

# Mobility Biography and Quality of Life

## Analysing Gender Issues in the Greater Jakarta

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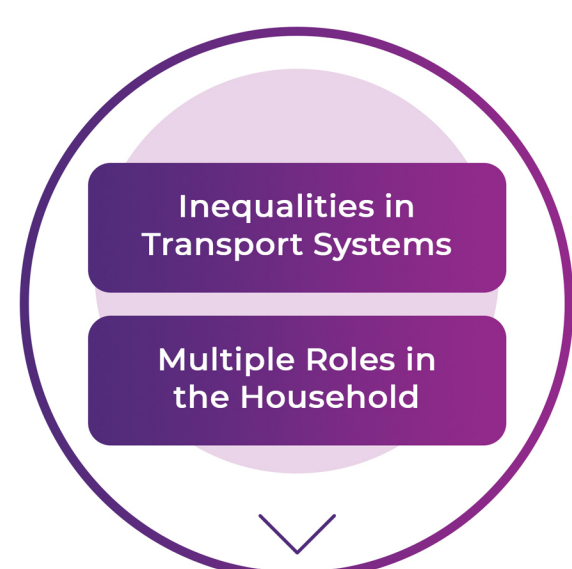
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### Introduction

Women have specific travel needs often overlooked by transportation planners. At the same time, travel behaviours at the household level are also gendered. As shown by figure 1, both of them produce inequality for women across their life course.

This study provides unique insights into the links between transport and gender by examining the mobility across the life span of individuals of numerous married couples living in the Greater Jakarta, Indonesia.



Transport Poverty

Less Mobility & Accessibility

Social Exclusion

Lower Quality of Life

**Figure 1.** Women experience severe transport poverty preventing them from accessing opportunities to improve their quality of life.

### Research Question

How does the dynamic between key events across the life course and travel behaviour impact on the quality of life?

### Objectives

1. To understand individual's mobility biography at different life stages.
2. To identify the impact of genders and mobility changes to the quality of life.

### Conceptual Framework

An individual's life course is the original focus of the mobility biography, we add a household domain as it is a site of complex interactions where negotiations of daily life arrangements are always profoundly gendered as shown by figure 2 (Landzendorf 2010; Schwanen 2007).

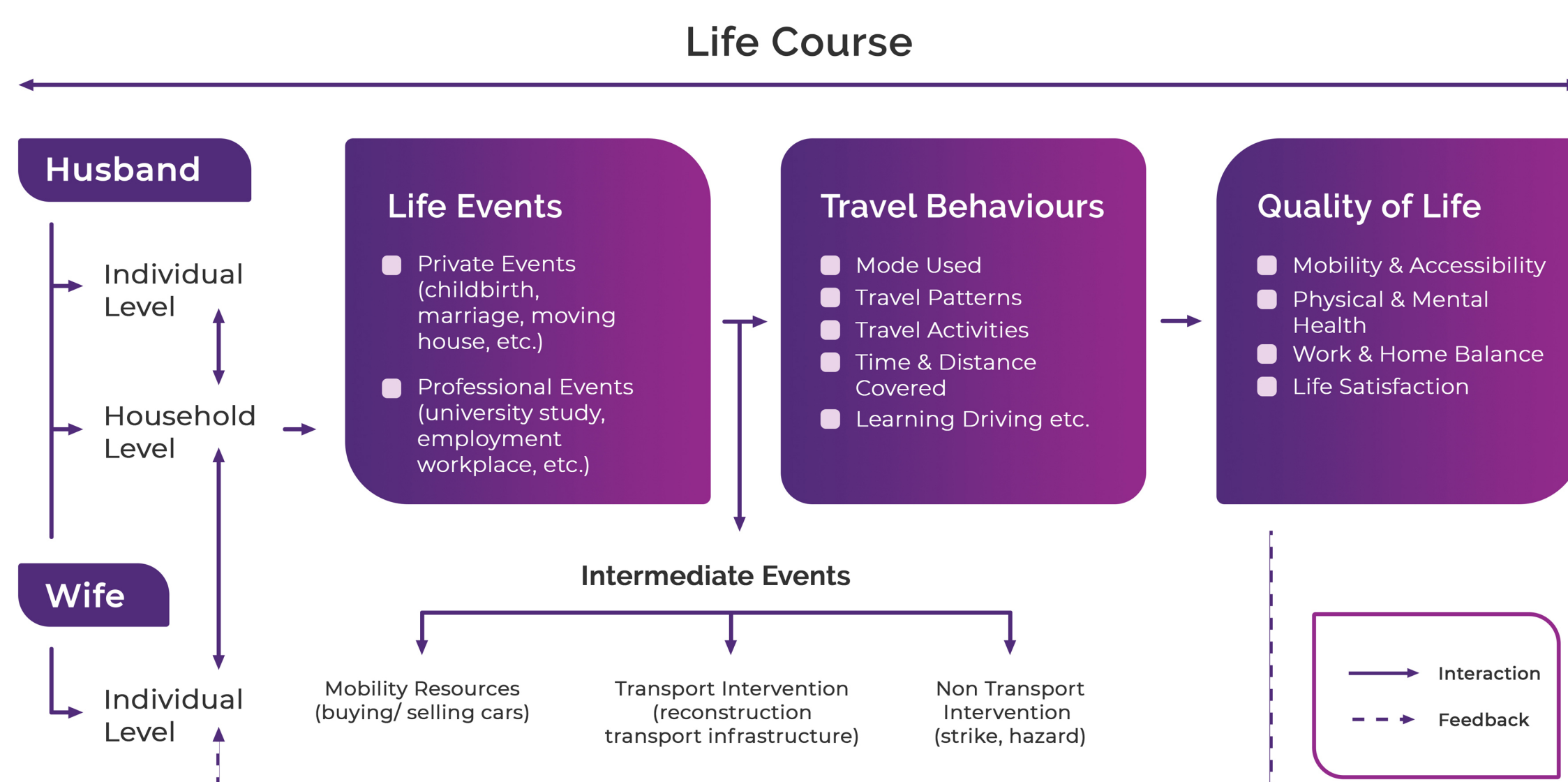


Figure 2. The conceptual framework linking the dynamic of life events and travel behaviours to the quality of life.

### Method

The qualitative retrospective interviews are used to understand interviewees' mobility and their relationships with transport systems throughout their life. Gender audit of Jakarta Mass Rapid Transit and interviews to experts were also conducted to gain in-depth analysis related to the topic (figure 3).

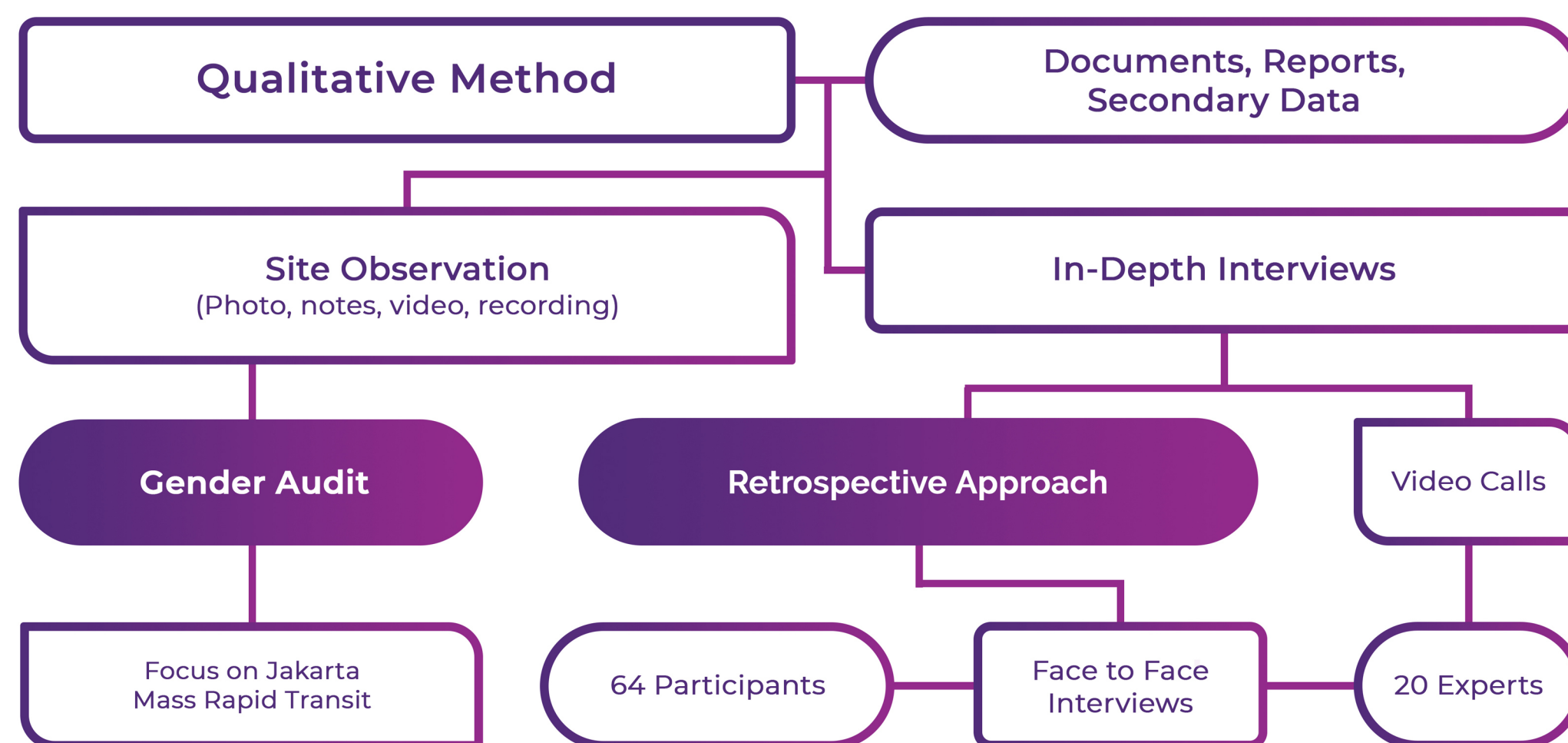


Figure 3. The interviews and observation were undertaken from May to November 2019.

### Preliminary Findings 1

Some life events produce notable changes in mobility patterns among women as depicted by figure 4.

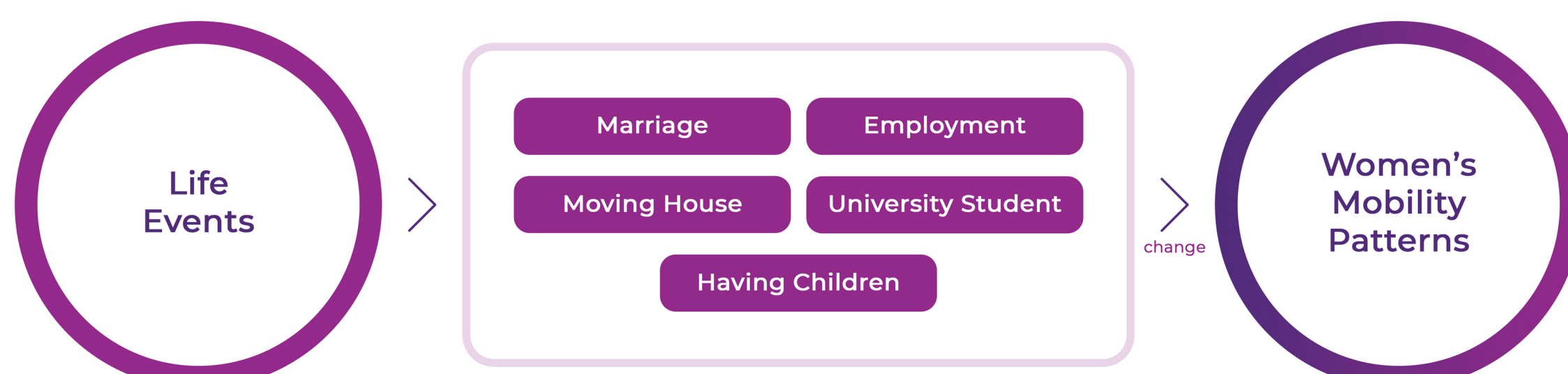


Figure 4. Both life events and mobility behaviours are not separate concepts as they are interdependent and can coincide.

### Preliminary Findings 2

#### Transport-related Quality of Life: Women

Tend to emulate their parents' travel habits, especially mothers

Internalised the view women are the car or motorcycle passengers, public transport or motorcycle riders, or walkers

Women who remain single after leaving their parents' home have more complex travel patterns than others

Stereotyped as unskilled drivers or motorcycle riders

More sensitive to transport insufficiencies

More fearful of crime while riding public transport

Have more complex travel patterns than their husbands due to their homecare and childcare responsibilities

### Preliminary Findings 3

#### Transport-related Quality of Life: Men

Tend to emulate their parents' travel habits, especially fathers

Internalised the view men are driver, owner and main user of the vehicles

Stereotyped as skilled drivers or motorcycle riders

Men have access to more and better urban mobility options

As husbands, they tend to arrange travel resources in the household impacting wives' mobility

### Conclusions

1. Mobility at the household reflects gender inequality.
2. Each generation has different relationships with transport systems resulting in differences in travel behaviours.
3. Women are more disadvantaged than men in accessing transport services causing lower quality of life.



Figure 5. Commuters in Jakarta Mass Rapid Transit.

### References

Landzendorf, M 2010, 'Key events and their effect on mobility biographies: the case of childbirth', *International Journal of Sustainable Transportation*, vol. 4, no. 5, pp. 272-292.  
Schwanen, T 2007, 'Gender differences in chauffeuring children among dual-earner families', *The Professional Geographer*, vol. 59, no. 4, pp.447-462.