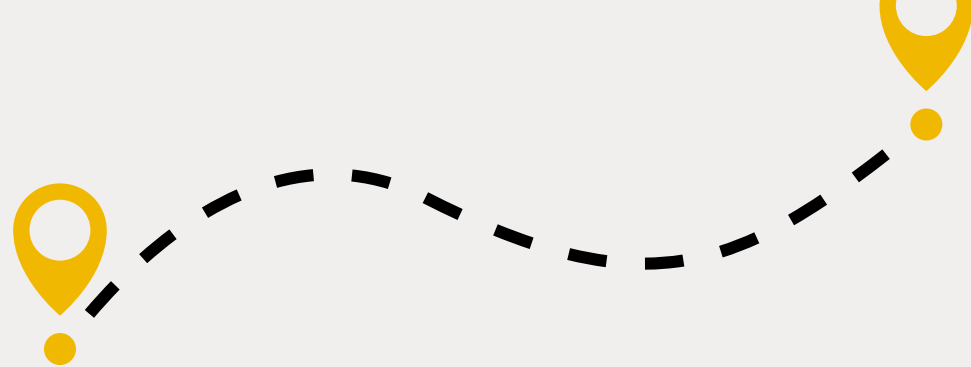




#MobilityIndicators

Mobility Participation Rate

82%



Mobile

Made at least one trip
outside the home

18%



Immobile

No trip recorded on
that day

Who tends to stay home?



Older adults: Limited personal mobility,
safety fears, limited access to accessible PT



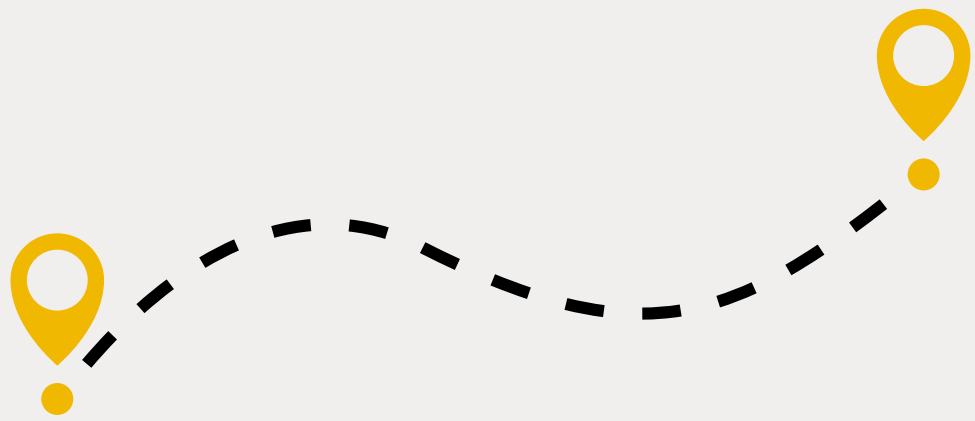
People with disabilities: Infrastructure
barriers, inaccessible services



Primary caregivers: Care responsibilities
restrict independent travel



Low-income residents: Cost of transport as
barrier



#MobilityIndicators

Mobility Participation Rate

What does it tell us?

Mobility participation shows how many people actively travel and who may be excluded from the transport system.

What are the applications?

Used in transport surveys to measure the share of people who are mobile on a given day.

Why does it matter?

Tracking this indicator helps guide policies toward more inclusive, connected cities.



Gender perspective

Immobility is not gender-neutral. Women, particularly those with care responsibilities, show higher rates of "zero-trip days". This is often invisible in aggregate statistics. Disaggregating by gender, age, and household role is essential to see it.

What Low Participation Rates Can Signal



Low mobility participation among specific groups can signal transport inequities that infrastructure and policy should address.

#MobilityIndicators

Illustrative ranges of participation rates by group:

Working-age adults (employed)	88–95%	Highest rates: regular commute anchors daily mobility
Children / students	80–90%	School days drive high rates
Working-age adults (caregivers)	70–82%	Care duties create "trip substitution": They escort others, restricting own mobility
Older adults (65–74)	65–78%	Falls sharply with age; PT accessibility is a major factor
Older adults (75+)	35–55%	Strong predictor of social isolation and health decline
People with mobility disabilities	30–55%	Highly sensitive to infrastructure accessibility and mobility support schemes



#MobilityIndicators

How And When Is It Measured?

Participation varies by day type and season.
The measurement method determines what
you actually capture.

Participation varies by day type

82%

Weekday

Commute-driven travel
leads to the highest
participation rates

74%

Saturday

Shopping and leisure
trips replace weekday
commuting patterns

65%

Sunday

Participation is lowest,
with leisure and care
trips most common

Most surveys focus on weekdays, which can systematically underestimate weekend care-related and leisure immobility.

Measurement bias warning: Surveys that only capture the “main trip-maker” in a household may significantly underreport women’s trips, particularly escort, care, and errand travel. To improve accuracy, survey all adults individually.

Main Measurement Methods

Gold standard

Household travel diary survey

All household members log every trip over a reference period. Captures zero-trip days explicitly and allows disaggregation by gender, age, income, and household role.

Scalable

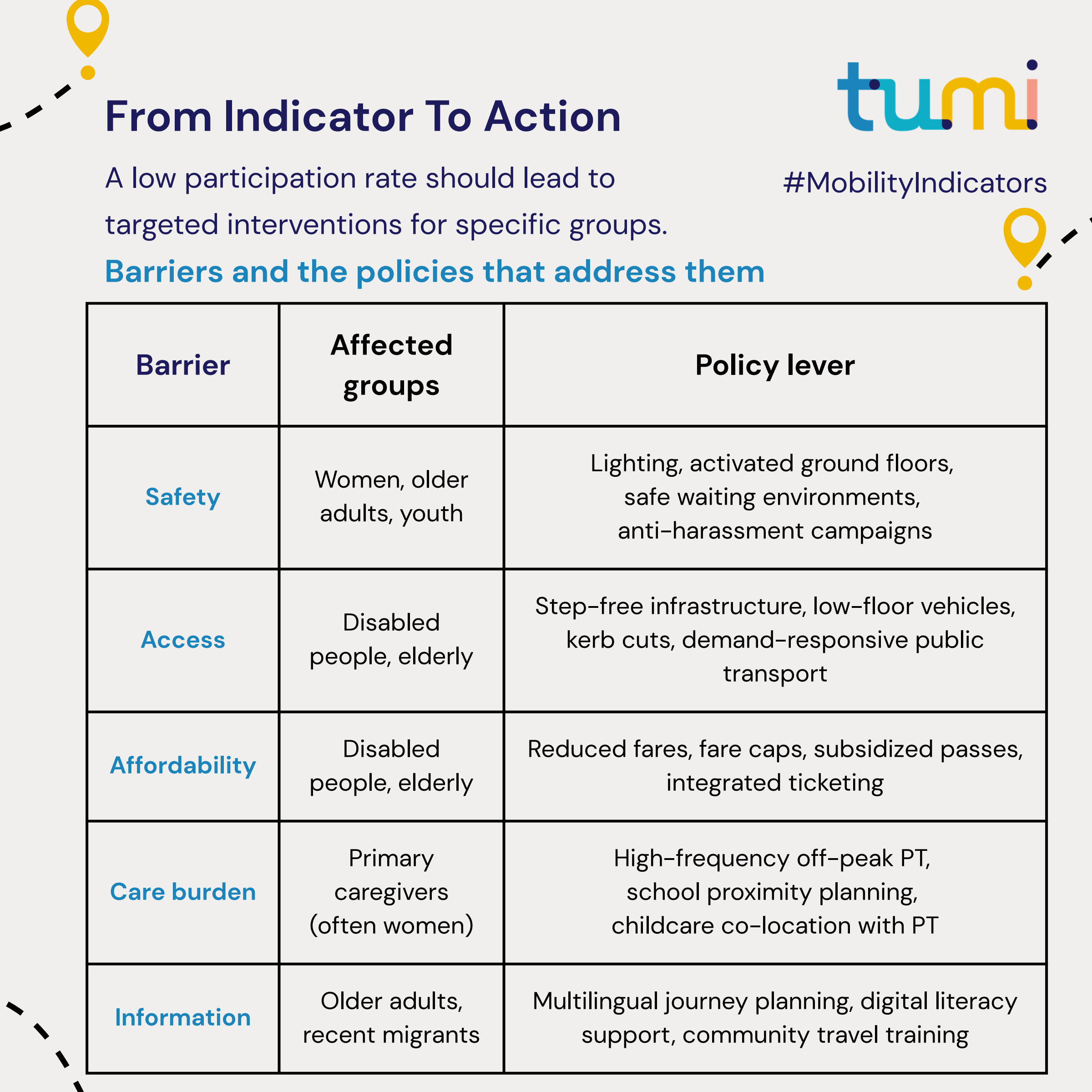
Passive mobile / GPS data

Infers activity from location traces. Large sample, near-real-time. But may systematically exclude older adults and low-income groups less likely to carry smartphones.

Targeted

Panel surveys of specific groups

Purposive sampling of elderly, disabled, or low-income respondents. Essential when those groups are too small to appear in general surveys at adequate sample size.



From Indicator To Action

A low participation rate should lead to targeted interventions for specific groups.

#MobilityIndicators

Barriers and the policies that address them

Barrier	Affected groups	Policy lever
Safety	Women, older adults, youth	Lighting, activated ground floors, safe waiting environments, anti-harassment campaigns
Access	Disabled people, elderly	Step-free infrastructure, low-floor vehicles, kerb cuts, demand-responsive public transport
Affordability	Disabled people, elderly	Reduced fares, fare caps, subsidized passes, integrated ticketing
Care burden	Primary caregivers (often women)	High-frequency off-peak PT, school proximity planning, childcare co-location with PT
Information	Older adults, recent migrants	Multilingual journey planning, digital literacy support, community travel training



From Indicator To Action

Setting a participation target that works

1. Set group-specific sub-targets

""Close the participation gap between women with care responsibilities and employed adults by 2030" instead of general "Raise overall participation by 5 points"

2. Pair with a barrier reduction target

Participation targets should be accompanied by measurable inputs: % of stops with step-free access, frequency of off-peak services, share of routes with adequate lighting.

3. Track trends

Annual or biennial repetition tells you whether interventions are actually working and for whom.

Gender-responsive target example

"Increase mobility participation among women aged 25–54 with children from 71% to 82% by 2028, measured on both weekday and weekend reference days, through improved off-peak service frequency and school-proximity planning."





#MobilityIndicators

Sources:

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For more information about our work, please refer to:

Transformative Urban Mobility Initiative (TUMI): <https://transformative-mobility.org/>

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