

# Interrelations of low-income groups' residential and mobility choices in growing metropolitan areas

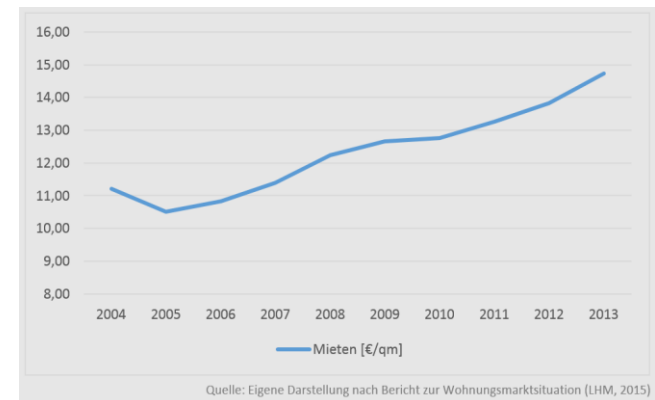
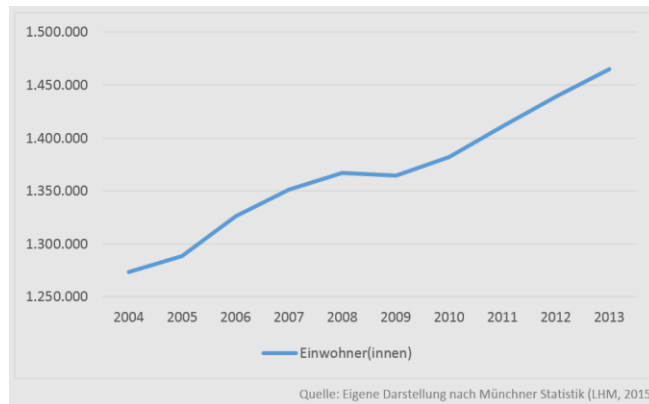
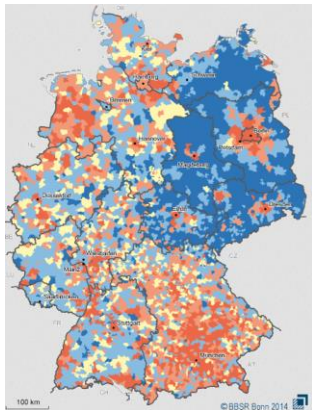
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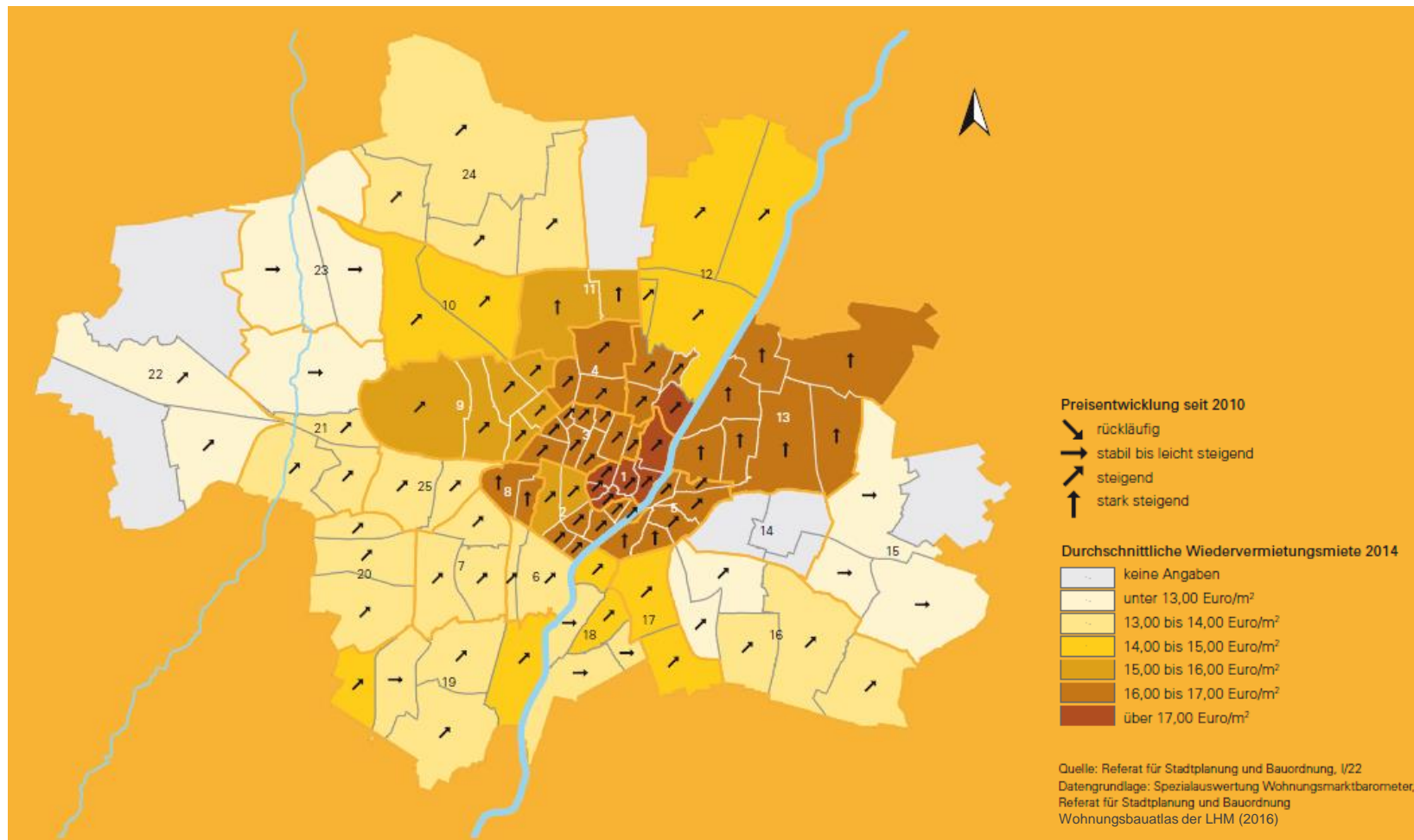
# Munich region

Great population growth and in increase workplaces

Housing market: very high real estate prices, already a serious lack of affordable housing, very little land reserves



# Munich housing market



# Background

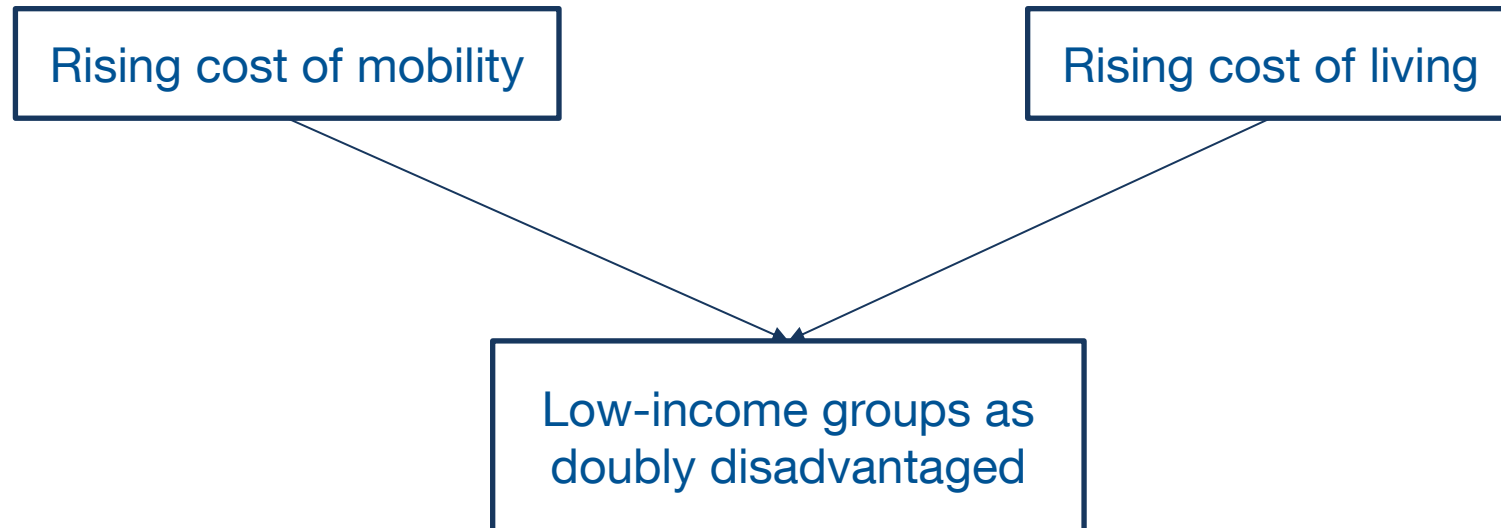
Spatial mobility is a key factor for participation in social activities and society  
(cf. Runge 2005; Lucas & Jones 2012).

Mobility behavior depends on residential location. At the same time, there are self-selection effects, which means people choose a residential location, where they can realize their mobility preferences (cf. Handy et al. 2005; Scheiner 2009; Jarass 2012).

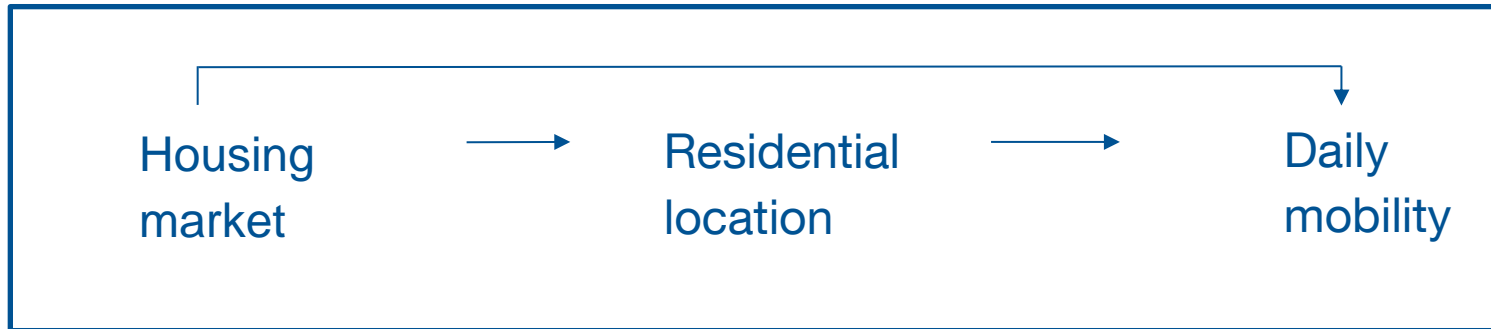


Low-income groups have due to their financial situation and the extremely low availability of affordable housing in Munich hardly any options in the housing market, consequences for their daily mobility are mostly unknown.

# Background



# Research topic



Impact of a supply-dominated housingmarket on the residential location of low-income households and consequences for their daily mobility

# Research questions

What spatial requirements concerning residential location do low-income groups have – especially regarding accessibility-related location factors?

What influence have low-income households in a supply-dominated housing market on their residential location?

How does a residential relocation with limited options influence a household's daily mobility? How are mobility and destinations reorganized afterwards?

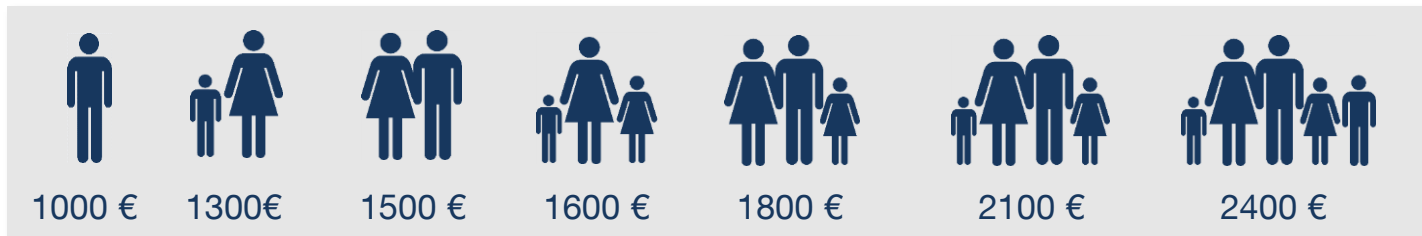
# Methodology

## Qualitative research focus

Problem-centered Interviews (Witzel 2000) and mental maps  
Evaluation with qualitative content analysis (Mayring 2008)

## Target group

Low-income (according to poverty risk threshold by BMAS 2013)  
Relocation within the last three years in the Munich Region





## First findings (I)

*... I could have imagined anything in that time, I think I also would have taken anything, if I had been chosen... but I'm really happy that it didn't work out and it came the way it did...*

*... as I said, as a low earner one is pushed towards the fringes of the city, that's how it is, it feels somehow... one pays his taxes and everything, but as the city is ashamed of you...*

*...I'd even say, even if you do have money, it is hard to find a residence. Having a regular income in the first labor market or an average income, even for those people it must be horror finding a residence. That's what I can hardly image, since that takes ones hope...*

- low-income groups try to avoid residential relocations and feel great emotional pressure
- they have very limited influence on the location

## First findings (II)

*It's stupid when I have to change umpteen times on the whole trip... because then I don't have any chance to sit down in the subway and relax, when I immediately have to change into the next transport mode...*

*Of course it is further, but I take it, since it is subway catchment area, that is not a problem and in 45 minutes I'm here...*

*I'm still working in Munich, which means I still have the trip to the city every day [...] I'm working part time. Right now 20 hours, since there is no other way with travel time and kindergarten opening hours...*

- reorganization of mobility in gradual stages
- reaching “unchangeable” destinations is often more time-consuming, inconvenient, or costly than before

# Conclusion

- lack of options in the housing market can lead to an increase in transport efforts, which concerns in particular low-income households
- further arguments for a more integrated approach in land use and transport planning
- a step towards more sustainable and equitable transport

## **Vancouver Principle #2: Equity**

Nation states and the transportation community must strive to ensure social, interregional and inter-generational equity, meeting the basic transportation-related needs of all people including women, the poor, the rural, and the disabled.

(OECD Proceedings, Towards sustainable transportation, 1996)

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