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ANNUAL CONFERENCE

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Unpacking the average: how gender and care reveal the limits of mobility data

City of Amsterdam, Team Research & Knowledge -
Mobility and Public Spaces

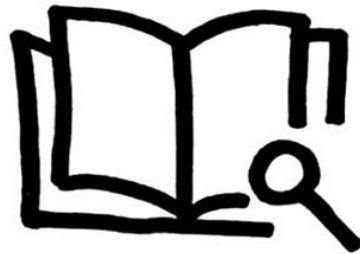
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Content of the presentation



Gender-mainstreaming



Data analysis



'Mobilities of Care'



Policy implications

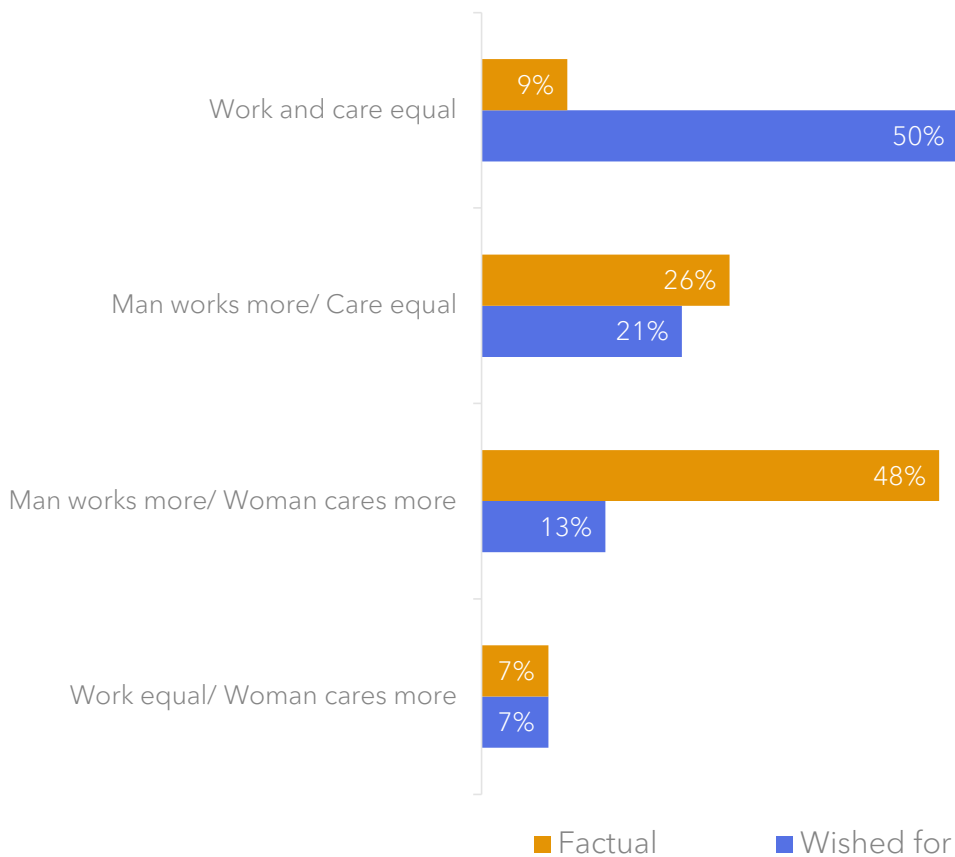
Gender inequality in the Netherlands

- Emancipation progress in the Netherlands has stalled
- The country has dropped 15 places, now ranking 43rd globally.
- Women's participation in the workforce and political representation remain notably low.

Country	Ranking 2025	Change since 2024	Closed Inequality Gap (%)
Iceland	1	-	92.6%
Finland	2	-	87.9%
Norway	3	-	86.3%
United Kingdom	4	+10	83.8%
New Zealand	5	-1	82.7%
Sweden	6	-1	81.7%
Republic of Moldova	7	+6	81.3%
Namibia	8	-	81.1%
Germany	9	-2	80.3%
Ireland	10	-1	80.1%
(...)			
Netherlands	43	-15	75.6%

Source: Global Gender Gap Report 2025, WEF. [Link](#)

Division of paid work and childcare (%), 2024



- Women work part-time more often.
- Only 9% of parents manage to divide care and work equally.
- Women earn less after having children.
- The Netherlands has one of the largest pension gaps in Europe.

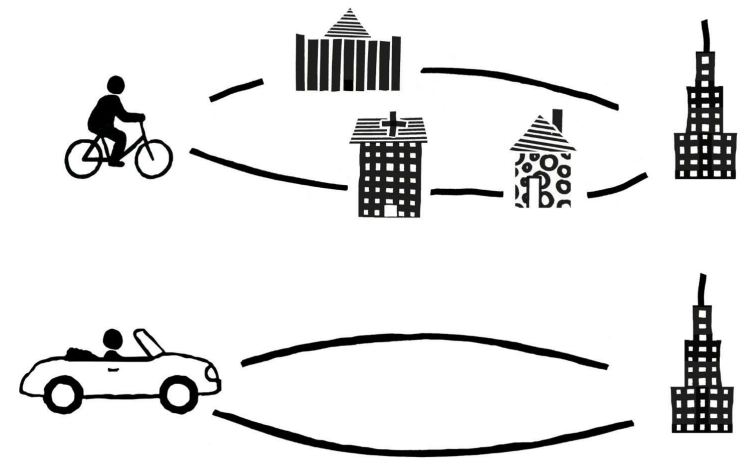
Source: Emancipatiemonitor 2024, CBS. [Link](#)

Source: European Institute for Gender Equality (2024). [Link](#)

International gendered travel patterns

- Women tend to make shorter, more frequent trips referred to as trip-chains.
- Men typically make longer, work-related trips.
- Women travel more often walking and by public transport.
- Men travel more often by car, bike and train.
- Men are more often the driver, while women are more often passengers.

Source: Gender and (Smart) Mobility, Ramboll. [Link](#)



Source: Own drawing

Gender- mainstreaming mobility

(UN Woman, 2022)



Source: Own drawing

Gender-sensitive data collection and analysis

- Challenging the idea that mobility is neutral
- Data disaggregated by gender
- Moving beyond the work- home commute
- Highlighting 'mobilities of care'



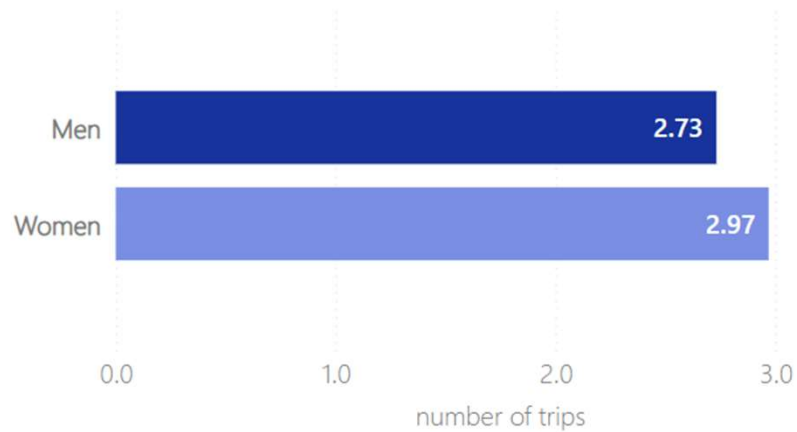
Source: Gemeente Amsterdam. Photographer: Edwin van Eis

Data analysis

- ODiN: National origin-destination survey (CBS)
- Provides information about daily mobility from the population living in the Netherlands
- Respondents can only choose between man and woman

Netherlands | trips and distance

Average number of trips per workday

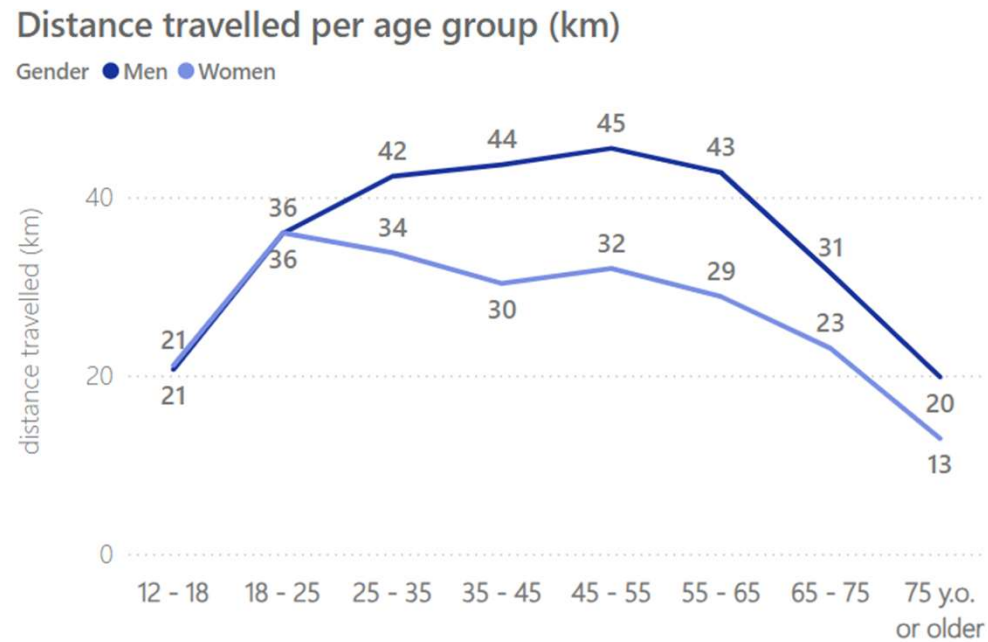


Distance travelled (km) per workday



**data is filtered for respondents aged 12 years old or older per workday*

Netherlands | distance per age group

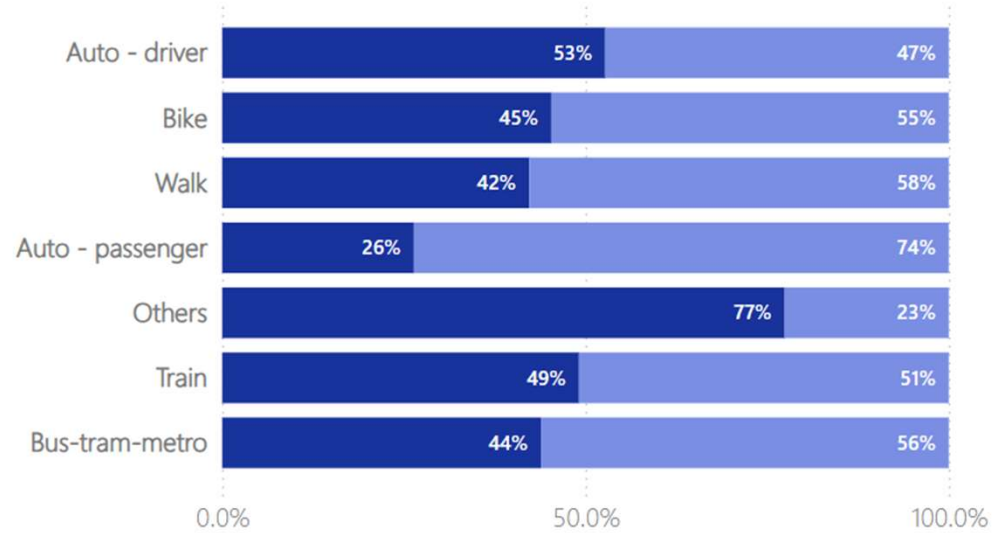


**data is filtered for respondents aged 12 years old or older per workday*

Netherlands | transport mode

Percentage of trips per mode of transport

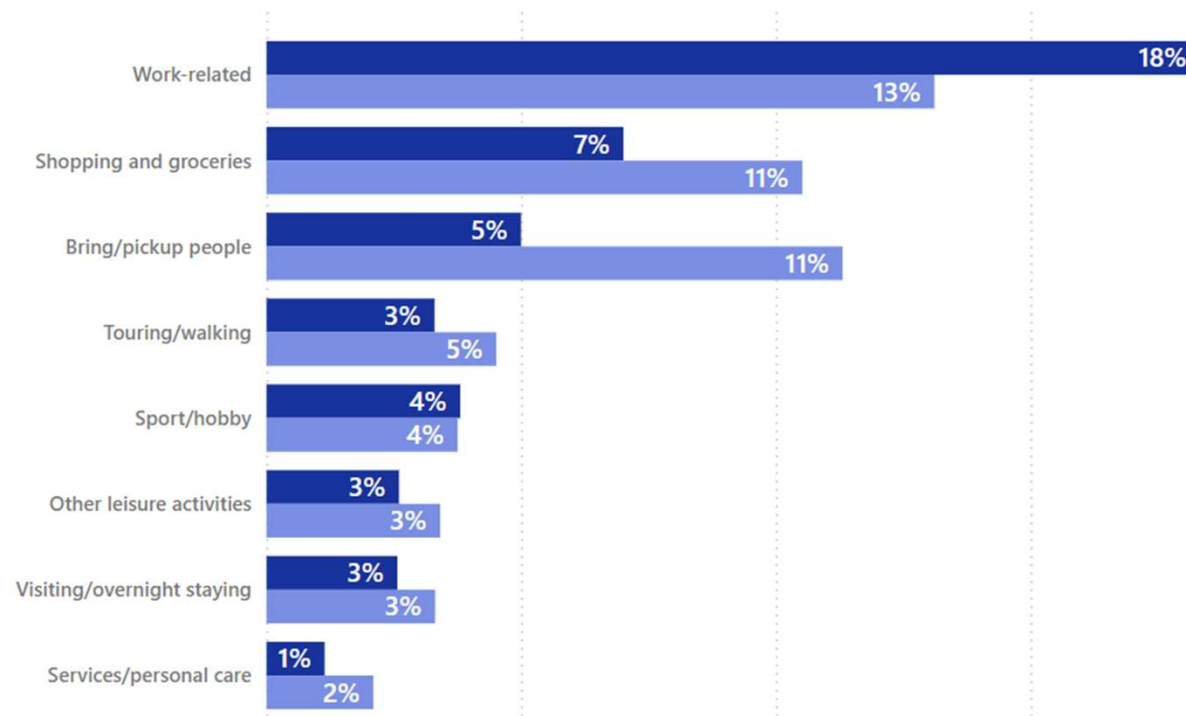
Gender ● Men ● Women



Netherlands | trips per purpose

Percentage of total trips by purpose for each gender

Gender ● Men ● Women



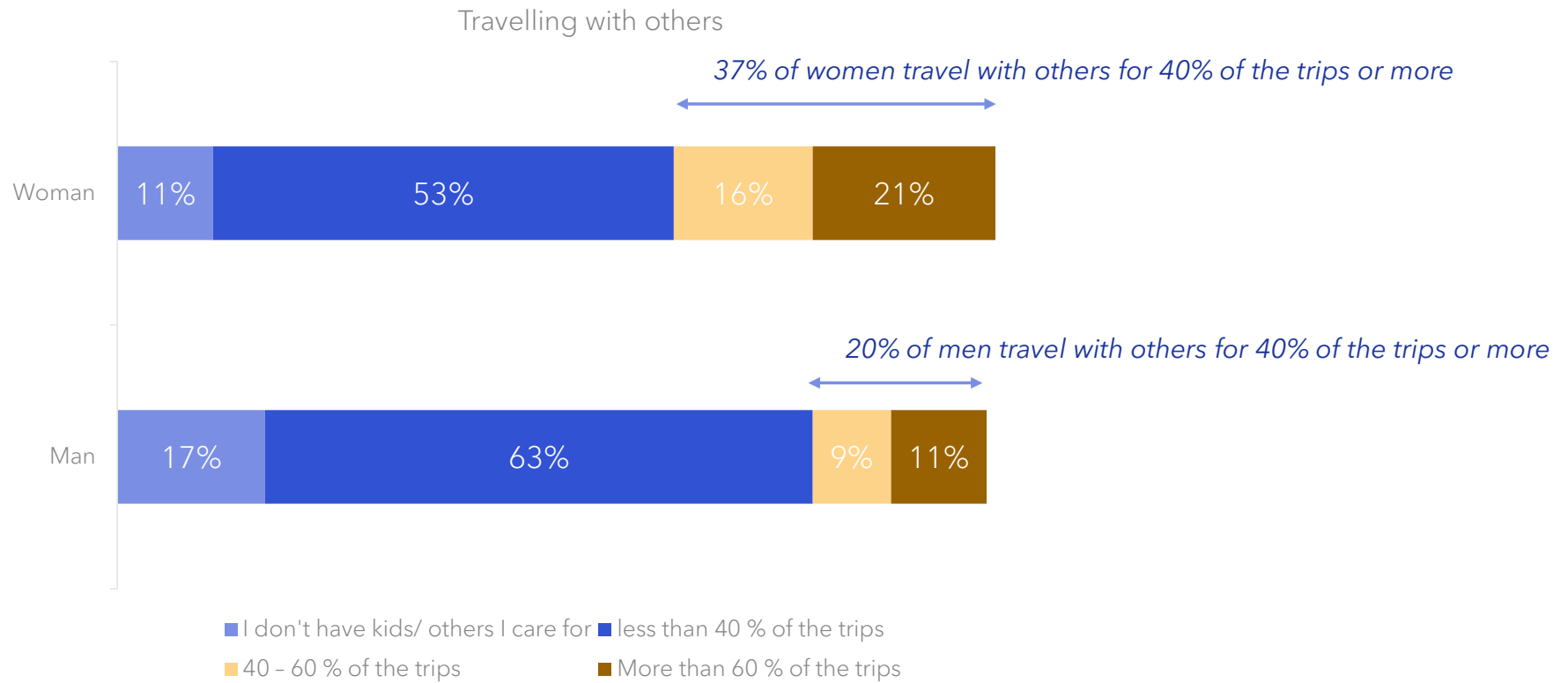
**data is filtered for respondents aged between 25 and 45 years old*



Mobilities of care – a missing piece

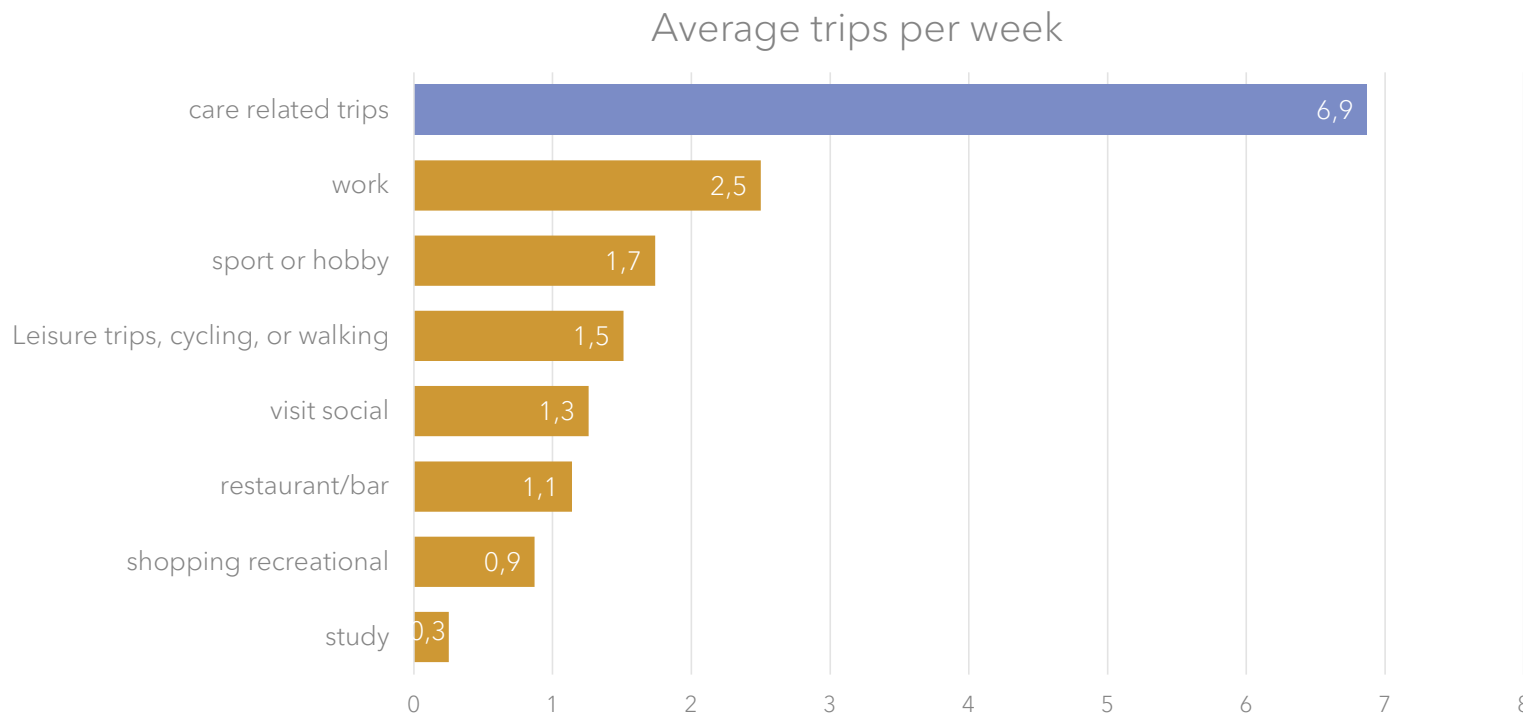
Methodology: Sánchez de Madariaga, S. & Zucchini, E. (2019)

Amsterdam | Mobilities of care



Source: Own survey about social safety and mobilities of care among a panel of Amsterdammers (2025).

Amsterdam | Mobilities of care



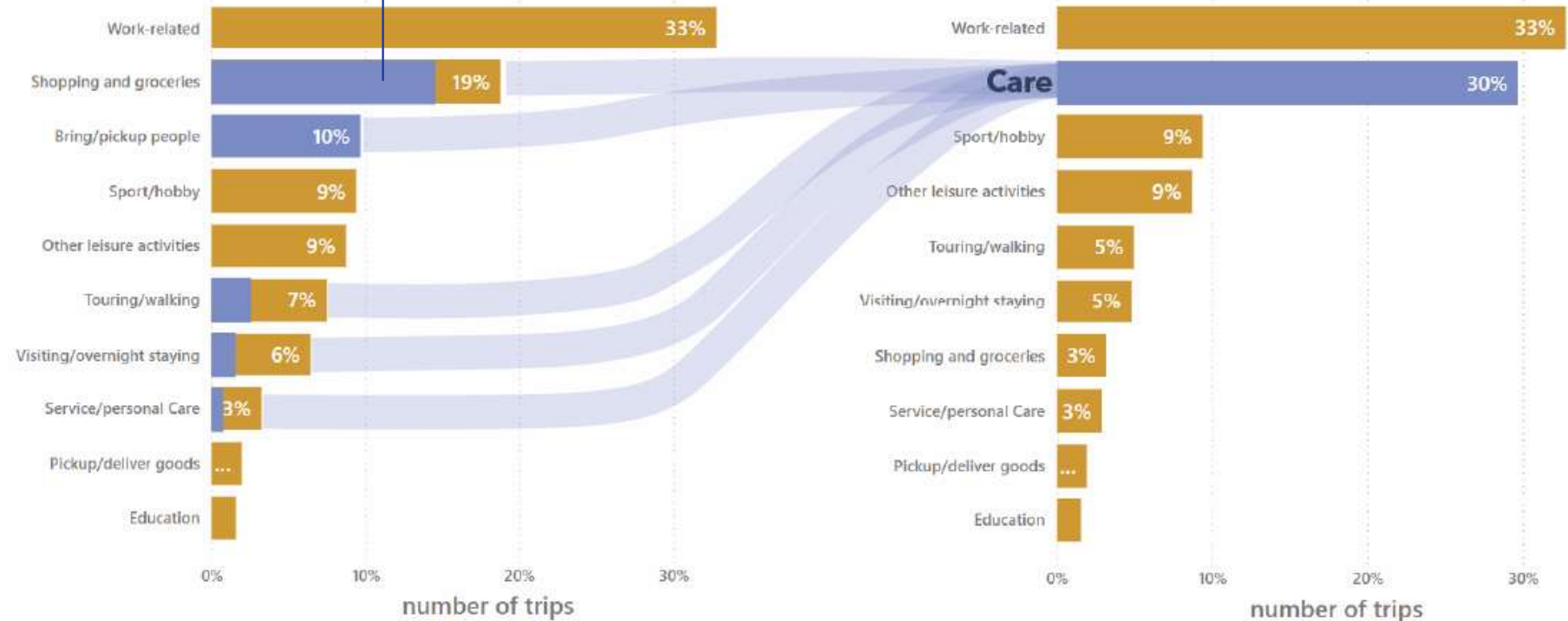
Source: Own survey about social safety and mobilities of care among a panel of Amsterdammers (2025).

Amsterdam | Mobilities of care

Percentage of care trips within each category

Traditionally collected data

Mobility of care lens



*data is filtered for respondents aged between 25 and 45 years old

Methodology: Sánchez de Madariaga, S. & Zucchini, E. (2019)

What do we see?

- Gender differences in mobility in the Netherlands align with the international trends
- We see differences in distance travelled, transport mode and trip purpose, both in the Netherlands and Amsterdam
- Care-related travel in Amsterdam is the second biggest purpose of travel for all genders together





How can we plan for what remains invisible?

- Collect and analyze data disaggregated by gender.
- Include care-related travel in data collection and visualization.
- Design gender-sensitive transport systems that accommodate diverse travel patterns and needs.

Further research needed on:

- What impact do these differences have on the accessibility for different genders?
- Does the mobility system adequately support these differing travel patterns?



Thank you!

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- Camille Coussirat - camille.coussiratpiazza@amsterdam.nl
- Zosia Nowakowska - z.nowakowska@amsterdam.nl

Sources

1. Centraal Bureau voor de Statistiek (2024). Emancipatie monitor 2024. [Link](#)
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3. Ramboll (2021, March). Gender and (Smart) Mobility. Green paper. [Link](#)
4. Sánchez de Madariaga, I. & Zucchini, E. (2019) Measuring Mobilities of Care, a Challenge for Transport Agendas In: Scholten CL and Joelsson T (eds) Integrating Gender into Transport Planning: From One to Many Tracks. Cham: Springer International Publishing, pp. 145-173.
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