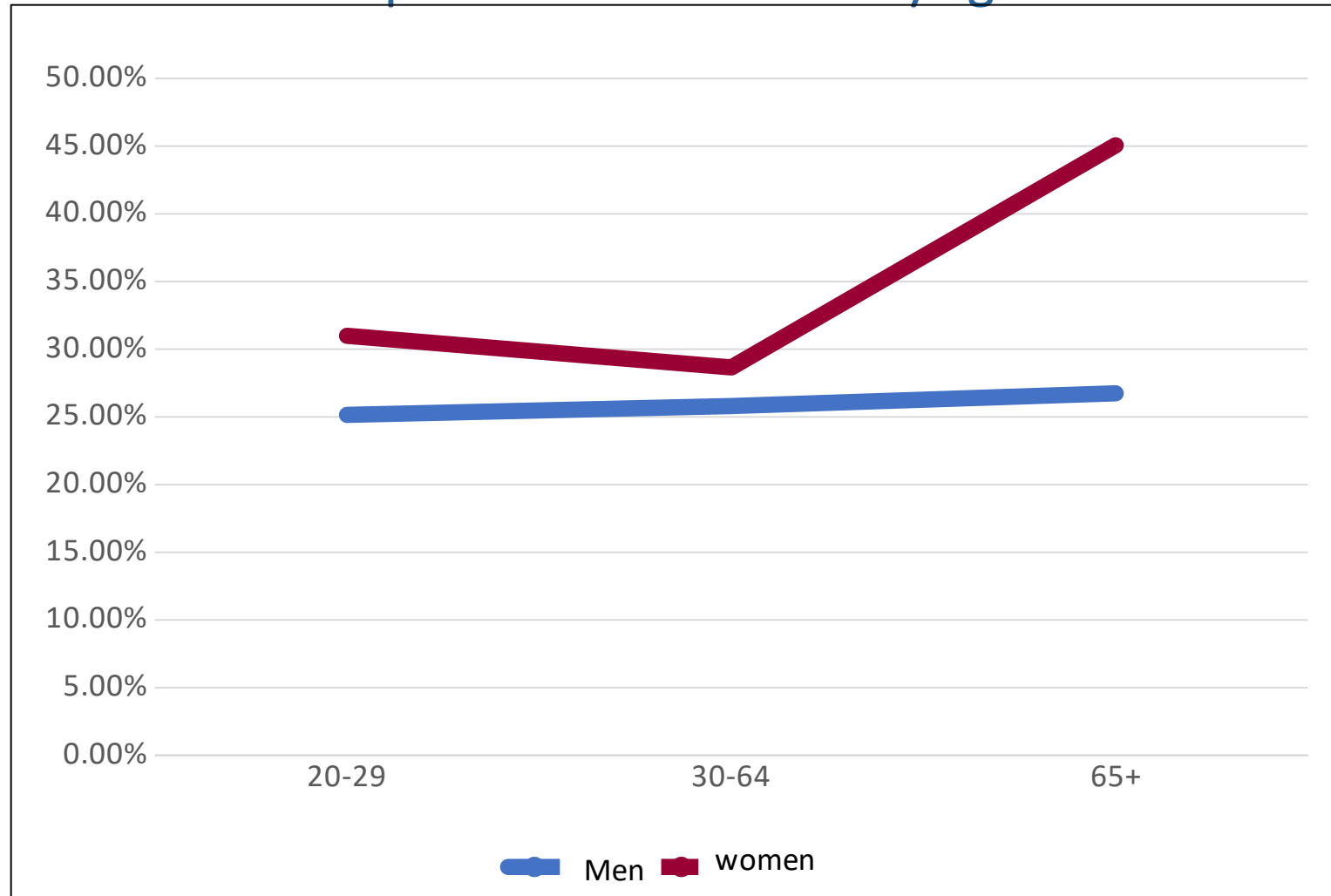
(3) Vehicle Registry and Population Registry. 2020. Central Bureau of Statistics

Arrival and Return from Work



Percentage of Employees up to 2 km from Home by age

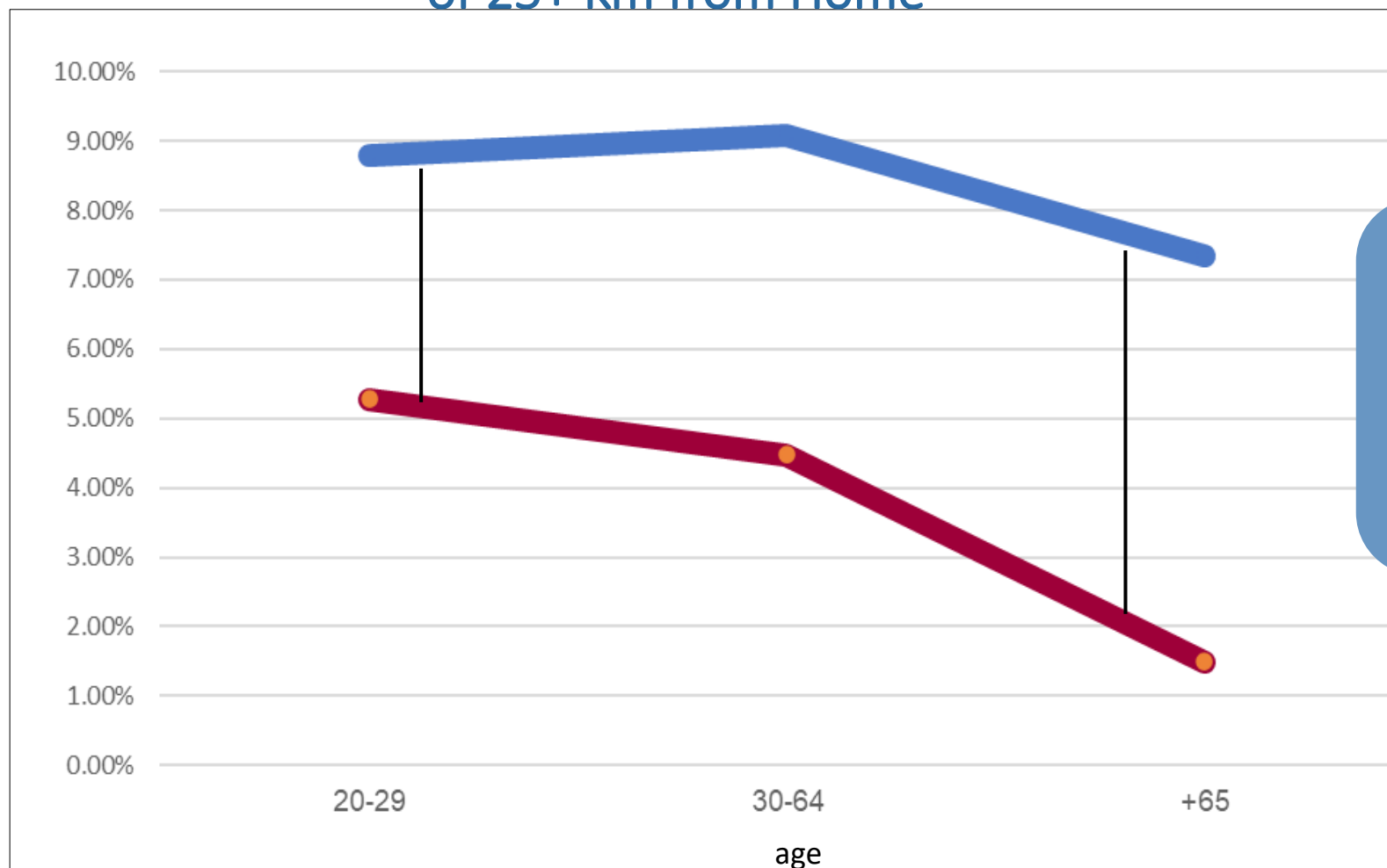
Among women of Primary working age- the older the age, the higher the percentage of women working a short distance from their place of residence





Percentage of Employees at a Distance of 25+ Km from Home

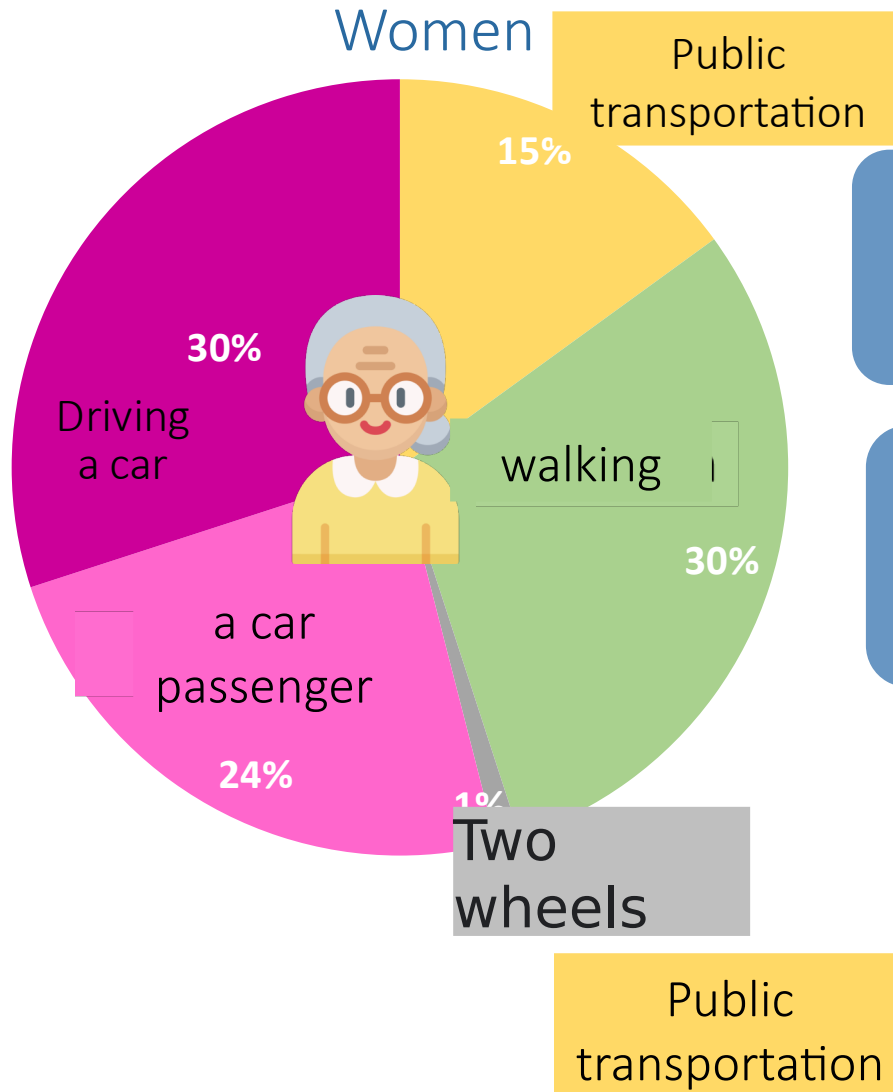
A relatively small population segment



Men work in more distant workplaces than women
When the gap increases according to age

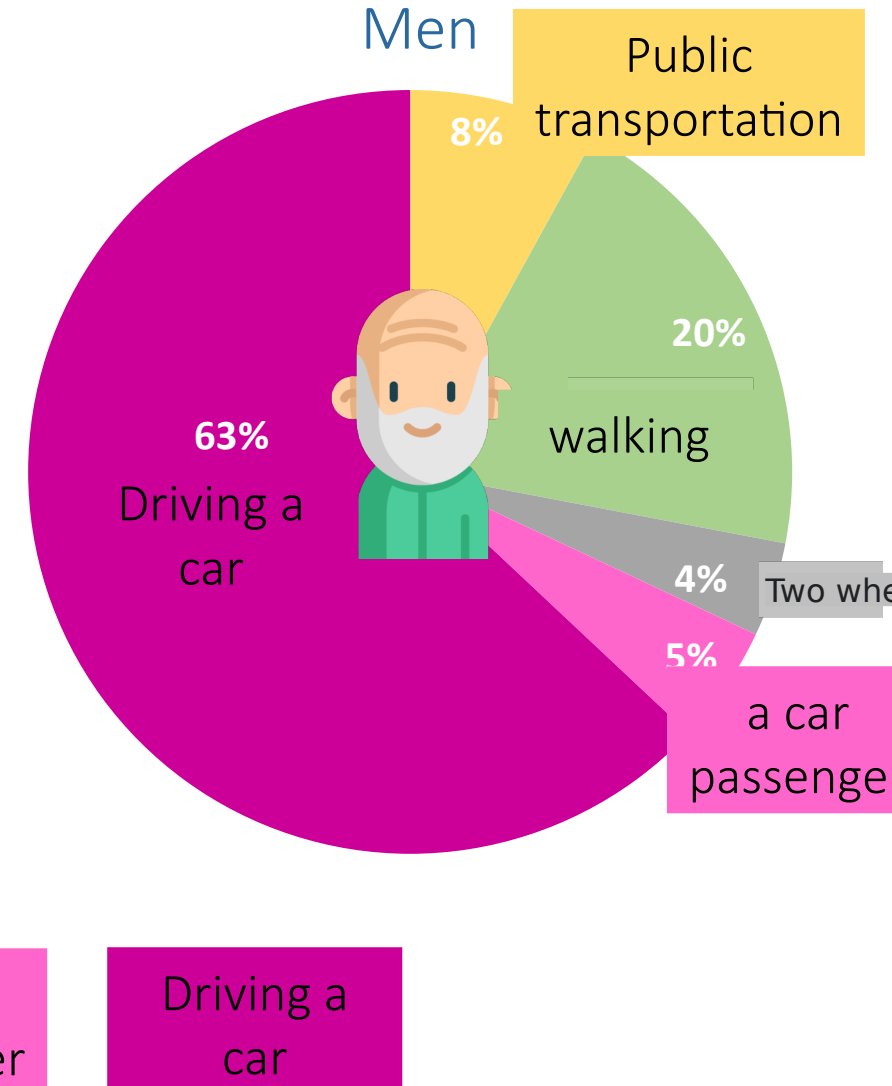


Travel Split at Old Age

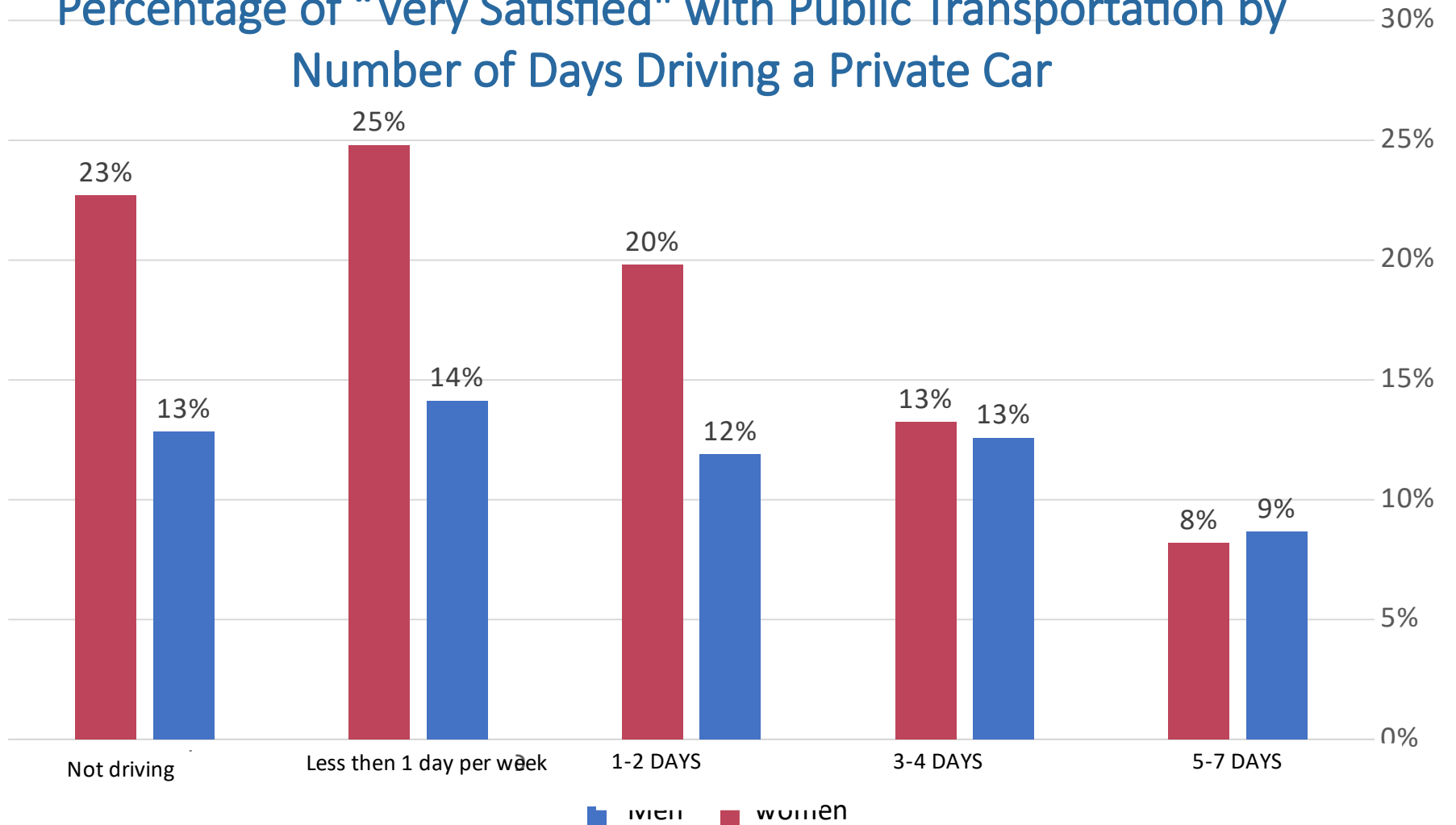


Sustainable mobility
women vs 28% men 45%

:Private car
Driver vs. Passenger



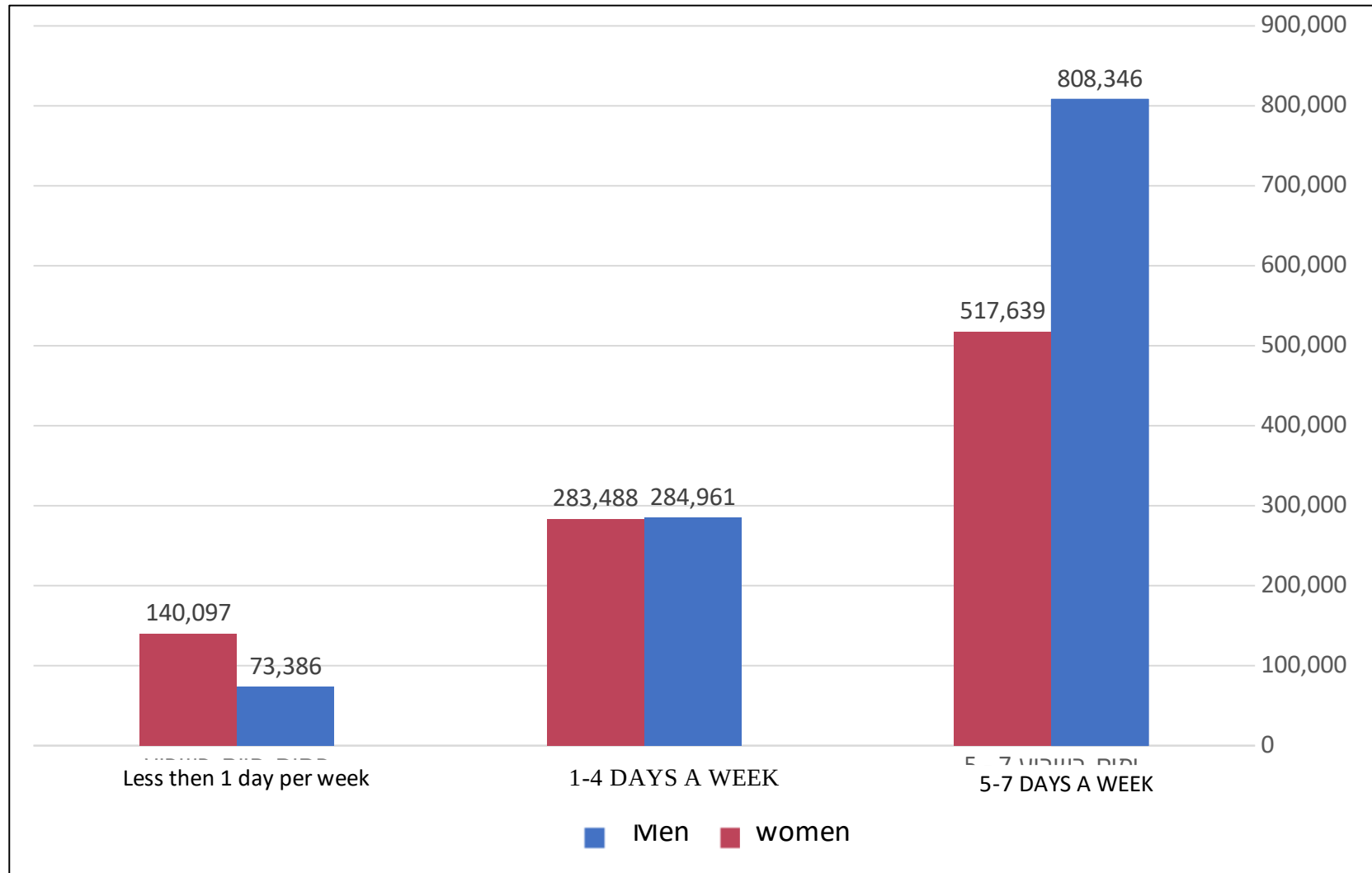
Percentage of “Very Satisfied” with Public Transportation by Number of Days Driving a Private Car



Women are more satisfied than men with the quality of public transportation

The less women drive, the more satisfied they are

Use as a Driver in a Private Vehicle in Households with One Vehicle

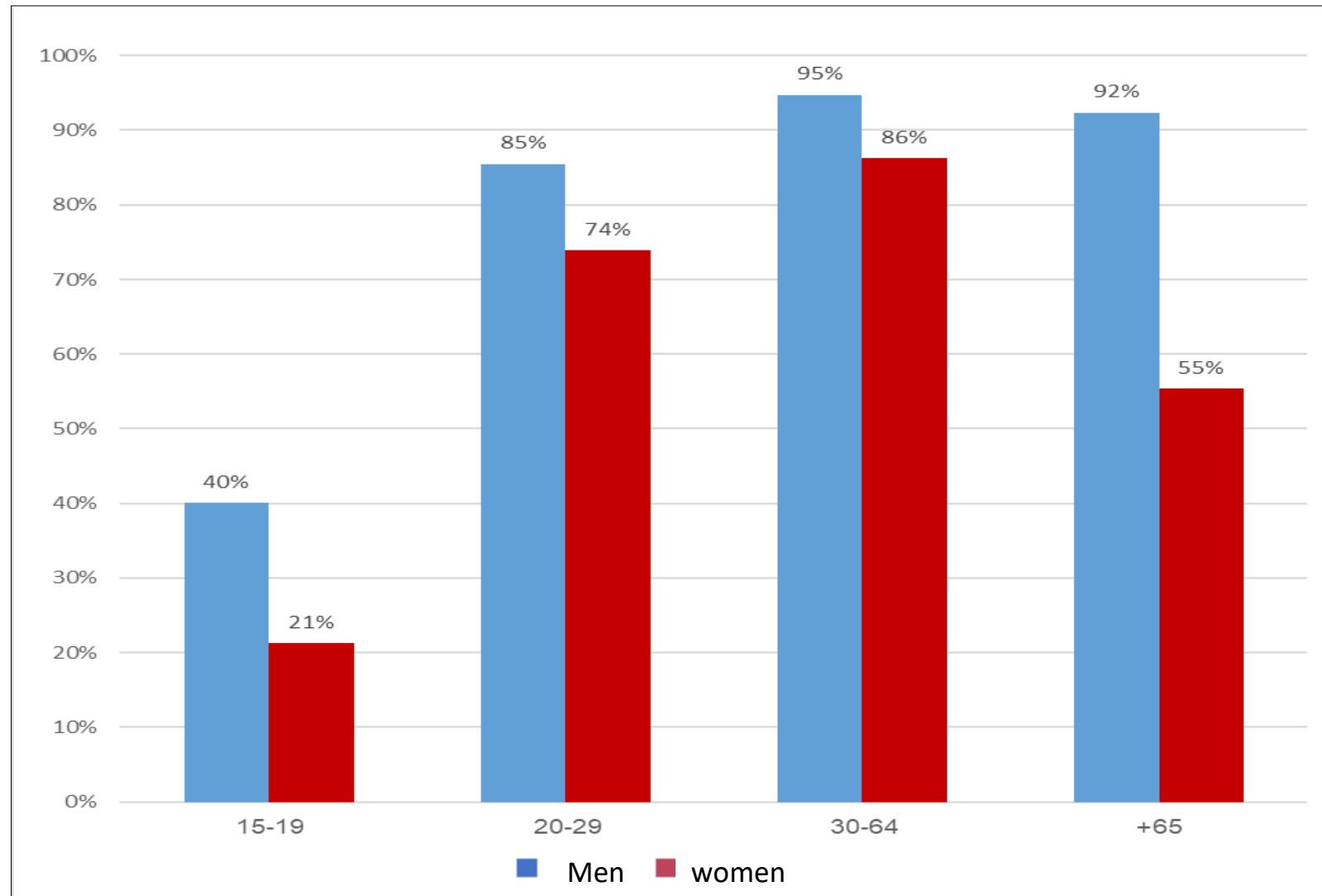


One private car
-per household
Most often used
by the man

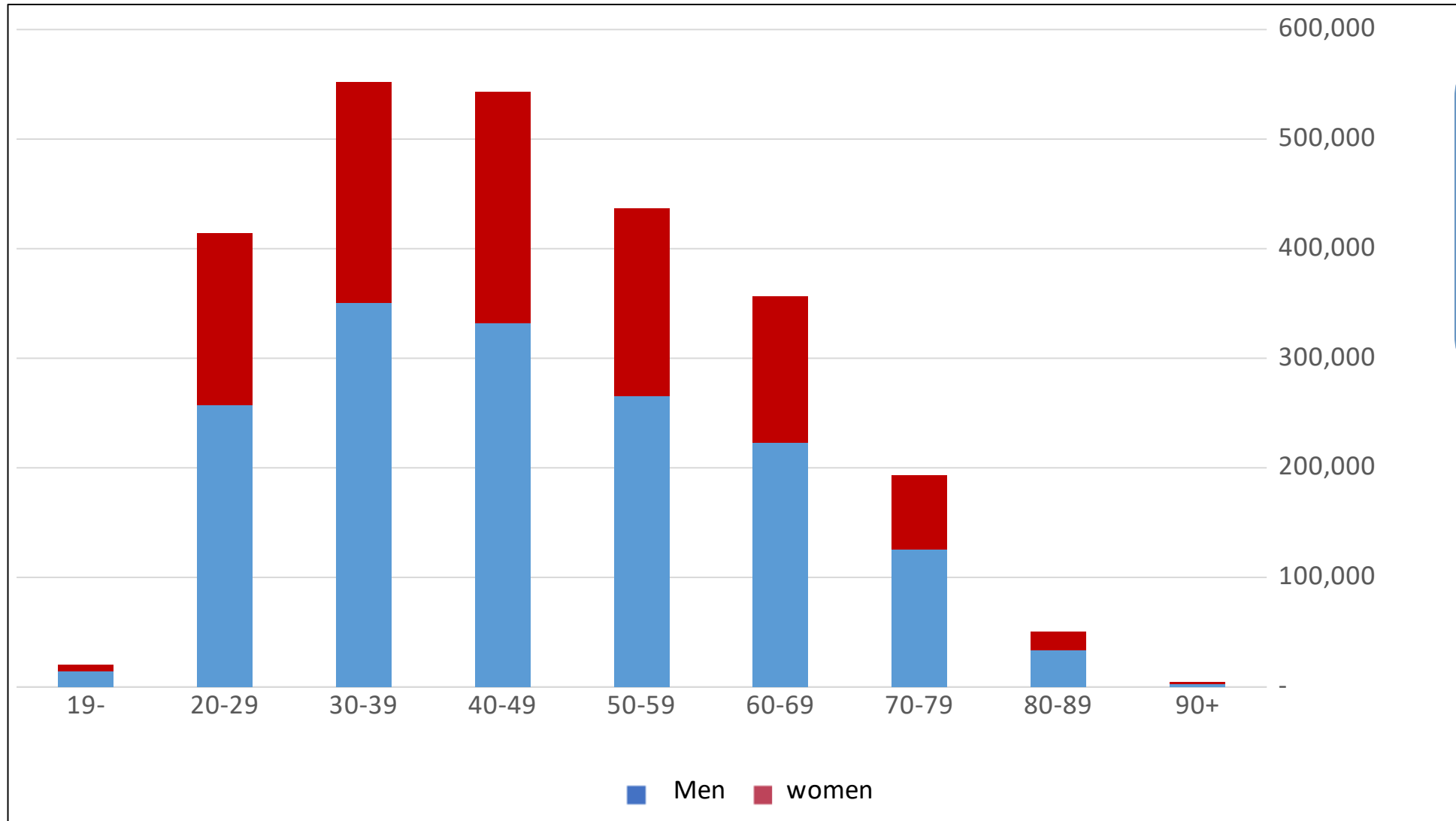
Percentage of Use of the Vehicle as a Driver for travel in a private vehicle by age (for all destinations)

Significant gaps
in older and
younger ages

Men- driving
women-
passengers



Ownership of Private Vehicles by Sector- 2020



Private car ownership among men is 1.5 times greater than women For most age groups

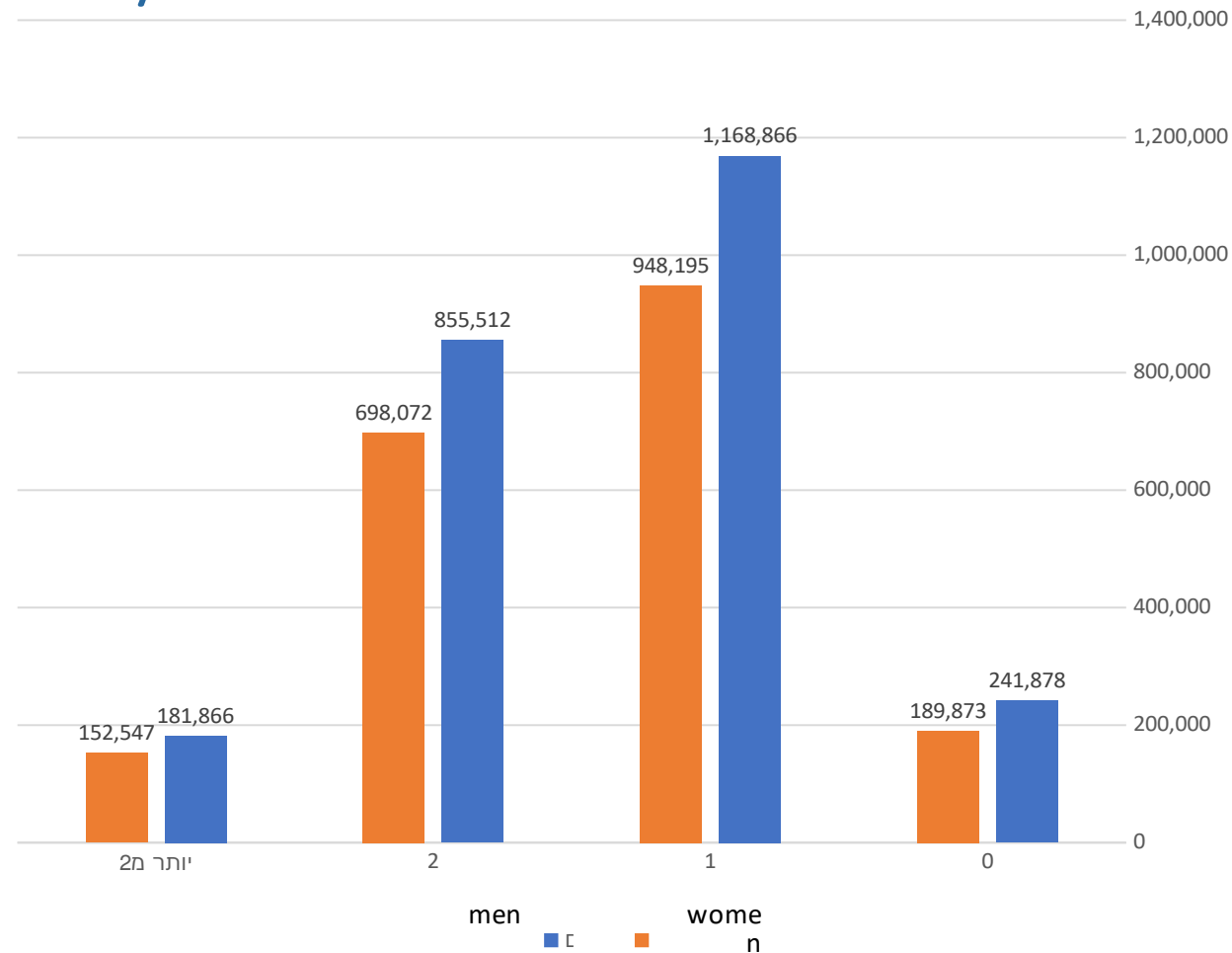
Significant rise in vehicle ownership from age 20

Number of men and women with a driver's license by number of household vehicles

Women are more satisfied than men with the quality of public transportation

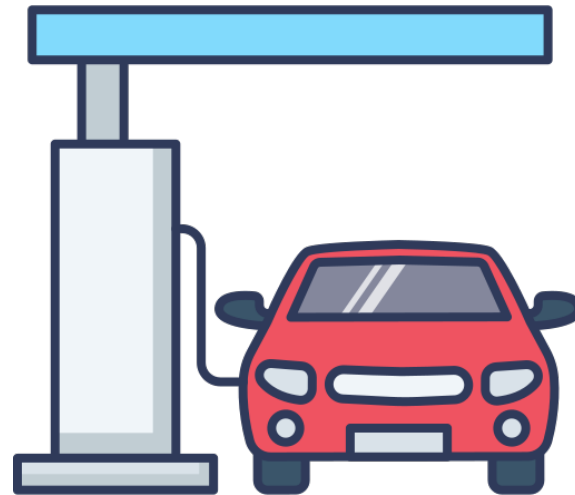
The less women drive, the more satisfied they are

Driver's license- age 20 and up

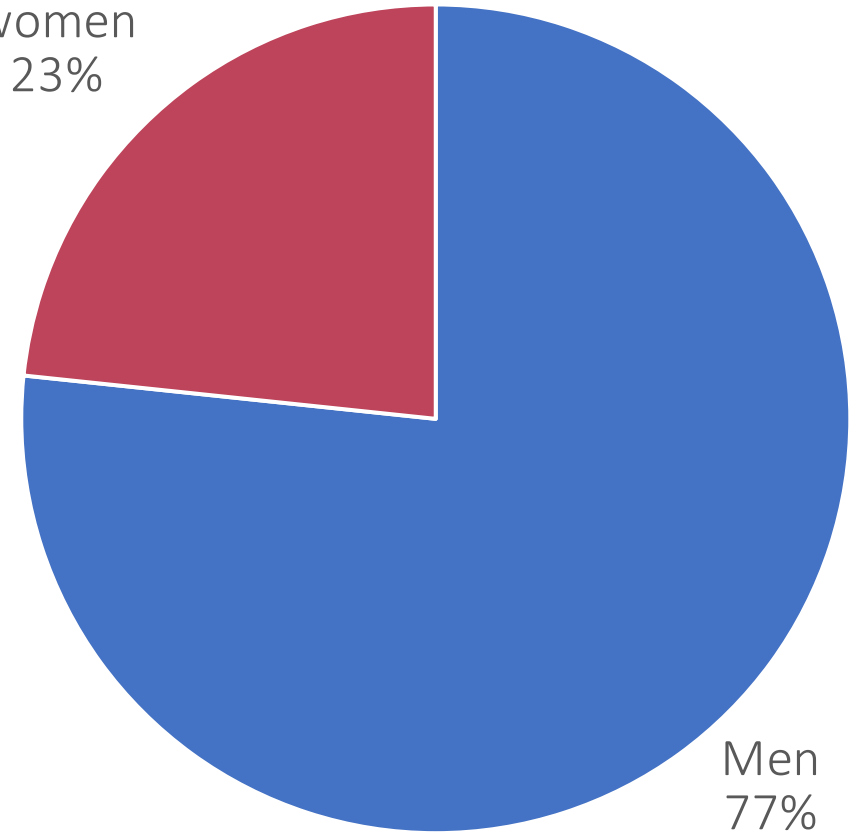




Distribution of Employees Receiving Vehicles from the Workplace



women
23%



Men
77%

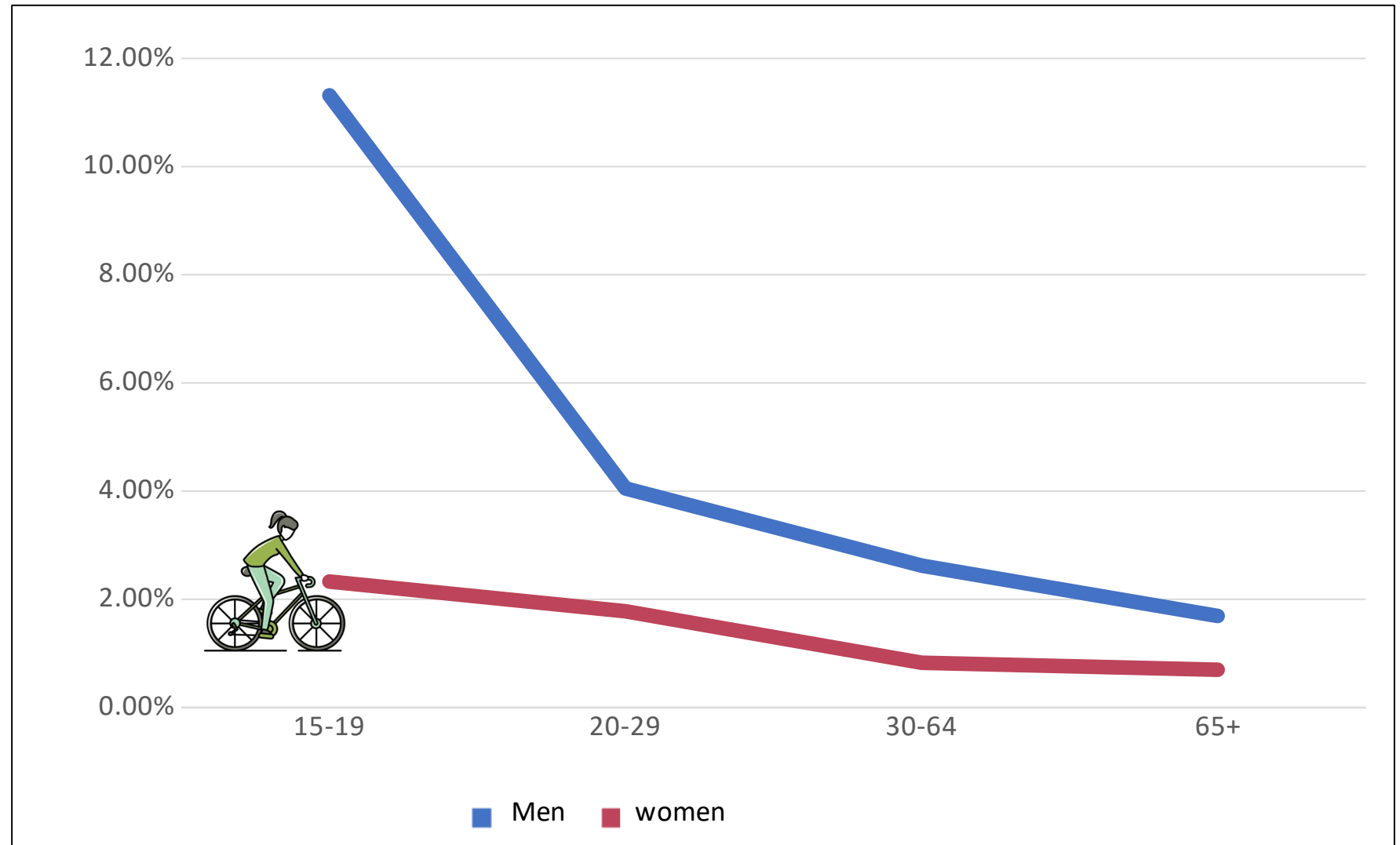
Source: CBS 2020

Keinan, T. Impact of vehicle taxation policy given from a workplace on vehicle ownership, and travel volume in a private vehicle. Thesis, Technion Haifa. (2009)

Percentage of Bicycle Use for Work / Study by Age Group

Women ride less than men

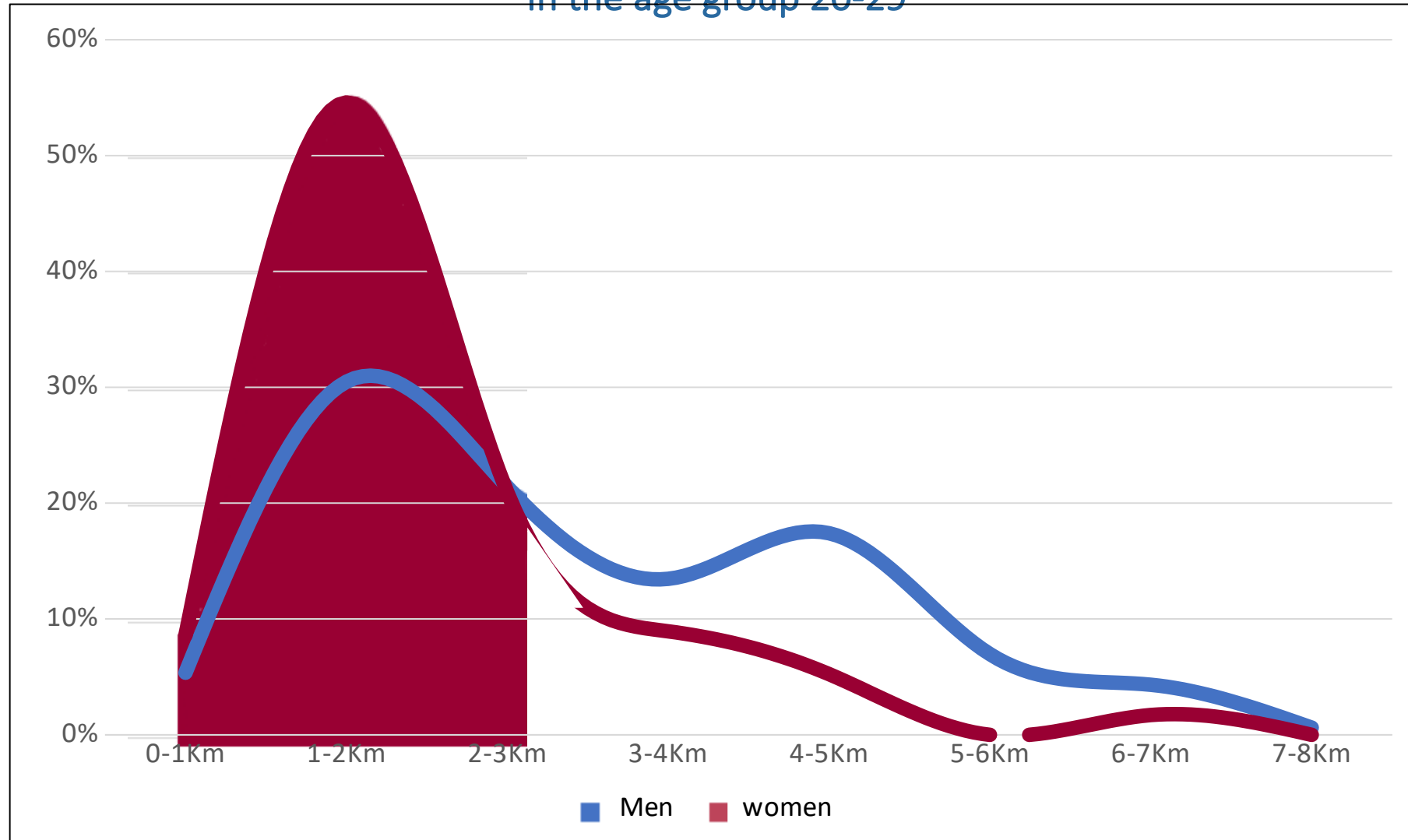
At young ages the gaps reach up to 6 times





Distribution of travel distances to the work place by bicycle In the age group 20-29

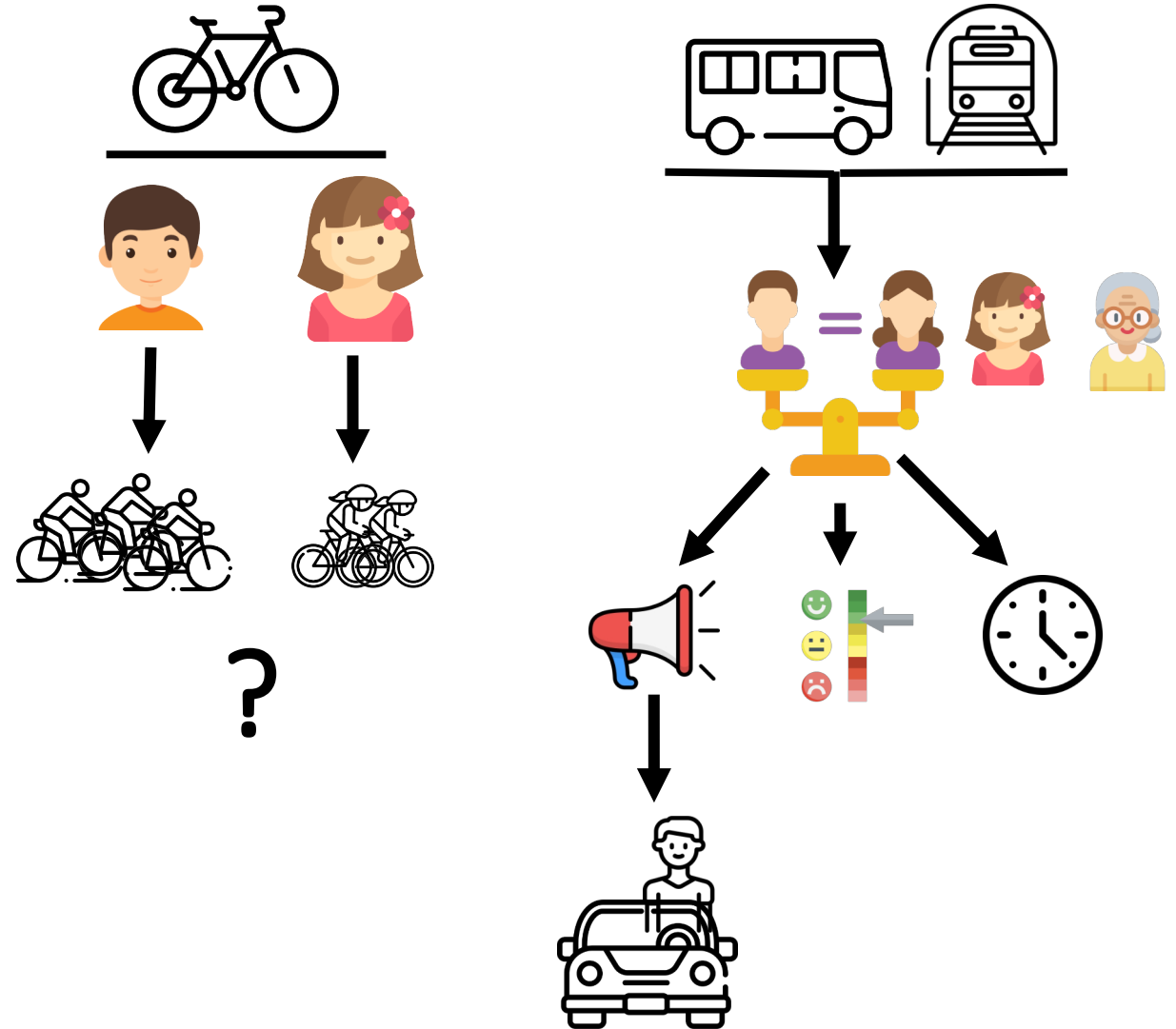
of women 85%
ride up to 3 km





Conclusions

1. Improving public transportation is a tool for gender equality.
2. There is Lack of continuous information that will allow measurement of the gaps in transportation.
3. Female mobility transportation patterns, do not necessarily depend on the upbringing of the children.
4. Redefining the peak and low hours of public transportation.
5. Women as change agents to promote sustainable transportation?





Recommendations

Department of Transportation

- Significant improvement of public transport, as a tool for reduction Marketing public transportation in a gendered manner.
- Road signs with figures of both sexes
- Encouraging collaborative travel
- Conducting a national travel habits survey frequently

Central Bureau of Statistics

- Difference in estimating satisfaction with public transportation among frequent users of public transportation
- Publication of information cuts frequently on gender gaps in transportation
- Collection of gender data regarding toll roads and vehicles from the workplace

parents

- Do not drive your daughters to school. Help them plan the safe way. Do not get them used to be mature passengers next to the driver
- Encourage them to ride a bike at a young age.
- Set a personal example, maintain gender balances in family transportation
- Experience public transportation, walking and cycling

municipalities

- Creating short walking distances.
- Mixing uses
- Safe and continuous bike paths will help increase the percentage of female riders
- Strengthening the sense of security in the public space to enable the independent mobility of women



Thanks

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