



From aspirations to practices

Mobility of teenagers throughout Europe

Emmanuel Ravalet
Vincent Kaufmann
Guillaume Drevon

Laboratory of Urban Sociology, EPFL

Why teenagers?

- Car remains attractive for young adults (16-21 yo) even if a reframing of car desire seems to occur around security rather than freedom (Green and al., 2017)
- Youth car licensing decline (*Delbosc et Currie, 2013*)
- Development of ICT and new relations to mobility (*Dutzik, Baxandall, 2013*)
- Lack of data on behaviours and discourses of teenagers
- Rise in environmental concerns

Taux d'équipement du smartphone en France		
Ages	Filles	Garçons
14-15 ans	79%	67%
16-17 ans	88%	74%
Taux de participation à des réseaux sociaux en France		
Ages	Filles	Garçons
14-15 ans	90%	85%
16-17 ans	92%	82%

Tableau 1 : Place du smartphone et des réseaux sociaux dans la population adolescente. Source originale : CREDOC, Enquêtes « Conditions de vie et aspirations », 2014 et 2015.

Objectives

- A better understanding of the mobility of teenagers
- Highlighting the place car has in their daily life
- Analysing discourses of teenagers
- Comparing several European countries
- Exploring an innovative methodological design

Methodology

A sequential mixed method



An exploration
from twitter



A Web survey
with a web-based recruitment
via Facebook



Deep interviews
with teenagers and
their parents

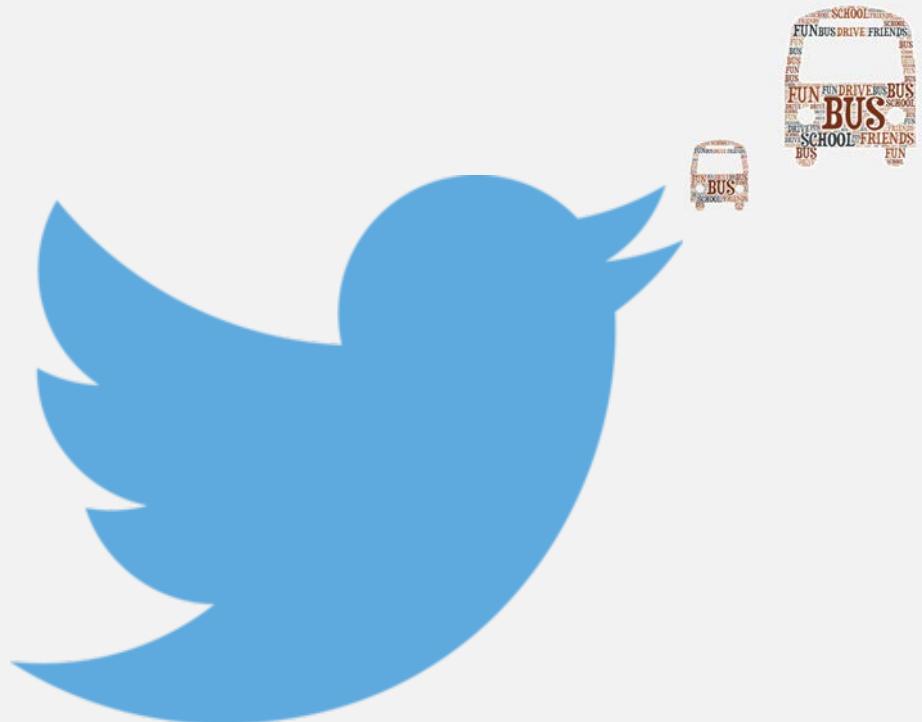
An exploration from twitter

Analysis of tweets :

- 3 millions tweets
 - From 12 April to 13 May 2016

Usage of a list of keywords built around 5 thematics:

- Car
 - 2 wheels
 - Driving license
 - Public Transports
 - Shared mobility



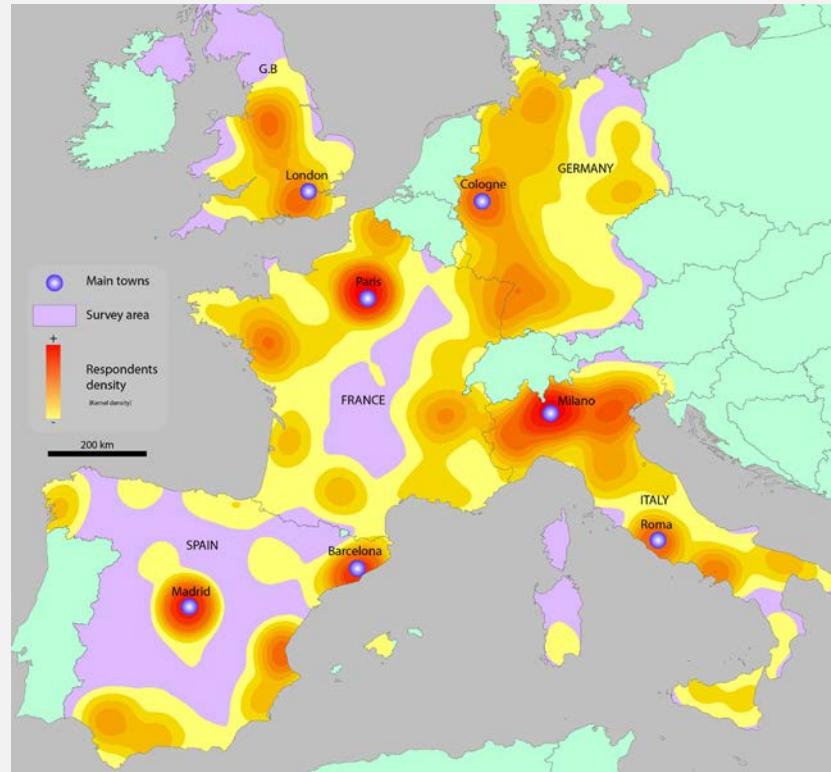
A Web survey with a web-based recruitment via Facebook

5 countries :

- France (1917)
- Germany (1652)
- Spain (1649)
- Italy (1754)
- United Kingdom (1039)

Sample :

- 8 011 teenagers
- From 14 to 17 yo



Deep interviews with teenagers and their parents

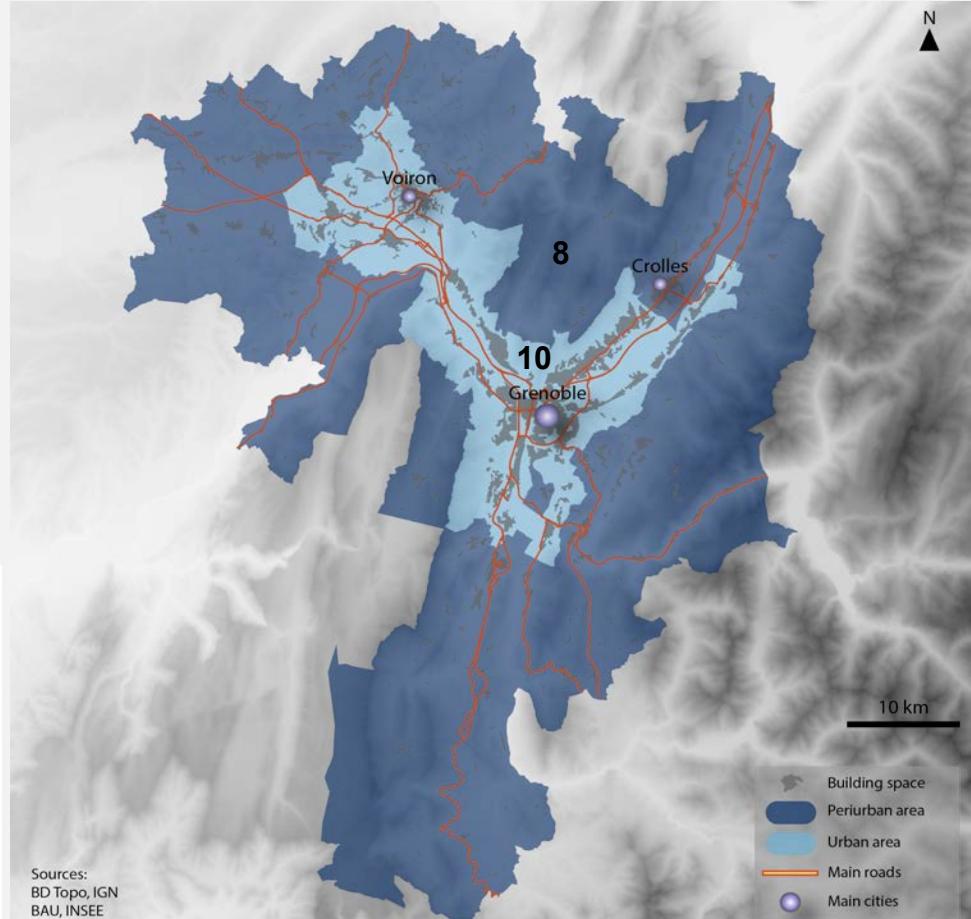
Interviews

Sample :

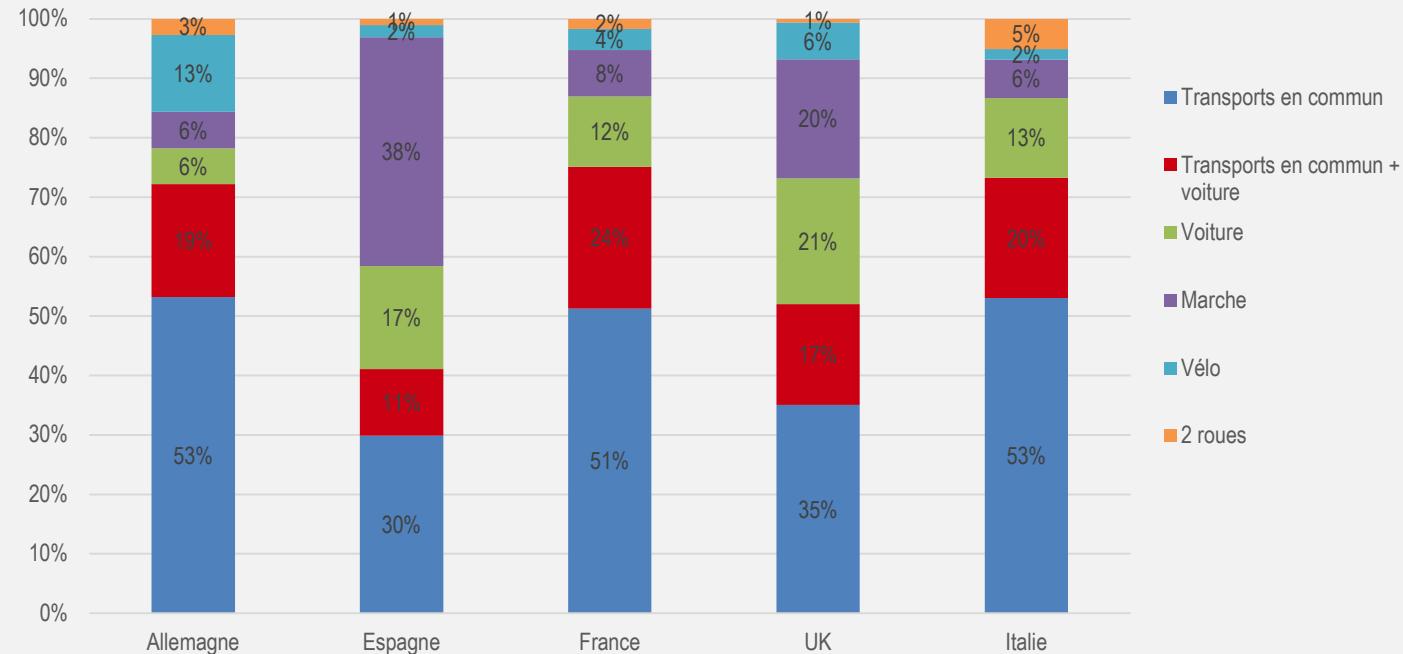
- 14-17 yo
- 10 girls / 8 boys
- 8 teenagers from periurban areas/10 from central areas
- 10 parents



Sources:
BD Topo, IGN
BAU, INSEE

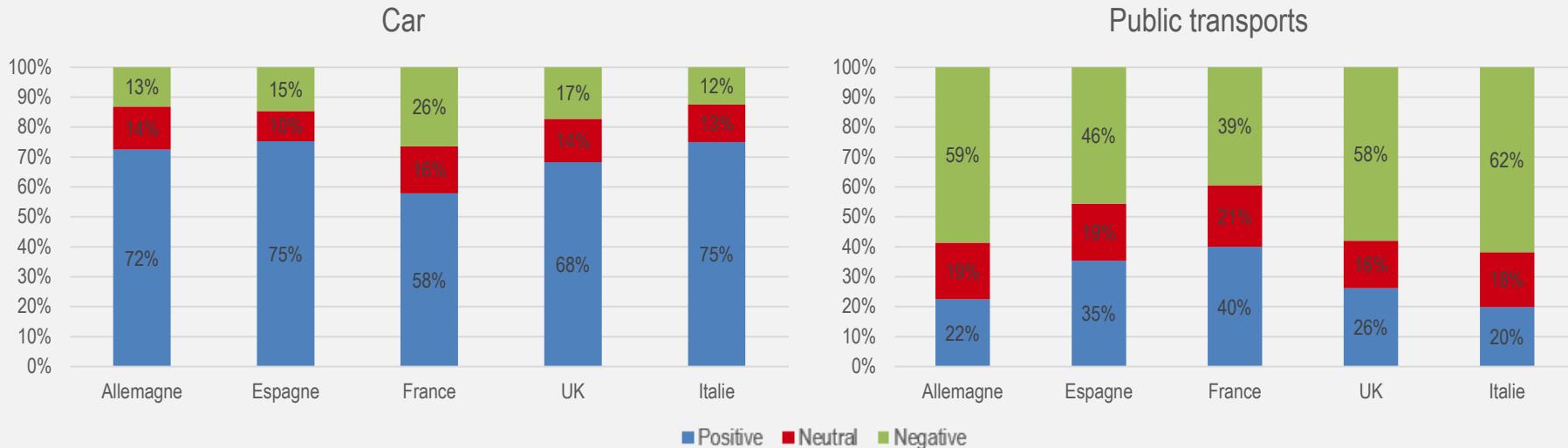


Uses of transport modes



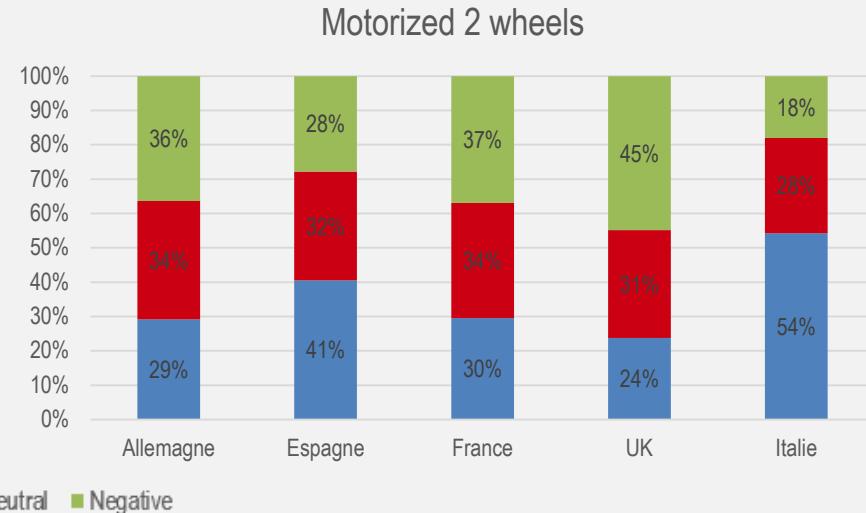
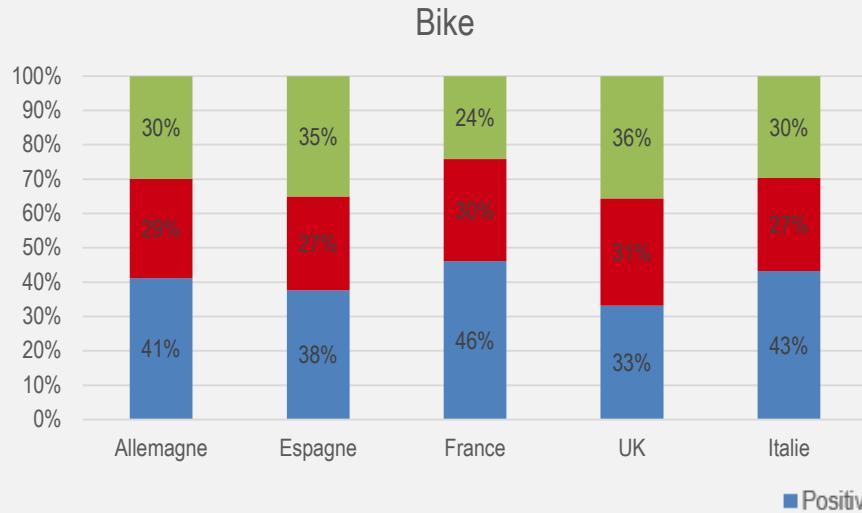
- Some important differences between countries
- A large use of public transport

Images of transport modes



- A quite positive image of cars throughout the 5 countries
- A quite negative image of public transports

Images of transport modes



- An unclear image of the bike
- Excepted in Italy, a bad perception of motorized 2 wheels

Images of transport modes

Car

- Usefull and comfortable more often cited by girls
- Pollutant more often cited by boys
- The dangerous argument is more often used by girls

Car	Gender	Age	Urbanity	Incomes
Rapid		-	+	
Usefull	G	+	-	+
Comfortable	G		+	
Safe		-	+	-
Make autonomous		+	-	
Pollutant	B	-	+	
Expansive		+	+	
Not comfortable		-	+	
Useless		+	+	
Dangerous	G			-

Public transports

- Not comfortable and Useless for girls who live in rural areas
- Environmental argument more often used by boys

Public transports	Gender	Age	Urbanity	Incomes
Rapid			+	
Usefull	G	-	+	
Comfortable		-	+	
Ecological	B	+	-	+
Cheap	B	+		
Not comfortable	G	-	+	
Slow	B		+	
Useless	G	+	-	
Expansive		+		-

Images of transport modes

Motorized 2 wheels

- Considered as usefull but dangerous by girls
- Boys insist on the liberty question

Motorized 2 wheels	Gender	Age	Urbanity	Incomes
Rapid		-	+	
Usefull	G	+		+
Comfortable				
Make autonomous	B		-	
Slow	B		-	+
Expansive		+		-
Dangerous	G		+	
Noisy	B			
Pollutant	B			
Not comfortable				

Bike

- A globally positive image of the bike for boys

Bike	Gender	Age	Urbanity	Incomes
Rapid	B	-	+	
Usefull	B			
Comfortable	B			
Ecological				
Healthy			-	
Not comfortable	G			
Slow		+	-	
Dangerous	G		+	
Tiring	G	+	-	

Images of transport modes

How can we explain the globally positive image of cars ?

Having a positive image of the car		B	E.S	Exp(B)
Age	16-17 yo	0.240	0.024	1.024
	14-15 yo	-	-	-
Incomes	Low	0.081	0.056	1.084
	Medium	0.027	0.064	1.007
	High	-	-	-
Sex	Girls	0.210	0.054	1.234**
	Boys	-	-	-
Constant		0.281	0.17	1.332

Having a positive image of the car		B	E.S	Exp(B)
Age	16-17 yo	0.038	0.024	1.039
	14-15 yo	-	-	-
Incomes	Low	0.092	0.056	1.096
	Medium	0.06	0.042	1.001
	High	-	-	-
Sex	Girls	0.112	0.056	1.118*
	Boys	-	-	-
Insecurity feelings in public transports	Yes	0.208	0.028	1.231**
	No	-	-	-
Constant		-0.157	0.181	0.854

→ The positive image of the car is linked with the insecurity feeling in public transports, especially for young girls

Conclusion and discussion

- Car has still a positive image among teenagers
- The positive image of car is especially strong among young girls
- The positive valorisation of the car, and the negative valorization of public transports, is linked with security feeling
- The image of transport modes is also linked with uses and the parental support is very different for boys and girls
- Ecological discourses are secondary compared to security questions in modal choices of teenagers



Thank you for your attention