

swiss mobility conference

8th edition

September 1-2, 2025

EPFL Campus, Lausanne



■ **LaSUR**
laboratoire
de sociologie
urbaine

Unil
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et durabilité



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Verband Geographie Schweiz
Association Suisse de Géographie
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SCOPE

The Swiss Mobility Conference (SMC) is the result of a collaboration between the chairs of urban sociology (EPFL) and geography of mobilities (UNIL). The objective of SMC is to provide a place for discussion and debate for researchers in humanities and social sciences working on various forms of mobility.

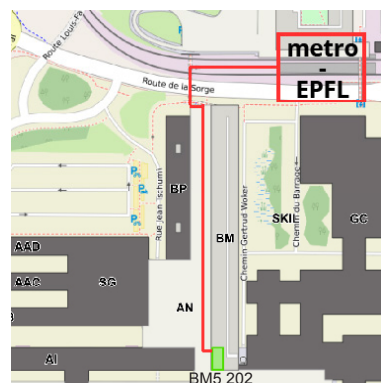
Presentations will address the mobilities in their diversity (residential choices, daily mobility and mode choice, multi-residentiality, tourism, etc.). They can register in the following research areas:

- Socio-ecological transitions and future mobility trends
- Public policy, decision making and regulation of mobility
- Actors and their logics of action (residential choice, mode choice, motivations)
- Norms, values and practices underlying mobility and social inequalities
- Rhythms and timescales of mobility (daily mobility, tourism, migration)
- Mobility infrastructure, accessibility and the production of space
- Theoretical debates (the contributions of social theories to the study of mobilities)
- Methodological innovations (using mobile methods)

LOCATION

The conference will take place on the campus of EPFL (at **Auditorium BM5 202**) on both days. The map and location of the room are visible on the right.

Free wifi is available on the campus.



Foreword and information

ORGANISERS

Vincent Kaufmann, Laboratoire de Sociologie Urbaine, EPFL

Patrick Rérat, Institut de Géographie et Durabilité, UNIL

Andreia Dinis Pinto, Institut de Géographie et Durabilité, UNIL

Chloé Montavon, Laboratoire de Sociologie Urbaine, EPFL

Clément Rames, Laboratoire de Sociologie Urbaine, EPFL

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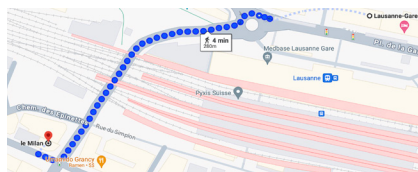
Timo Ohnmacht, Hochschule Luzern

Stéphanie Vincent, Université de Lyon 2

RESTAURANT - LE MILAN

Meeting point at **7pm** at the restaurant,
Bd de Grancy 54, 1006 Lausanne.

From EPFL : Metro M2, direction
Lausanne-Flon, station Flon, then
Metro M1, direction Ouchy, station
Lausanne-Gare, then 3 minutes
walking



Conference schedule 1.09.2025 - EPFL - Auditoire BM5 202

Welcome & Coffee **08.45 - 09.15 am**

Introduction by Vincent Kaufmann and Patrick R  rat **09.15 - 09.30 am**

01 - MODAL PREFERENCES [FR] **09.30 - 11.00 am**

- **Cl  mence PILLING, St  phanie VINCENT, Gaele LESTEVEN, Chlo   MORHAIN [Universit   Lyon 2]** - Unlicensed car and young people: a new object of desire?
- **Suzy BLONDIN, Patrick R  RAT [Universit   de Lausanne]** - Saying no to motorway extensions in Switzerland: anatomy of a vote.
- **Em  rance GUITTON, Laurent EISENMAN, Marc POTEL, Caroline GUERIN, Alain SOMAT [Universit   Rennes 2]** - Developing a Concise Measure of Motility: A Predictive Tool for Sustainable Mobility Behavior

Coffee break **11.00 - 11.15 am**

02 - ACTION RESEARCH [ENG] **11.15 - 12.45 pm**

- **Jana Z'ROTZ, Noah BALTHASAR [Lucerne University of Applied Sciences and Arts]** - Coworking: A Path to Efficient and Sustainable Living?
- **Gemma SIMON-I-MAS, Jordi HONEY-ROS  S, Stephanie SERSLI, Esther ANAYA-BOING [Universitat Aut  noma de Barcelona]** - The Bike Bus effect: promoting cycling behavior in families through a natural experiment.
- **Cl  ment RAMES [EPFL]** - Toolkit for sustainable mobility recommendations in Geneva

Conference schedule

Lunch break - L'Ornithorynque **12.45 - 01.45 pm**

03 - MOBILITY TRANSITION [FR/ENG] **01.45 - 03.15 pm**

- **Nacima BARON, Manon ESPINASSE Université Gustave Eiffel** - Where is mobility in the promise of the sustainable motorway?
- **Annika SCHRÖDER [ILS Research GmbH]** - How do the planning actors' beliefs affect the transformative potential of car-reduced urban developments?
- **Simon WERSCHMÖLLER [Goethe Universität Frankfurt]** - The role of travel-related attitudes in car-reduced neighbourhoods: Results from a longitudinal study

Coffee break **03.15 - 03.30 pm**

KEYNOTE - prof. Eva HEINEN [ENG] **03.30 - 05.00 pm**

Deputy head of the Institute of Transport Planning and Systems at ETHZ
The role of e-bikes in shaping urban mobility

Dinner - Restaurant Le Milan **07.00 pm**

Conference schedule 2.09.2025 - EPFL - Auditoire BM5 202

Welcome & Coffee **09.00 - 09.15 am**

KEYNOTE - Dr. Daniel RECK [ENG] **09.15 - 10.15 am**

Head of mobility development at TPG
Urban Mobility in Changing Times

Coffee break **10.15 - 10.30 am**

04 - MOBILITY JUSTICE [ENG/FR] **10.30 - 12.00 pm**

- **Esma GELIS [Karlsruhe Institute of Technology]** - Intersectional (In)Securities - Multiply Marginalised Women's Experiences of (Un)Safety on Public Transport.
- **Valentin STUHLFAUTH, Yamina SAHEB, Louafi BOUZOUINA [University of Lyon]** - Delivering on mobility for all within planetary boundaries: A sufficiency policy and modelling framework.
- **Chloé MONTAVON (EPFL)** - From local to regional: Effects of public lighting reduction on the feeling of insecurity and nocturnal mobility

Lunch break - L'Ornithorynque **12.00 - 01.00 pm**

05 - LIFESTYLES AND MOBILITY PRACTICES [FR/ENG] **01.00 - 03.00 pm**

- **Rachel LINLEY [Interface Politikstudien]** - Teleworking, Mobility, and the Role of Lifestyle Clusters in Switzerland.
- **Dimitri MARINCEK, Patrick RÉRAT, Quentin TONNERRE [University of Lausanne]** - Do recreational cyclists also cycle for their daily trips? An

Conference schedule

analysis of the porosities between recreational and utility cycling.

- **Florian MASSE [TPG / EPFL]** - The variability of modal choices determinants in the case of leisure mobility.
- **Philippe GERBER, Guillaume DREVON, Clément RAMES, Eloi BERNIER, Jules GRANDVILLEMIN, Florian MASSE, Vincent KAUFMANN [LISER]** - Life Events and Mobility Patterns in the Lemanic Cross-Border Area,

Coffee break

03.00 - 03.15 pm

06 - WORK AND CONSTRAINED MOBILITIES [FR/ENG] 03.15 - 04.45 pm

- **Aymen BELHADJ [Unia ; Université Paris 1 Panthéon Sorbonne]** - Expatriation and Uberization: The Swiss Gamble of French Youth with North African Heritage
- **Julie PÉLATA, Catherine GABAUDE [Université Gustave Eiffel]** - Exploring the different roles of mobility for family carers of relatives with cognitive troubles – Serendipity of a creative research.
- **Livia TOMAS [Zurich University of Applied Sciences]** - Exploring Multiple Migration Pathways: Labor Mobility in the Swiss Hospitality and Catering Industry

UNLICENSED CAR AND YOUNG PEOPLE: A NEW OBJECT OF DESIRE?

Clémence PILLING¹, Stéphanie VINCENT¹, Gaele LESTEVEN², Chloe MORHAIN²

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Ecole de l'aménagement durable des territoires (ENTPE)

Keywords:

Unlicensed car, young people, representations, modal choice.

Abstract:

The media report the emergence of ownership and use of cars without a license among young people in France. This proposal is based on exploratory research into cars without licenses and how young people appropriate this mode of travel. The proportion of under-18s among unlicensed car users seems to be increasing. Indeed, for minors wishing to use a motorized mode of transport on their own, the choice is between scooters and licence-free cars. The latter has strong arguments to win over more and more families, particularly in terms of road safety.

The aim of the research is to identify the role of the licence-free car in the way its young drivers understand their current and future mobility, in relation to the automobile norm. Does the use of licencefree cars reformulate the automobile norm, or does it reinforce it? This paper will present the initial empirical results of the research, focusing on findings relating to representations of the licence-free car, whose image has long been downgraded.

The research is based on a mixed method. Initially, a questionnaire survey was carried out with several classes of high school students to study their representations of the licence-free car, regardless of whether they use one or have already been a

passenger in one. Twenty or so semi-directive interviews were then carried out with young drivers and their parents in the Rhône Alpes region¹, to characterize the new use of the vehicle and the position of those who supervise this use.

Initial results will present the different terms used to designate and qualify the licence-free car, both by male and female drivers, and by those around them - classmates, family members, etc. - according to the degree of familiarity with the object, age, gender and place of residence. The qualifiers attributed to the unlicensed car will be compared with those used to designate other modes of individual transport, notably the private car and the scooter. The results will then look at how young people appropriate their vehicles, whether and how they personalize them, and the importance they attach to the choice of model.

References

N/A

¹The fields to be surveyed are currently being defined, with a view to carrying out the survey in the spring of 2025.

SAYING NO TO MOTORWAY EXTENSIONS IN SWITZERLAND: ANATOMY OF A VOTE

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University of Lausanne

Keywords:

Highways, cars, vote, discourse analysis, electoral geography, Switzerland

Abstract:

In November 2024, a majority of the Swiss people voted against six motorway extension projects in a national referendum. In the press, the rejection of these projects was described as historic or believed to be marking a turning point for automobility in Switzerland (20 Minutes, November 24th 2024; Le Courier, November 24th 2024). While one side defended projects deemed necessary to relieve motorway congestion, the other considered them unnecessary, costly and in contradiction with Switzerland's climate objectives. The campaign was very lively, with a strong media presence from politicians on all sides, as well as engagements from mobility experts and doctors, and tense discussions about congestion and induced traffic.

Based on a review of the French-language press coverage of the campaign, a dozen interviews with personalities involved in the referendum committee (or more broadly who campaigned for the No vote), the results of the VOX poll (an analysis of all votes cast at national level on behalf of the Federal Council, conducted among 3,000 people on this vote) and a quantitative analysis of the votes cast by municipality, this presentation pursues a twofold objective:

1. We analyse the results of the vote, looking both at the reasons why people voted for or against these projects and at the different ways of interpreting the

results of this vote. We explore the geography of the 'no' vote at municipality level, identifying both the major explanatory factors (urban-rural and left-right gradients, geographical proximity of motorway projects) and the 'anomalies', i.e. communes where the result differed from what was 'expected' given their political sensitivity.

2. These analyses are compared with those of the arguments put forward during the campaign, and thus with the referendum committee's media and political strategies. In this way, we will discuss how the campaign raised the profile of certain mobility issues in the public space (induced traffic, the perceived efficiency of public transport), while shadowing others (pollution, public health, climate, etc.).

A thorough exploration of this campaign allows to discuss its historical character or, on the contrary, its place in a line of similar votes and political discussions about the car and the motorway in Switzerland (Robert, forthcoming). To do this, we will draw inspiration from the fields of mobilities studies (values, emotions, inequalities and political debates in the field of mobility; Walks 2015, Sheller 2018, Rérat and Ravalet 2023), social and cultural geography (sense of place, place attachment and landscape preservation...; Palenc et al. 2019, Sébastien 2020), and environmental history (acceptance and opposition to major infrastructure projects; Pessis, Topçu and Bonneuil 2013, Magalhães 2024).

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DEVELOPING A CONCISE MEASURE OF MOTILITY: A PREDICTIVE TOOL FOR SUSTAINABLE MOBILITY BEHAVIOR

Emérence GUITTON¹, Laurent EISENMAN², Marc POTEL¹, Caroline GUERIN²,
Alain SOMAT¹

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²Tech4Mobility- Nouveaux usages et services ruraux,
Direction Technologies Innovation et Projets Groupe,
SNCF

Keywords:

Measure, motility, psychology, predictive model, control

Abstract:

The concept of motility caught our attention because it appears to us to be an excellent predictor of 'individuals' ability to be mobile', as indicated in the definition of the concept (Gumy et al., 2025). Our ongoing research began with a comprehensive review of this concept, identifying three widely recognized dimensions (Hamidi, 2023; Kaufmann, 2014; Kaufmann et al., 2018; Viry et al., 2016). However, the complexity arising from blurred boundaries between these dimensions presents challenges in developing an effective tool for studying mobility behavior (Guitton et al., 2025).

Existing measures of motility can result in lengthy questionnaires that raise both practical and theoretical concerns. Although we identified measures of the notion more restrictive of the concept (Gumy et al., 2025). Our work suggests the need for a more targeted measure of motility, focusing on essential elements that might help in understanding sustainable mobility behavior, particularly the shift from single-occupancy vehicle use to more sustainable transport modes.

To address these challenges, we are exploring a new approach that reconsiders the three components of motility through the lens of control. This focus on control emerged

not only from our literature review on motility but also as a common thread with predictive models of mobility choice in psychology (Ajzen, 1991; Bamberg, 2013a, 2014; Bamberg & Schmidt, 2003; Haustein & Hunecke, 2007; Lanzini & Khan, 2017). We propose defining the components as follows:

1. Access: Knowledge of available mobility options in a given territory.
2. Competence: Perceived mastery in using various modes of transport and the ability to combine them to meet mobility needs.
3. Appropriation: Self-efficacy in mobility, reflecting how individuals internalize transport modes to address their mobility projects.

The questionnaire aims to question the individual's judgement. We therefore developed questions measuring the three concept dimensions, with responses in the form of judgement scales such as Likert scales for each dimension:

1. Access: « I have easy access to a bike near or at my home. » modified to be measured for each mode
2. Competence: « Do you feel able to use these different means of transport?» followed by the list of modal choices.
3. Appropriation: « Whatever the conditions, I'm able to use these different means of transport to get around.» followed by the list of modal choices.

In our presentation, we will discuss the ongoing process of data collection carried out via a panelist in May and preliminary analysis of statistical characteristics, focusing on internal validity. We are also exploring how this control-focused conceptualization of motility aligns with established predictive behavioral models in psychology, such as the Theory of Planned Behavior (TPB)(Ajzen, 1991, 2002; Bamberg et al., 2003) and the Stage Model of Self-Regulated Behavioral Change (SSBC) (Bamberg, 2013a, 2013b), which also emphasize perceived behavioral control.

This study is a first step in the creation of a tool for measuring motility through the lens of control. It simplifies the three dimensions of the concept in order to understand it better, with the aim of understanding the notion and, potentially, predicting both people's travel intentions and their actual mobility.

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COWORKING: A PATH TO EFFICIENT AND SUSTAINABLE LIVING?

Jana Z'ROTZ¹, Noah BALTHASAR¹

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Lucerne University of Applied Sciences and Arts (HSLU)

Keywords:

Telework, coworking, intervention, living Labs, sustainable lifestyle, energy consumption

Abstract:

The term 'telework' covers a range of working locations, including the home, third places such as coworking spaces, or on the move. While the increasing widespread of teleworking has the potential to reduce mobility, it also leads to rebound effects such as more leisure mobility, increased ICT infrastructure and residential space use. While telework saves time and enables a better paid work-life balance, the question arises as to how this form of work can be made more sustainable. In this context, this study investigates whether the use of coworking spaces can help to reduce the demand for residential space.

As part of a living lab approach, we analyse the working and mobility behaviour of residents in the Suurstoffi residential area in Switzerland to help contribute to the Swiss sustainability and climate goals. According to our baseline survey (Ohnmacht et al. 2023), around 61% of the Suurstoffi residents are able to do at least part of their work from home. In addition 72% of the teleworkers have a room in their home set aside for this purpose (Balthasar et al. 2024). The intervention therefore addresses commuter mobility and the use of living space. The general aim of the intervention is to reduce commuting distances for employees and also to reduce the need for a declared workroom in their own home. Our intervention consists of the Suurstoffi residents working in a coworking space located on the site for three months instead of teleworking. They benefit from a professional working environment and short commutes. The central research question is:

can the coworking experience contribute to the residents considering a smaller apartment in the future? This could result in a reduction in personal living space requirements and thus promote a more sustainable lifestyle.

To answer this question, we are surveying the work behaviour and lifestyle of the participants (n=10-15) before and after the intervention and documenting their presence in the coworking space. The expected results should show whether positive changes in the behaviour and lifestyle of the residents lead to a more sustainable use of living space. The aim is to save energy by reducing commuting distances without increasing the amount of living space used.

The presentation provides an overview of the state of research and methodological considerations. Initial findings from the intervention will be presented to shed light on the research question. The presentation concludes with a discussion of the practical recommendations and scientific implications for further research. This study offers valuable insights into the potential of coworking spaces as a sustainable alternative to home offices and their influence on the use of living space.

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THE BIKE BUS EFFECT: PROMOTING CYCLING BEHAVIOR IN FAMILIES THROUGH A NATURAL EXPERIMENT

Gemma SIMÓN-I-MAS¹, Jordi HONEY-ROSÉS¹, Stephanie SERSLI², Esther ANAYA-BOIG³

¹ Institute of Environmental Science and Technology (ICTA)
Universitat Autònoma de Barcelona (UAB)

² Simon Fraser University

³ Imperial College London

Keywords:

Bike Bus, children cycling, family cycling, natural experiment, mixed methods

Abstract:

Cycling training interventions for children have shown limited success in promoting sustained behavior change (Larouche et al., 2018). Among these interventions, the Bike Bus has demonstrated the most promising results, supported by robust experimental methods such as randomized controlled trials (RCTs) (Huang et al., 2018; Larouche & Mendoza, 2018). However, these studies were conducted in controlled academic settings, leaving the real-world effectiveness of Bike Bus interventions unclear. Through a natural experiment, this study explores the impact of Bike Bus initiatives in three cities: Barcelona, Zaragoza, and Lisbon. Using a mixed-methods approach, we surveyed 258 participants and conducted 48 interviews to evaluate changes in bike use, attitudes, and competencies among children and caregivers. Retrospective questions were employed to assess the long-term effects of participation. Findings indicate that the intensity of involvement in the Bike Bus significantly influences outcomes; frequent participants were more likely to increase bike use for children and caregivers. Bike Bus participants exhibited higher levels of bike use, positive attitudes toward cycling, and higher cycling competencies than non-participants. However, our sample over-represented families with a high education, a comfortable economic situation, and free from discrimination, suggesting that Bike Bus resources and social inclusion in the school are key to reaching the overall school population. These results suggest that Bike Bus interventions

can effectively promote cycling behavior when implemented in real-world settings, particularly with consistent engagement and resource allocation. This study provides valuable insights for policymakers and practitioners to foster sustainable mobility habits in children and families.

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Toolkit for sustainable mobility recommendations in Geneva

Clément RAMES¹

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EPFL

Keywords:

Sustainable mobility, modal choice, commuting, professional travel, multi-modality

Abstract:

To tackle automobile dependence and reach sustainable mobility goals, it is essential to better understand modal shift dynamics, and the factors influencing modal choice (Kaufmann, 2000). Travel Demand Management (TDM) strategies, such as Voluntary Travel Behavior Change (VTBC), have proven to be effective levers (Brög et al., 2009, Chatterjee and Bonsall, 2009). Indeed, it is widely recognized that individual characteristics and attitudes play a central role in mode choice (Schwanen et al., 2012, Pan et al., 2024). Employers can play a central role in shaping their employees' commuting practices, through innovative VTBC approaches (Millonig et al., 2016, Chen, 2024). In recent years, digital platforms have been leveraged to implement VTBC programs (Zoubir, 2013, Lagadic et al., 2018).

This presentation will showcase the results of a voluntary travel behavior change platform, "Toolkit Mobilité", deployed with several employers in the Greater Geneva region. This platform not only provides employees with personalized multimodal mobility recommendations, tailored to their needs, constraints and aspirations, but also generates a mobility diagnosis for each employer, enabling them to adopt more effective sustainable mobility policies. This approach proceeds by identifying the modal choice typology of individuals, using a simple, straightforward survey. The algorithm assigning a person to a segment calculates a user's profile via the administration of simplified questions, to determine the typology of modal choice logics (Bernier et al., 2022). This

platform meets two objectives:

- enable longitudinal and continuous evaluation of the user's mobility behavior, for example, to monitor the impact of a company's mobility plan
- provide decision-making tool that can guide users towards the most suitable mobility option based on their profile, both for commuting and for professional travels.

This presentation will first describe the methodology underlying the sustainable mobility recommendations algorithm. It will then present findings from the VTBC campaigns launched in the Spring of 2025 with Geneva area employers. Finally, it will offer a reflection on the effectiveness of different mobility policies for travel demand management.

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Where is mobility in the promise of the sustainable motorway?

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Keywords:

Sustainable mobility and motorway, infrastructural promises, mobility in motorway production

Abstract:

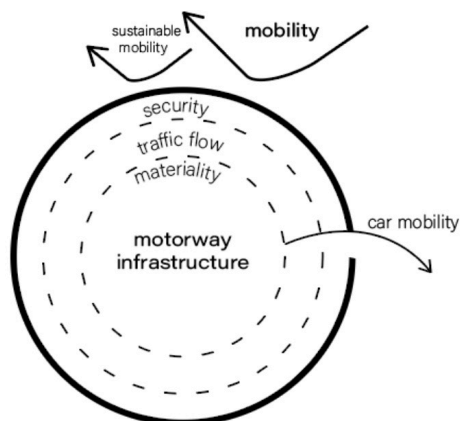
Discourses of the sustainable motorway focus on opening-up to a system of sustainable mobility. But the motorway, understood as a socio-technical system and infrastructure, distances, detracts from, or even resists in a rather invisible and silent way the logics of diversification (and democratization) of the uses and representations of mobility, particularly sustainable mobility (freeway buses, new electric light vehicles). Despite the strengthening of the mobility turn in social science research over the last few decades, we assert that there is still a very great distinction (even disjunction) and a field of confrontation, albeit silent and invisibilized, between infrastructural approaches, which must be understood as a mixture of political rationality, administrative techniques and material systems (Collier, 2011) and an approach centered on the mobile user, his experience, his needs (Cresswell, 2010).

All infrastructure is committed to the long term (Barry, 2016), and bears efforts of persistence, which means coping with disruptions by articulating logics of adaptation to new factors and, at the same time, “auto-immune” mechanisms for rejecting elements of renewal. We believe that motorway infrastructure has particular “infrastructurality” characteristics that explain the predominance of these mechanisms of rigidification,

closure and distancing, particularly from the logics of renewal arising from the technological or social flows of sustainable mobility. We choose Bordeaux metropolis as field research, not only because this metropolis was concretely and spatially built around motorway infrastructures. What is more, in terms of representations, Jean Marieu (1998) has called it the “car-city” (ville-auto), to underline the extent to which the territory (its elites, its inhabitants) have embraced both automobility and road and motorway infrastructures as an “urban fetish” since the early 20th century. Bordeaux’s ring road and motorway lend themselves well to Larkin’s analysis that infrastructures are “concrete semiotic and aesthetic vehicles that emerge from and retain within them forms of desire and fantasy and can take on fetishistic aspects that are sometimes totally autonomous from their technical function” (Larkin,2013).

We would like to use the following main arguments to show how mobility and sustainable mobility cannot penetrate the motorway socio-technical system:

1. There is the construction of a safety standard that governs all dimensions of the motorway and revolves around fluidity. The motorway is produced more from a logic of safety flow than from a response to the needs of individuals.
2. The infrastructure’s response to any adaptive logic is to reproduce materiality by accretion. For practical mobility issues, the proposed solutions involve material infrastructure production.



Mobility facing the bark of the motorway

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How do the planning actors' beliefs affect the transformative potential of car-reduced urban developments?

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Keywords:

Actors' beliefs; car-reduced urban developments, transformative potential, planning innovations

Abstract:

In times of multiple crises, there are manifold reasons for shifting urban and transport planning from car-oriented to car-reduced. Indeed, there are some cracks in the currently unsustainable “automobility regime” (Geels, 2012) expressed for example by car-reduced neighborhoods. However, a fundamental change from the dominant car-oriented to the “sustainable mobility paradigm” (Banister, 2008) is not visible.

By the example of new urban developments in Germany this study, therefore, sheds light on planning innovations already questioning the car-oriented guiding principle by developing and implementing sustainable mobility concepts. Including restrictive (push) and incentive-based (pull) measures to support car independency car-reduced planning practices are not only contested but also belief-driven (Schröder and Klinger, 2024). The actors' conflicting beliefs and pre-existing car-oriented infrastructures, institutions and cultures can be seen as central barriers to implement sustainable mobility concepts. Still representing a niche phenomenon, it seems necessary to investigate how car-reduced urban developments can become common practice. Thus, my research is guided by the following research question.

How do the planning actors' beliefs affect the transformative potential of car-reduced neighborhood development by (a) embedding it at the local level, (b) transferring it into other contexts, and (c) diffusing it on a higher level?

Understanding car-reduced urban developments as “transformative innovations” (Loorbach et al., 2020) I draw on a conceptual understanding of the socio-institutional perspective in sustainability transitions research. Moreover, I use insights of the advocacy coalition framework (Sabatier, 1988) dealing with the influence of actors’ beliefs on policy processes.

The study investigates three distinct cases of car-reduced urban development in two German cities differing especially in their project status (implemented, under construction, planned) and their location (inner city, suburban). Following the approach of organizational ethnography, this research combines semi-structured expert interviews and a participant observation to create a substantial data base which, then, is analyzed via qualitative content analysis.

The principal findings indicate that, first, that the planning actors’ beliefs appear to shape the transformative potential of car-reduced urban developments to a remarkable extent. However, second, car-reduced urban developments are faced with transformative tensions within the outlined dimensions of embedding, transferring and diffusing. Even if sustainable mobility concepts are implemented the risk of backlashes seems high. Arguably, especially the processes of embedding and transfer are vulnerable. Third, to fully realize the car-reduced developments’ transformative potential and to make them common practice, efforts seem to be needed to relieve the transformative tensions observed within embedding, transfer, and diffusion.

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the Role of Travel-Related Attitudes in Car-Reduced Neighbourhoods: Results from a Longitudinal Study

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Abstract:

In Car-reduced neighbourhoods are an important planning tool in German cities for advancing the socio-ecological transformation of urban mobility. A key element of these developments is the reduction of parking spaces and the decoupling of parking from housing (de Gruyter et al. 2024). This means that the automatic provision of a parking space with an apartment is discontinued, and parking must be rented separately. In addition, these neighbourhoods are characterised by shared mobility services, high accessibility to public transport, and well-developed infrastructure for walking and cycling.

Previous research on car-free and -reduced neighbourhoods has shown that residents of such neighbourhoods exhibit more sustainable mobility patterns in their daily lives compared to those living in adjacent districts (Baehler & Rérat 2022; Selzer & Lanzendorf 2022; Sprei et al. 2020). However, the role of travel-related attitudes in this context remains insufficiently understood. Two key questions arise: First, to what extent does residential self-selection play a role? Do individuals with pre-existing sustainable mobility preferences choose to live in these neighbourhoods (Cao et al. 2009)? Second, how stable are travel-related attitudes? Does living in a car-reduced built environment contribute to shifts in attitudes and mobility behaviour over time?

This study addresses these questions through a case study of the Lincoln-Siedlung in Darmstadt, Germany—a recently developed car-reduced neighbourhood. Using a longitudinal approach with a repeated case-control study design, it examines the evolution of residents' travel-related attitudes and whether changes in the built environment lead to corresponding behavioural adaptations. The findings contribute to

a deeper understanding of the interplay between urban design, individual attitudes, and sustainable mobility practices, offering valuable insights for planning policies aimed at reducing car dependency in urban areas.

Furthermore, the use of longitudinal data is essential for research on attitudes and relocation (Schimohr et al. 2023; Aumann et al. 2023), helping to close a methodological gap in the study of car-free and car-reduced neighbourhoods.

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Intersectional (In)Securities - Multiply Marginalised Women's Experiences of (Un)Safety on Public Transport

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Keywords:

Public transport, gender, intersectionality, marginalisation, safety, mobility justice, mobility biography

Abstract:

In their efforts to decarbonize mobility, many cities set the goal to provide equitable access to safe and inclusive public transport. However, women's access to and experiences of using public transport are still shaped by gender-specific safety concerns, and studies on marginalization reveal forms of exclusion based on age, class, queerness and race. Thus far, these dimensions are mainly analysed in isolation. However, promoting just and inclusive decarbonization pathways requires an intersectional lens that highlights how multiple, intersecting marginalizations affect experiences of safety and insecurity on public transport. Otherwise, structures may be reproduced that exacerbate the vulnerability of marginalized groups and reproduce mobility injustices.

Therefore, in our contribution, we take an intersectional lens to study experiences of safety and insecurity of queer, racialized, migrant and older women on public transport. We analyse how (the fear of) such experiences affect their practices of using public transport. We focus on Munich (Germany), a city with a diverse population which is overall considered safe. We used ethnographic methods to capture women's safety perceptions while using public transport and analysed the embeddedness of these perceptions in their socialization, individual biographies, and past experiences.

We found that although all participants had experienced harassment and discrimination, they considered Munich a generally safe travel environment. Their

interpretation of experiences of insecurity was informed by their socialization (parental warnings, advice from friends, media reports), and incidents they witnessed, which shaped their expectations of safety in public spaces. As multiply marginalized women, participants considered it “normal” to experience some harassment. We also found that depending on past experiences, socialization and their own identity, participants read the presence of others as potential allies, witnesses or threatening crowds. To navigate perceptions of (in)security, participants adopted strategies like masking their identity, avoiding certain routes, or adjusting travel patterns, which added mental load and limited their access to safe and carefree travel.

Overall, first, our study shows that promoting equitable access to public transport requires accounting for how intersectional identities shape people’s mobility experiences, biographies and practices. Second, mobility injustices are not limited to inaccessibility, but also show in safety-related mental load and constrained route and travel time choices. Third, our findings challenge prevailing conceptions of “safe” versus “unsafe”. Safety is a situated, dynamic experience rooted in people’s identities and histories. To account for this complexity in planning, we suggest a “Vision Zero” approach that prioritizes eradicating all instances of harassment and discrimination.

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Delivering on mobility for all within planetary boundaries: A sufficiency policy and modelling framework

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Keywords:

Sufficiency, planetary boundaries, wellbeing, equity, modelling

Abstract:

Sufficiency is an equity-based distributive justice theory that aims at avoiding resource demand while ensuring well-being for all within planetary boundaries. We apply this sufficiency framework, using planetary boundaries as the upper limit and well-being for all as the lower limit, to categorize mobility policies identified in academic literature through a systematic review. Our analysis reveals that 95% of the literature focuses on infrastructure, institutions, and technical measures.

We then evaluate how the identified portfolios of sufficiency policies are represented in the modeling literature, critically examining the ability of current frameworks to capture structural changes. Recognizing their limitations, we propose a methodological approach to systematically test sufficiency policy portfolios at a local level. Finally, we suggest a streamlined structural modeling framework for mobility, enabling large-scale territorial analysis while effectively integrating infrastructure, institutions, and technical dimensions. The framework will be tested in selected European Cities partners of the European Commission's research project on Driving Urban Transition to Sustainable Future (DUT).

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From local to regional: Effects of public lighting reduction on the feeling of insecurity and nocturnal mobility

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Keywords: public lighting, feeling of insecurity, nocturnal mobility, gender inequalities

Abstracts:

In response to ecological and economic objectives, many cities are now implementing measures to reduce or completely switch off public lighting at night. While these policies support the energy transition, they also raise significant social concerns. Research has shown for decades that public space and mobility are gendered, revealing ongoing inequalities in access and use between women and men.

This study investigates how public lighting shutdowns affect nighttime mobility and safety perceptions, with specific attention to gender dimensions. Public lighting serves beyond its technical function as a symbolic indicator of informal surveillance. When reduced or eliminated, it can transform spatial practices and deepen existing social and gender inequalities in urban space access.

This research examines the case of Yverdon-les-Bains, a municipality that recently implemented partial nighttime lighting shutdowns and surveyed residents about their acceptance (385 respondents). This fieldwork allows analysis of how a local lighting policy, driven by environmental goals, affects perceptions of insecurity, nighttime mobility patterns, and gender inequalities.

The findings will be compared with a broader analysis of the Lake Geneva region to determine whether the observed effects stem directly from public lighting shutdowns or from a more general unequal distribution of insecurity perceptions. This research

aims to document both the social impacts of these lighting policies and, more broadly, to illuminate how perceptions of insecurity practically affect nighttime mobility patterns.

Teleworking, Mobility, and the Role of Lifestyle Clusters in Switzerland

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Keywords:

Teleworking, mobility, lifestyle, public transport, car dependency

Abstract:

The rise of teleworking is reshaping mobility patterns, creating both opportunities and challenges for sustainable transport planning. Prior research suggests that teleworking reduces commuting frequency and can lead to lower car dependency, but its broader impact on household mobility remains uncertain (Ravalet & Rérat, 2019; Eldér, 2020). Some teleworkers may transition to public transport or active mobility, reducing overall car usage, while others may engage in compensatory travel, increasing leisure trips or relocating to suburban areas, where car reliance remains high (Lachapelle et al., 2017; De Abreu E Silva & Melo, 2018; Kim et al., 2015). Additionally, the effects of teleworking may not be uniform across the population—individual attitudes, financial priorities, and environmental values are likely to shape whether people abandon private car use or reinforce existing mobility habits.

The Study addresses two key research questions

1. How does teleworking influence household mobility patterns, including car ownership, car trip frequency, public transport use, and bicycle / e-bike adoption
2. To what extent do lifestyle factors moderate these relationships, shaping whether teleworking leads to mobility shifts or reinforces existing travel behavior.

To answer these questions, we analyze data from the SWICE project (Sustainable Well-being for the Individual and the Collectivity in the Energy Transition), a survey capturing teleworking behavior, commuting patterns, transport choices, and lifestyle orientations. The dataset enables a comparative analysis of different teleworking

modalities, distinguishing between home-based remote workers and coworking space users, while also incorporating demographic, attitudinal, and well-being indicators. Our analysis segments the population into Skeptical Individualists, Pragmatic Consumers, and Eco-Conscious Activists, allowing us to assess how personal values and behavioral tendencies shape mobility decisions. We also incorporate data from the Swiss Microcensus (MZMV) on mobility and transport to serve as reference data for benchmarking results.

Methodologically, we employ logistic regression for binary mobility choices (e.g., public transport pass ownership), Poisson and Negative Binomial regression for count-based indicators (e.g., car ownership, bicycle/e-bike ownership, and car trips), and Generalized Linear Models (GLM) to assess interaction effects between teleworking and lifestyle clusters. This approach ensures a robust, data-driven evaluation of teleworking's impact while accounting for behavioral heterogeneity.

By integrating mobility research with socio-ecological transition frameworks, this study contributes to debates on future transport trends, sustainable mobility planning, and behavioral adaptations to evolving work arrangements. The findings will provide actionable insights for urban planners, policymakers, and public transport agencies, offering evidence-based recommendations for promoting sustainable mobility transitions in the teleworking era.

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Do recreational cyclists also cycle for their daily trips? An analysis of the porosities between recreational and utility cycling

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Keywords:

Cycling, utility, recreation, porosity, social practice

Abstract:

Recreational cycling, whether for pleasure (bike touring) or as a sporting activity (road cycling, mountain biking), is the second most popular sport in Switzerland (OFSP, 2020) and a potential lever for developing utility cycling for daily transportation. However, what are the barriers - on a personal or contextual level - that prevent recreational or sports cyclists from travelling by bike on a daily basis? What are the links or synergies between these practices, and how can they be reinforced? We use the term 'porosity' to represent the relationships - both in terms of barriers and permeabilities - between these two practices.

Only few studies have addressed the relationship between utility and recreational cycling. Some suggest a 'spillover effect' from recreational cycling to utilitarian cycling, or vice versa (Kroesen & Handy, 2014; Ledsham et al., 2023; Piras et al., 2021; Sottile et al., 2020). Others see recreational cycling as a 'gateway' (Boyer, 2018), allowing people to acquire the basic equipment and experience they need before moving on to utility cycling. Moreover, the boundary between utility and recreational cycling is not always clear, since both practices may share the same motivations (pleasure, physical activity) (Jordi-Sánchez et al., 2022).

To gain a better understanding of the porosities between the two practices, a holistic

view of the elements that compose these practices is needed. Based on social practice theory (Shove et al., 2012), we analyze the porosities between recreational and utilitarian cycling at three levels: materials (bike, equipment, routes), competences/skills (physical, traffic-related, strategic), and meanings (images and motivations).

Our research is based on a questionnaire survey and interviews to be conducted in spring 2025 with cyclists taking part in two recreational and sports cycling events in Yverdon-les-Bains, Switzerland. The aim of this study is to produce (1) a typology of users according to the frequency with which they use recreational and utilitarian bicycles, and (2) an identification of the barriers and permeabilities between the elements that make up these practices.

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The variability of modal choices determinants in the case of leisure mobility

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Keywords:

Leisure mobility, modal choice, lifestyle, lemanic panel, regressions

Abstract:

Context and Introduction – Leisure mobility is broadly seen as a car-oriented type of travel, generating the longest distances between home and activity and reaching as much as 30 km per person per day in Switzerland in 2021 and 43% of the total travel distances (FSO, 2023). It is stated that urban residents lean towards environmentally friendly behaviours for everyday mobility but tend to show highest frequency of long trips on the weekends (Munafò, 2017). Most of the time, this type of behaviour applies to young and active people (Magdolen et al, 2022). However, leisure trips being flexible in time and space bring attention to the importance of subjective aspects such as travel attitudes and lifestyle to explain modal choices (Van Acker, Boussauw, Witlox, 2011), an example is the evolution of social networks and ICT show emerging way of carrying out leisure trips (Mokhtarian, Salomon, Handy, 2006).

However, leisure mobility research lacks clarity about the definition of leisure and reach the limitations of quantitative surveys. Multiple days trips (tourism), one-day trips (excursions), and daily trips (leisure) are often mixed, virtually increasing the distances covered and the rate of car use of what is supposed to be considered as leisure mobility. As long-distance trips are carried out for tourism and excursions, the study of daily leisure mobility is altered by aspects such as the touristic attractiveness of the destination. Quantitative surveys about daily mobility are often carried out during spring or autumn and provide an interesting insight into the force of habits but conceals other aspects such as the influence of the weather and seasons on the modal choice, on the location choice,

and on the type of activities carried out. In this context, the aim of the presentation is to provide (i) a statistical analysis of leisure mobility, by differentiation occasional trips from frequent leisure activities; (ii) a study of the modal choice for leisure mobility comparing summer and winter activities, thanks to a regression model.

Methodology – The study is based on a two-stage survey conducted in summer 2023 and winter 2023-24 in the Canton de Vaud, as part of the Lemanic Panel infrastructure. Made of 2'500 respondents representing the 830'000 inhabitants of the Canton, these two surveys are describing the most relevant short tourism trips, the most relevant excursions and the most frequent leisure activity carried out during the summer and during the winter with the following characteristics : modal choice, location, type of activity, people involved temporalities, motivations influencing the modal choice, motivations influencing the activity location. Thanks to this data, we are able to conduct a regression analysis describing the influence of sociodemographic data, habits, leisure and spatial characteristics on the probability to use a car for the trip, and to compare the respondent's behaviour during summer and winter.

Results – The main hypothesis is that the determinants of modal choices change depending on seasons, because the leisure opportunities are evolving throughout the year. Results show that apart from age, sociodemographic have very little to do with modal choice. We also show that the social activities of visiting friends or families are much more likely to influence car use than other activities, even mountain leisure types. Finally, the results indicate that the effects of age and predisposition to use sustainable modes fade away when the appeal of winter sports drives daily trips from urban areas to the mountains.

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Life Events and Mobility Patterns in the Lemanic Cross-Border Area

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Keywords:

Mobility biographies, travel behaviour, lemanic panel, regressions

Abstract:

Context and Introduction – The concept of mobility biographies, developed over the two last decades, assumes that travel behaviour cannot be explained solely by socio-economic or demographic aspects, lifestyles at the individual level, or by the environment, but that it can also evolve over the life course, in particular as a function of key events (e.g. Lanzendorf 2003). However, very little work has been done on this concept in cross-border areas and from a longitudinal perspective (Gerber et al. 2017). Yet, in today's increasingly pressing context of decarbonisation, it is necessary to address these issues of changes in spatial mobility behaviour in order to better anticipate action levers in favour of more sustainable mobility (EEA 2021). The Lemanic Panel Survey (Geneva and its cross-border region) brings new insights about a potential longitudinal study of daily mobility, lifestyles and key events. The aim of this presentation is twofold: (i) A statistical analysis, with the inventory of the first wave of the panel to construct the main dimensions of motility using confirmatory factor analysis; (ii) A socio-demographic and geographic evolution, where the second wave will determine the changes of households in relation to key life events, considering the cross-border context.

Methodology – The aim will be to do an inventory of the various life courses over two waves of the available Lemanic panel, and to identify any changes in travel behaviour, whether at the level of cross-border or Swiss living areas, while comparing them with

the reference population that has not experienced any major key events. We will then complement the initial work of the LaSUR on this subject (Gumy et al. 2022). This panel is made up of 10'349 individuals spread over a perimeter comprising all or part of 6 entities (the cantons of Fribourg, Geneva, Vaud and Valais in Switzerland, and the departments of Ain and Haute Savoie in France), representing a total population of almost 2 million, of which the cross-border population accounts for around a quarter. The panel is spread over 5 years; as part of this project, we will be focusing more specifically on the 2022 and 2024 waves relating to spatial mobility. It will be possible to deduce a typology based on three types of expected events, namely demographic biographies (union, divorce, retirement, birth, etc., see Scheiner and Holz-Rau 2013), career and employment biographies (change of job or place of employment, change of teleworking practice, unemployment, etc., see Gerber et al. 2020), and residential changes. Changes in daily mobility behaviour will be analysed here according to longitudinal SEMs, following for example the conceptual schemes proposed by Tao et al (2023). In this way, it will be possible at the same time to take account of the endogenous relationships between the adaptations: spatial contexts, car ownership, mode choice and mode-specific preferences before and after the key events under consideration.

Results – The main hypothesis is that, depending on the key events identified, changes in travel mode choices will be more or less oriented towards more sustainable mobility, depending mostly on changes in accessibility (e.g. residential relocation in order to improve public transport accessibility).

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Expatriation and Uberization: The Swiss Gamble of French Youth with North African Heritage

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Keywords:

Uberization, gig economy, precarious work, platform labor, migration, cross-border workers, North African descent, labor market discrimination, Switzerland, France

Abstract:

On May 30, 2021, the Swiss Federal Tribunal ruled that UberEats couriers and Uber drivers are to be considered employees under Article 319 of the Swiss Code of Obligations. The court emphasized that Uber exerts strict control over workers by setting fares, routes and performance ratings, thereby limiting their independence (Tribunal fédéral, 2022).

This ruling forced Uber to overhaul its business model and shift to a full subcontracting system. Now, partner companies hire couriers and drivers under their own legal entities, allowing Uber to offload employer responsibilities while maintaining indirect control over operations.

Since this change, the sociological makeup of Uber's subcontracted workforce has evolved. Today, the majority of these couriers are young French men of North African descent, mostly under 30, who either commute as cross-border workers or reside in Switzerland.

Historically, delivery platforms have primarily recruited recent migrants with limited job prospects (Altenried, 2021; Burban et al., 2024), while workers who already had stable residency status gradually left the sector (Jan, 2019).

Young French citizens of North African origin, however, occupy a unique position. Despite holding French nationality, they face systemic exclusion in the labor market (Loïc du Parquet & Pascale Petit, 2010). Even those with qualifications encounter persistent

hiring discrimination (Hedibel, 1997; Ene Jones, 2013).

When they do secure jobs, these are often precarious positions—fixed-term contracts, temporary work, or part-time roles. This instability, coupled with discrimination, fuels a sense of second-class citizenship, where they feel excluded both from the job market and the broader national community (Duprez, 1997).

Based on twenty interviews conducted between 2021 and 2025, this study examines the migration trajectories of these young workers in Switzerland. It explores to what extent, and in combination with what other factors, discrimination in France influences their decision to emigrate—even for precarious jobs in Switzerland. Is Switzerland merely an economic alternative in response to barriers in France, or does it also serve as an escape from negative citizenship and social stigma?

Finally, does working in Switzerland genuinely improve their situation, or does it become yet another space of frustration and marginalization?

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Exploring the different roles of mobility for family carers of relatives with cognitive troubles – Serendipity of a creative research

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Keywords:

Immobility, temporal constraints, informal caregivers, pivot/sandwich generation, gender

Abstract:

Older adults' immobility has long been associated with spatial constraints resulting from a complex interplay between individuals and their environment (Després, 2023; Oswald et al., 2024). Working on family care though, especially when dementia is involved, has shed light on understudied aspects of immobility, when "the imprisonment experienced by carers may be temporary" (Lowe et al., 2023, p. 7).

To study immobility under temporal constraints, we're using interviews conducted with aging adults in and around Annecy (France). All care for their parents or partners with neurodegenerative disorders (such as Alzheimer or Parkinson). Data was collected within a creative research framework, "Vieillir Vivant!", a project launched by art company Carton Plein. It involved the authors in a collaboration with artists and Great Annecy's psychologist in charge of supporting informal care. These local initiatives to look after carers have emerged with different schemes according to the territory (Moulaert et al., 2024).

Intervention's protocol was initially designed as a voice holder, aiming to speak out onto public space "everyday experiences that caregivers themselves argue are misunderstood" (Wiles, 2003). Semi-structured interviews focused on routines and describing what a typical day would look like. Afterwards, recordings (each approximately

one hour) were sent to a professional comedian who turned them into theatre monologues of 10 to 12 minutes, drawing carers' portraits and highlighting the complexity of every situation. Carrying out these interviews (half a dozen) and taking part twice to 4 carers' monthly coffee breaks at every corner of the Greater Annecy area (moderated by the psychologist involved in the project) showed the potential for an analysis through the lens of mobility.

Encountered carers all mentioned social isolation. They have in common a certain immobility, because of the risk involved when getting out (for care recipients themselves or the house, which might result in more work to clean, repair, etc.). The persons we met only go out under time pressure, which often gives them no choice but to use the car. A parking card (to use reserved spaces for reduced mobility) may then be the only public assistance requested. Conversely, travel time is sometimes invested as a moment to relax and recharge, for example by cycling to run errands. Women in particular are typically "in the middle" (Brody, 2003), taking care not only of their parents and/or husbands but also of their children and grandchildren. During carers' coffee breaks, they discussed all kinds of strategies (sometimes creative) to prevent their husbands from driving, illustrating results from the literature on the grief associated with driving cessation (Liddle et al., 2024).

After trying to grasp the phenomenon with available figures, we'll outline an analysis that highlights tensions between immobility and speed, assistance and autonomy. We'll conclude on the methods used by detailing their rationale and supposed added-value, in particular the double look it allows, in between art and science.

By addressing these im/mobility issues relating to informal care, our contribution aims at drawing perspectives on older adults' temporalities. The degree of temporal constraints they're facing and its impact on immobility is still disputed in the literature (Motte-Baumvol et al., 2022, 2024). Our objective is to shed light on a subject that seems crucial to us to ensure a minimum social participation to all.

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Exploring Multiple Migration Pathways: Labor Mobility in the Swiss Hospitality and Catering Industry

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Keywords:

Labor migration, multiple migration, circularity, mobility, Switzerland

Abstract:

The hospitality and catering industry is highly dependent on labor migration and therefore the mobility of workers (Alberti & Danaj, 2017; Robinson et al., 2019). The Swiss case is no exception, as illustrated by the State Secretariat for Migration's (SEM) Foreign Population Statistics of 2024. That year, 23'333 individuals received a short-term residence permit (L) and 13'084 a residence permit (B) to work in hospitality and catering (SEM, 2025a; SEM, 2025b). Additionally, as of December 2024, the SEM recorded 24'379 valid cross-border commuter permits in this industry (SEM, 2025c). These figures are significant and are surpassed by only a few industries, such as planning, consulting, and information, and, among cross-border commuters, the medical and healthcare sector.

This paper explores the diverse and often multiple migration trajectories of labor migrants in Switzerland, focusing on the rhythms and lived experiences of these movements. It draws on qualitative data from the project "Evolving (Im)Mobility Regimes: Migrant Workers' Entitlement and Precarization in Times of Crisis", funded by the Swiss National Science Foundation (SNSF) in the framework of the nccr – on the move. Specifically, 29 narrative interviews were conducted between June and December 2024 with labor migrants working in the hospitality and catering industry in two mountain regions, namely Grisons and Valais. The interviews, carried out in Portuguese (16), German (4), English (4), Spanish (3), and Italian (2), were fully transcribed, thematically

coded, and analyzed using an abductive research design (Thompson, 2022).

The findings highlight the multiplicity and circularity of mobility patterns developed by labor migrants, challenging “the view that immobility is the normative condition for societies” (Nedelcu et al., 2024, p. 211; see also Sheller & Urry, 2006; Piccoli et al., 2024). Indeed, participants migrated to Switzerland for varying durations before deciding to stay, return, or relocate elsewhere; others circulate between two or more countries according to seasonal demand; still others establish daily or regular cross-border commuting routines. This finding is particularly relevant because such multiple and circular mobility patterns are rarely visible in quantitative data on migration (Zufferey et al., 2020). Additionally, this study reveals how forms of bi-locality – closely tied to seasonal employment – are actively leveraged by labor migrants to maintain transnational ties or optimize administrative and tax advantages.

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Notes

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