

Driving Segregation

Driving Licence Uptake & Emerging Inequalities

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Overview

1. Research **background**
2. Understanding **Society**
3. Demographic **drivers**
4. Raising **questions**

Declining mobility

- Car miles per person stabilising
- Fall in young adults holding a driving licence

Choice?

- Technological change
- 'Urban renaissance'
- Lifestyle/ consumer preference issues

Constraint?

- Precarity in employment
- Increased entry and maintenance costs

Declining mobility

- Car miles per person stabilising
- Fall in young adults holding a driving licence



Choice?

Applying an 'equalities' lens





To gain greater understanding of overall trends driving licence holding and car use

Are these trends temporary or do they signal longer term change?

What might the equity implications of such changes be?

+ **Aim**

- Gender
- Urbanisation
- Social Class



BHPS | British Household Panel Survey

BHPS established 1991
10,000 people in 5,050 hlds
Merged with Understanding Society in 2010/11

Panel data, rather than cross-sectional snapshots

Combines questions on car access with extensive socio-economic data

Approach

Licence holding & car access:

Examination of age, period & cohort effects by gender, social class and urbanisation.

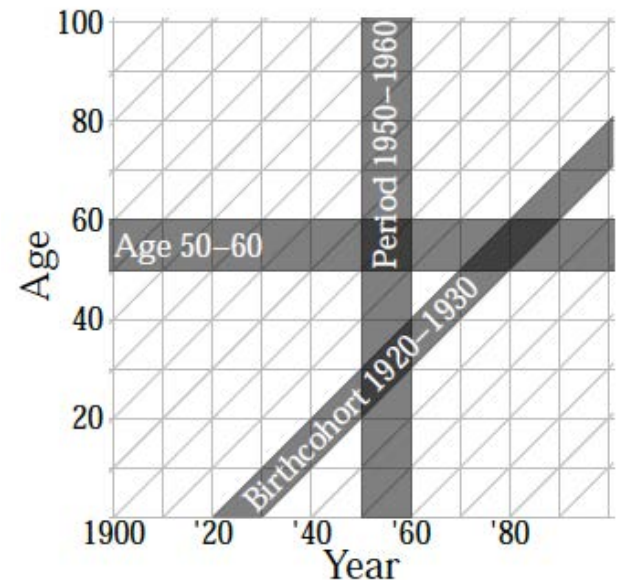
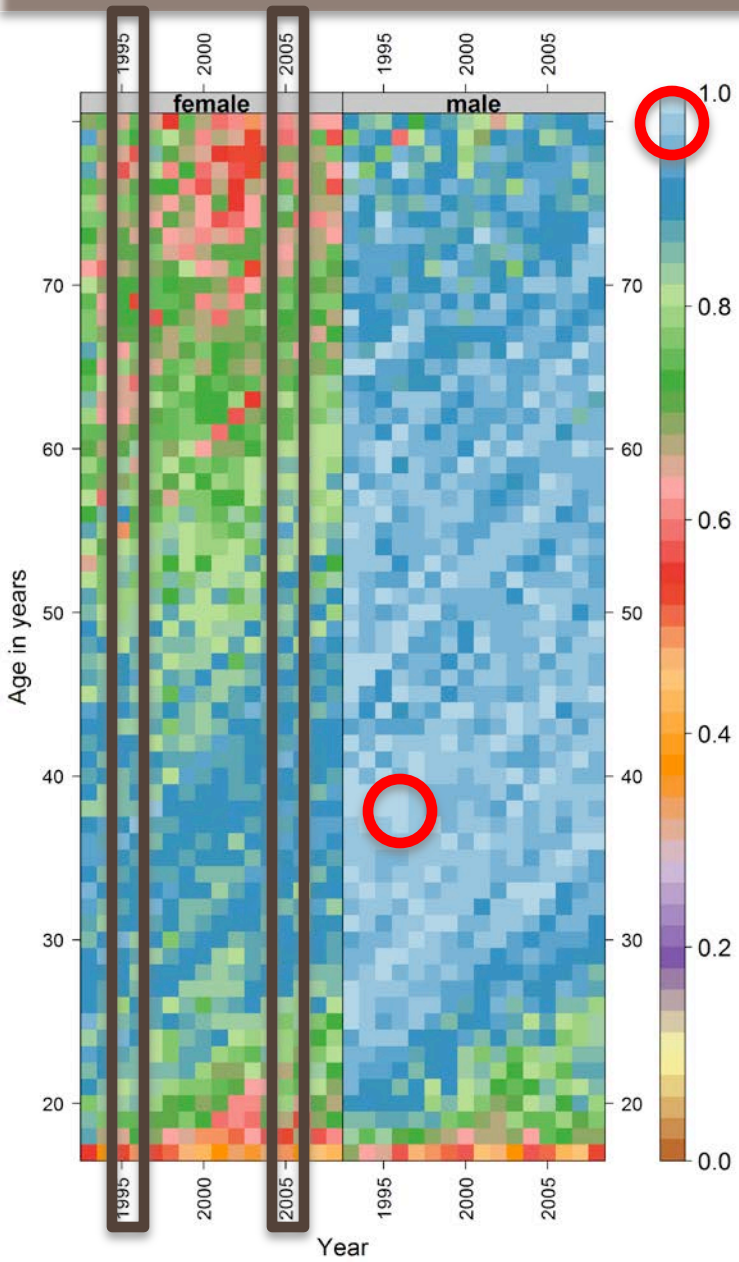
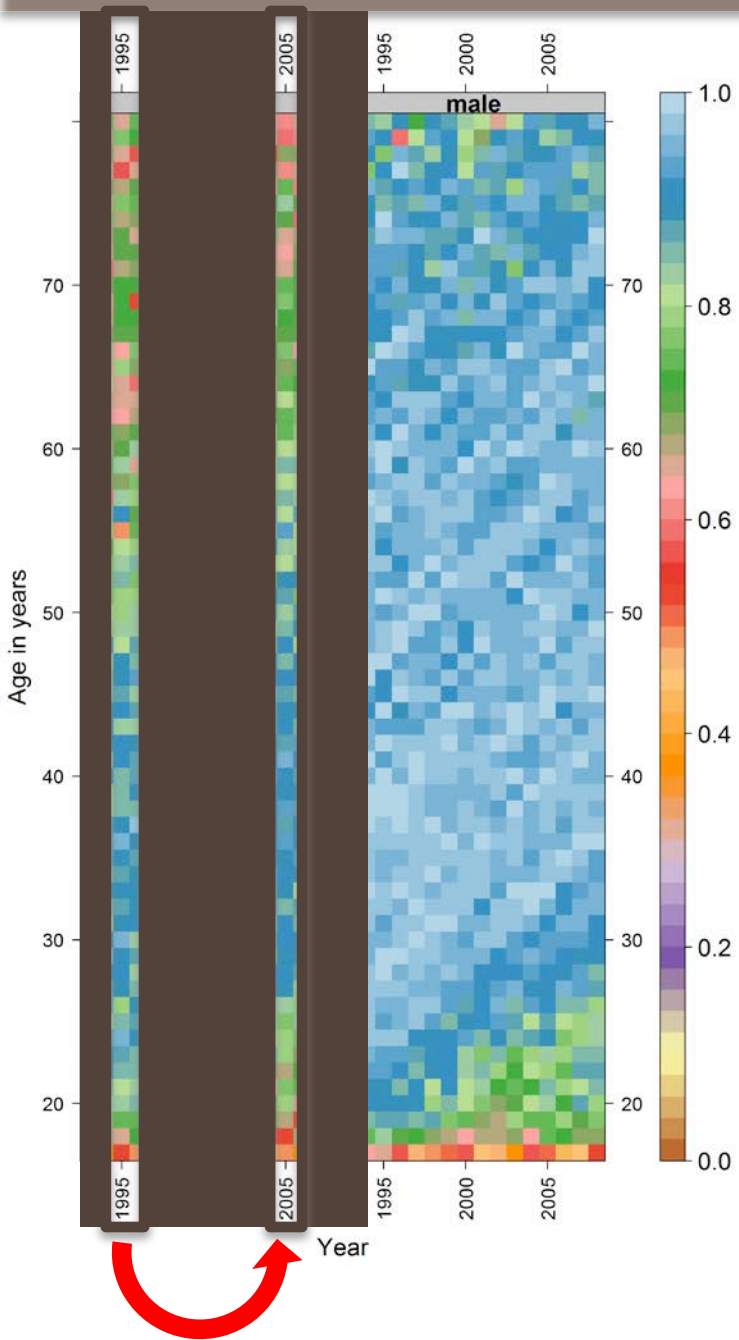


Figure from Schöley & Willekens (2015: 3)



Gender

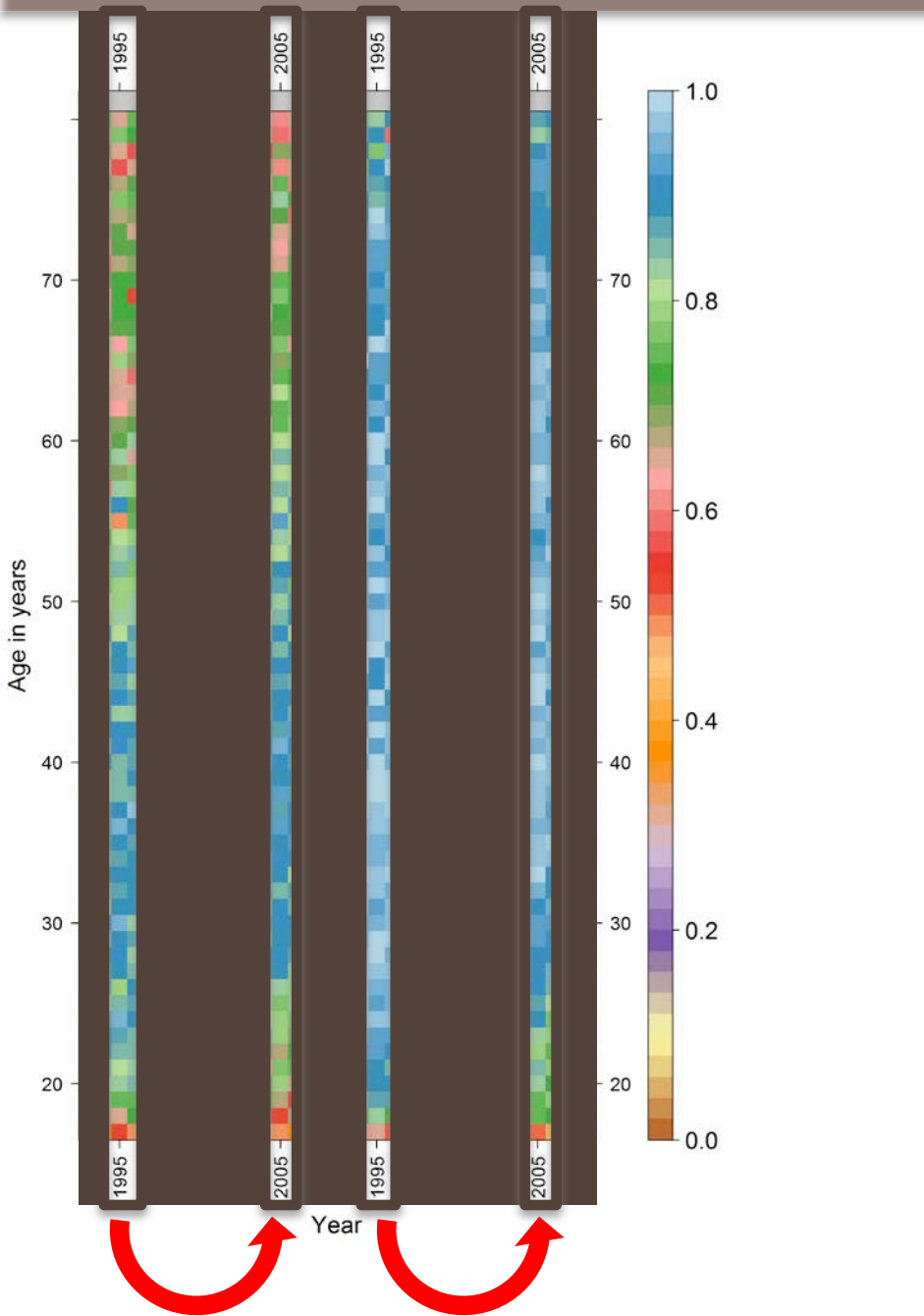
- Baby boomers (Born 1946-1964 – male!)
- Pronounced historic cohort effects in licence uptake for women



Gender

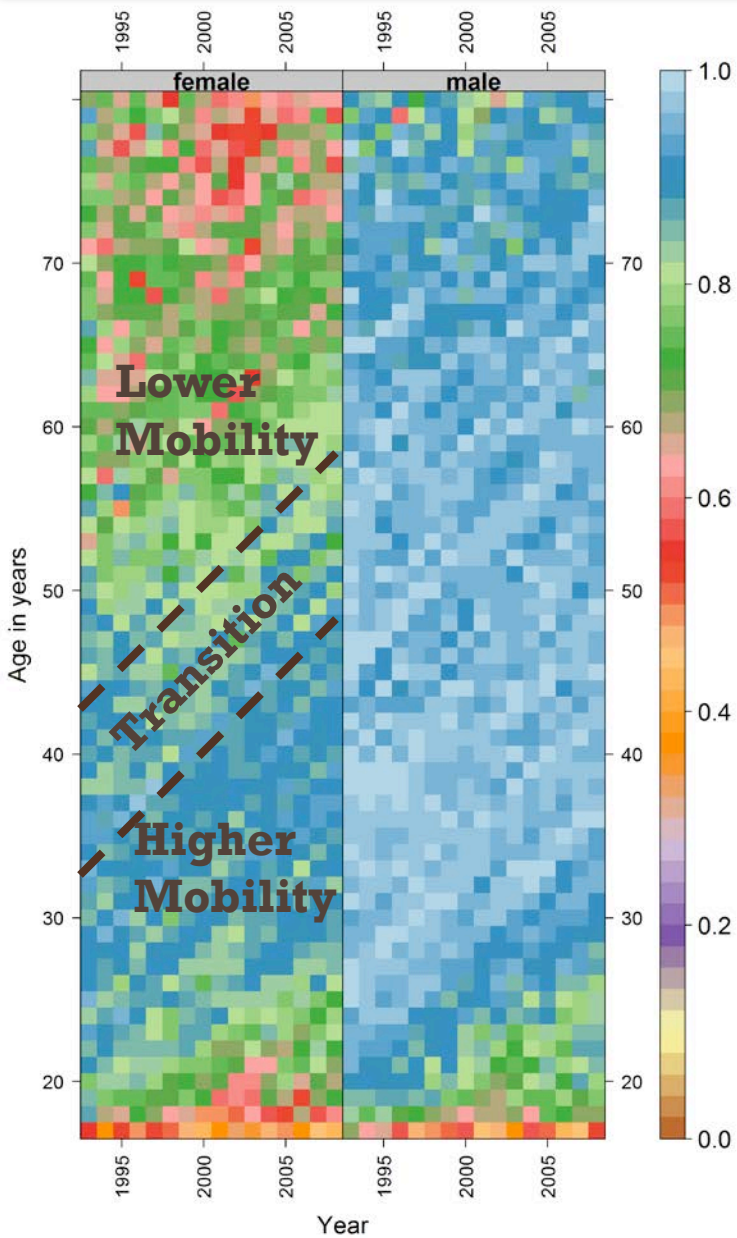
- Baby boomers (Born 1946-1964 – male!)
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Licenced



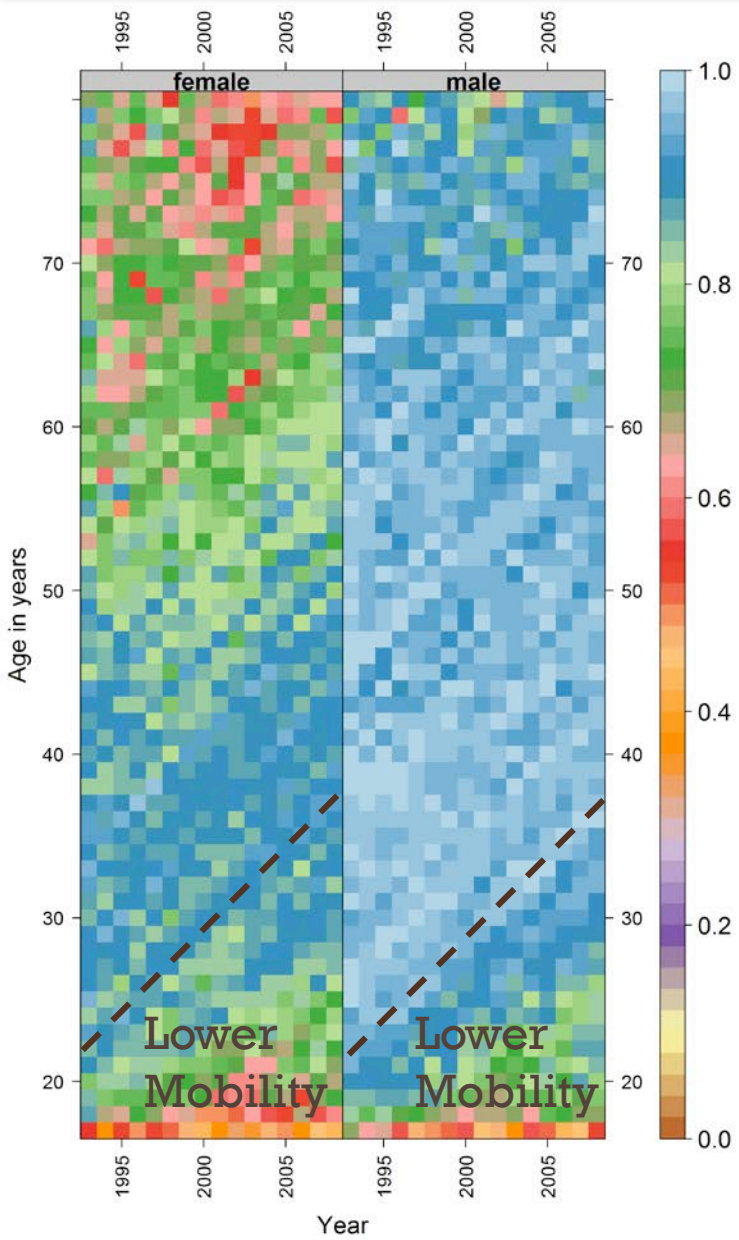
Gender

- Change for men far less marked



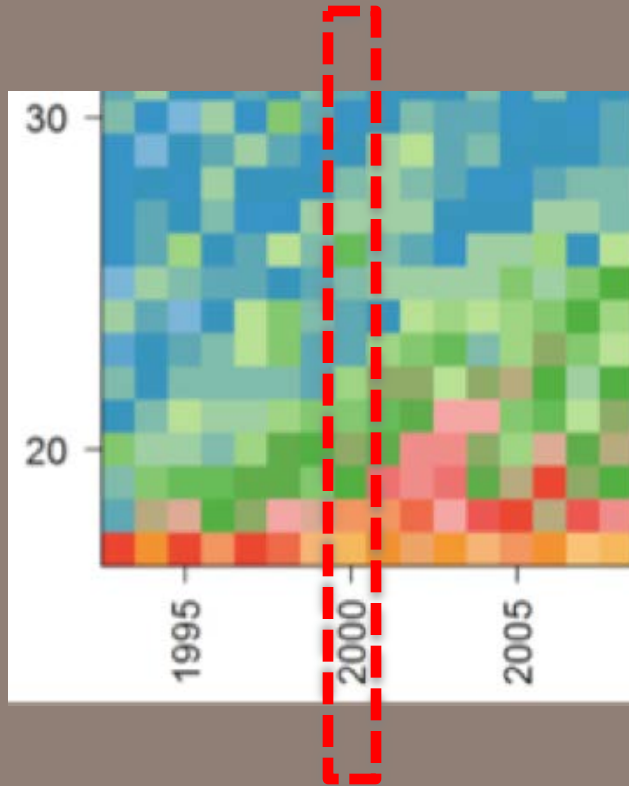
Gender: 50s/60s cohorts

- Female 'catch up' towards parity in licence holding for women born in 1950s
- Convergence for cohorts born in 1960s (nearer 90%+ driving licence ownership for both genders in these cohorts)



Gender & the Millennials

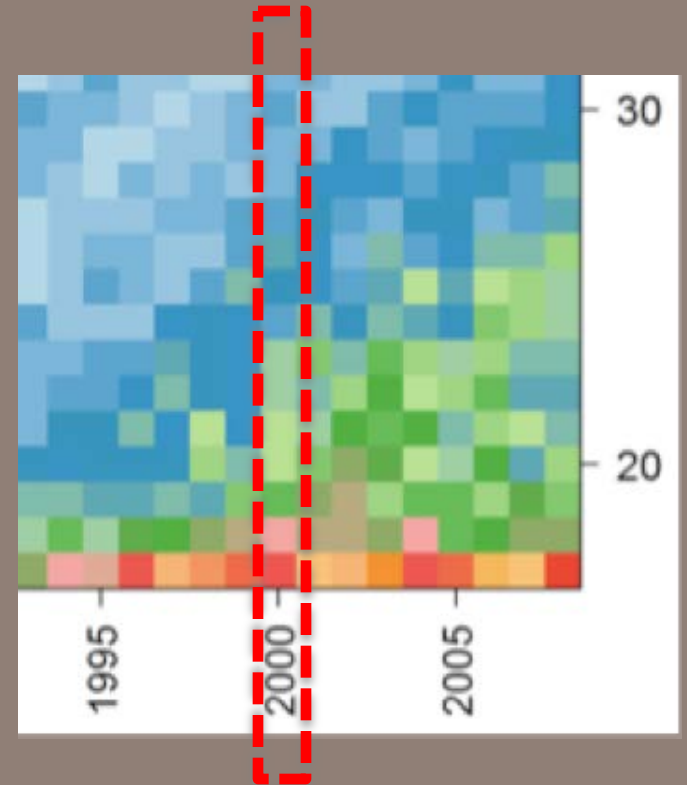
- For cohorts born after around 1970, licence levels fell around 10% for both genders
- They fell further for those born after around 1980s (Early Millennials?), and faster for men
- Licence gap closing



Females

The Millenials

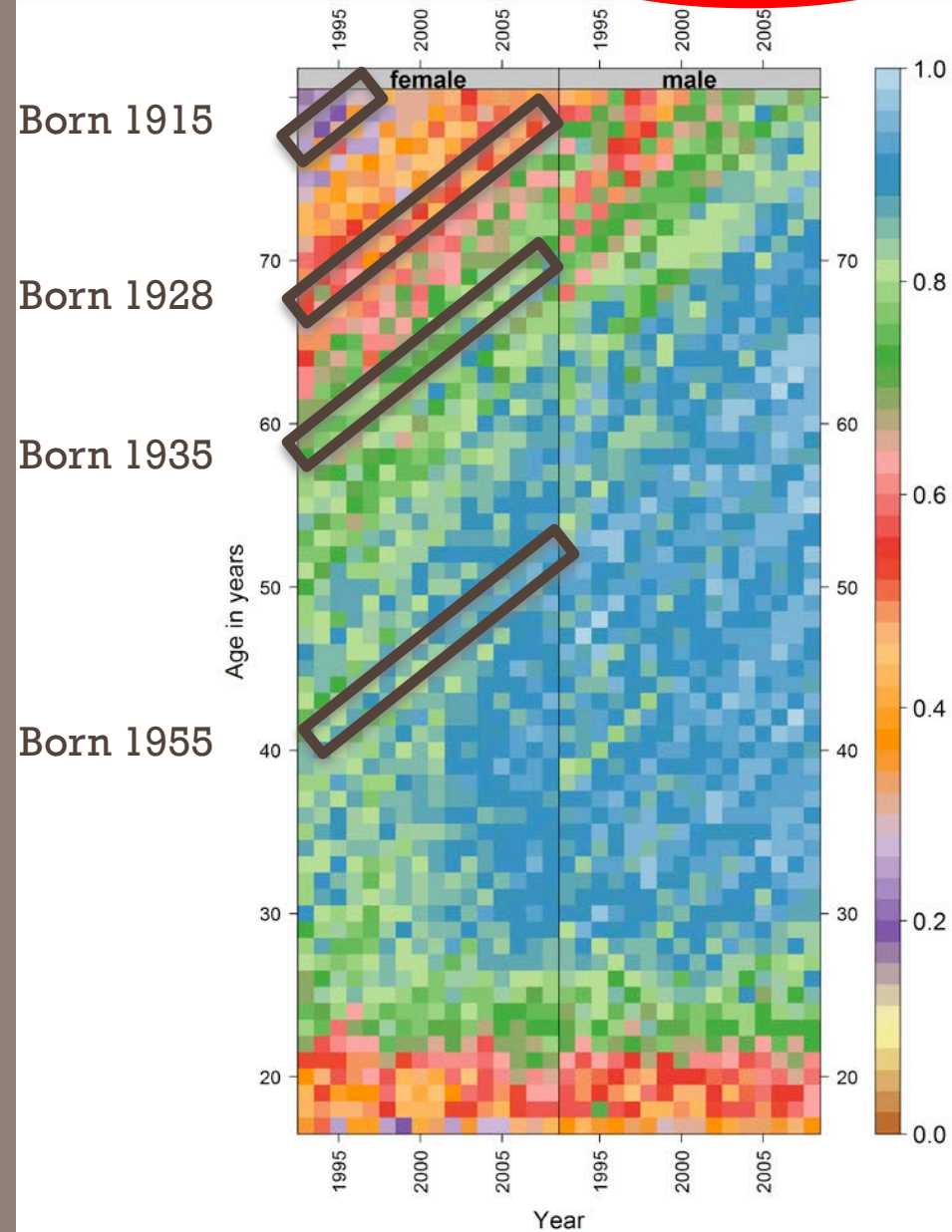
- Period effect for young males?

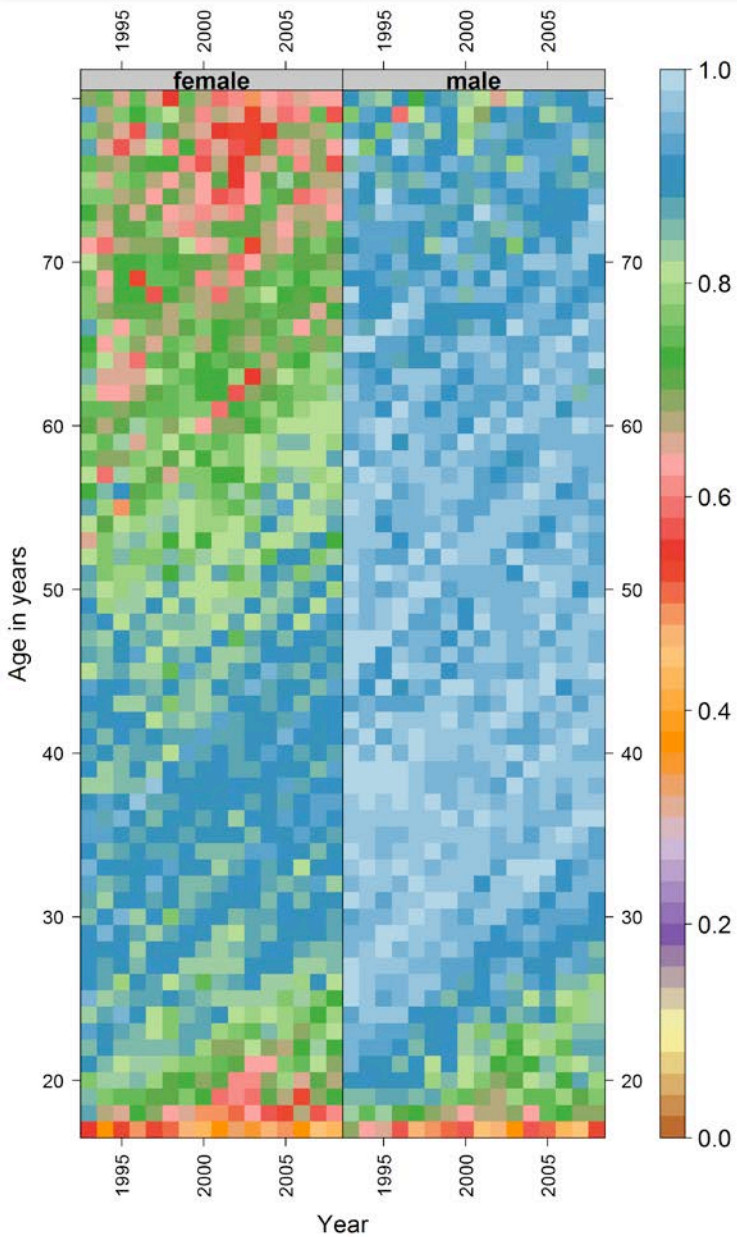


Males

Gender

- Historic cohort effects for both genders
- More consistency (age effect) at younger ages (approx 17-30) years

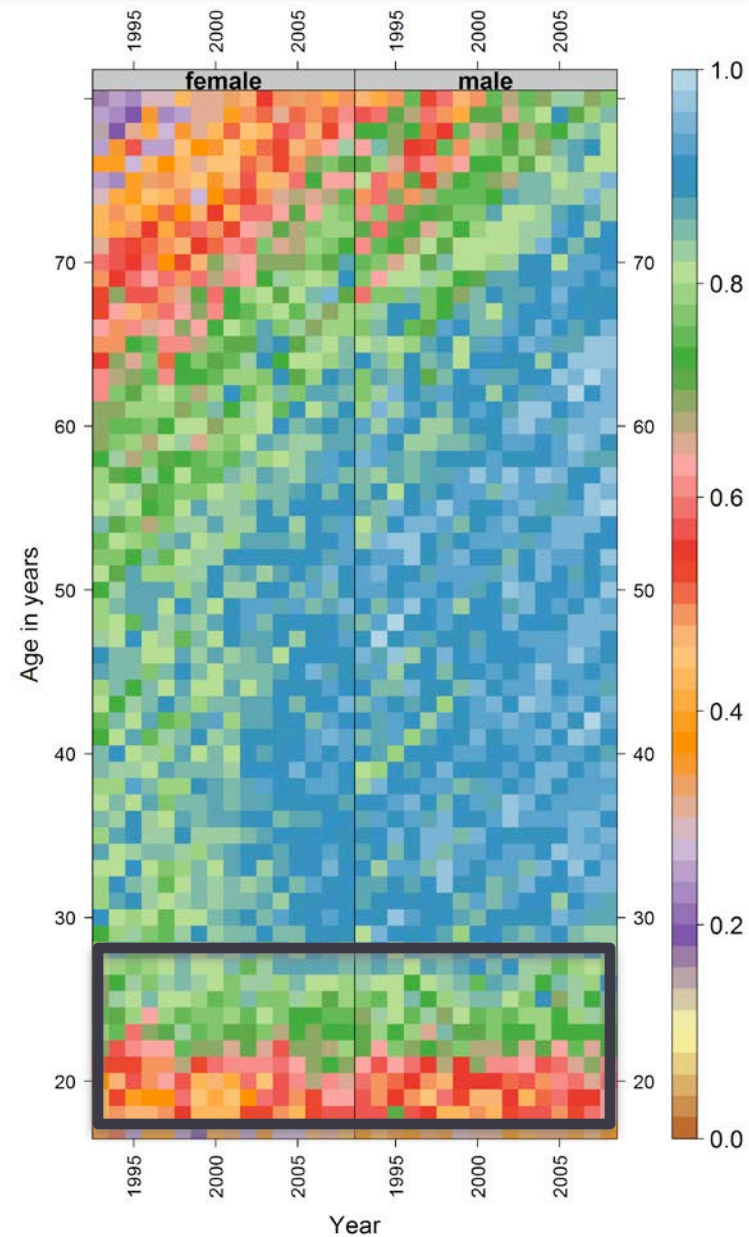


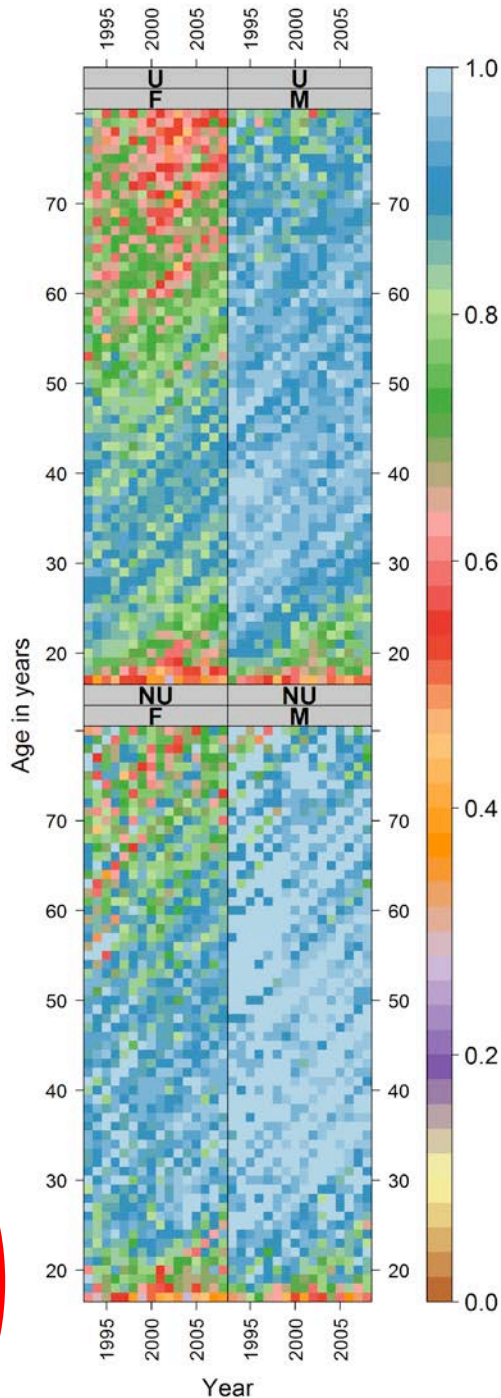


Gender gap
in converting
licence to
opportunity

BUT

more
consistent
age effect
between
genders for
drivers
driving



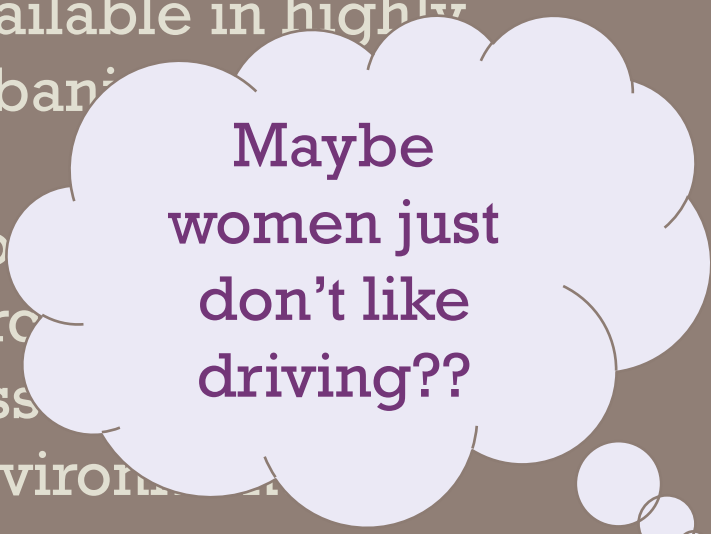


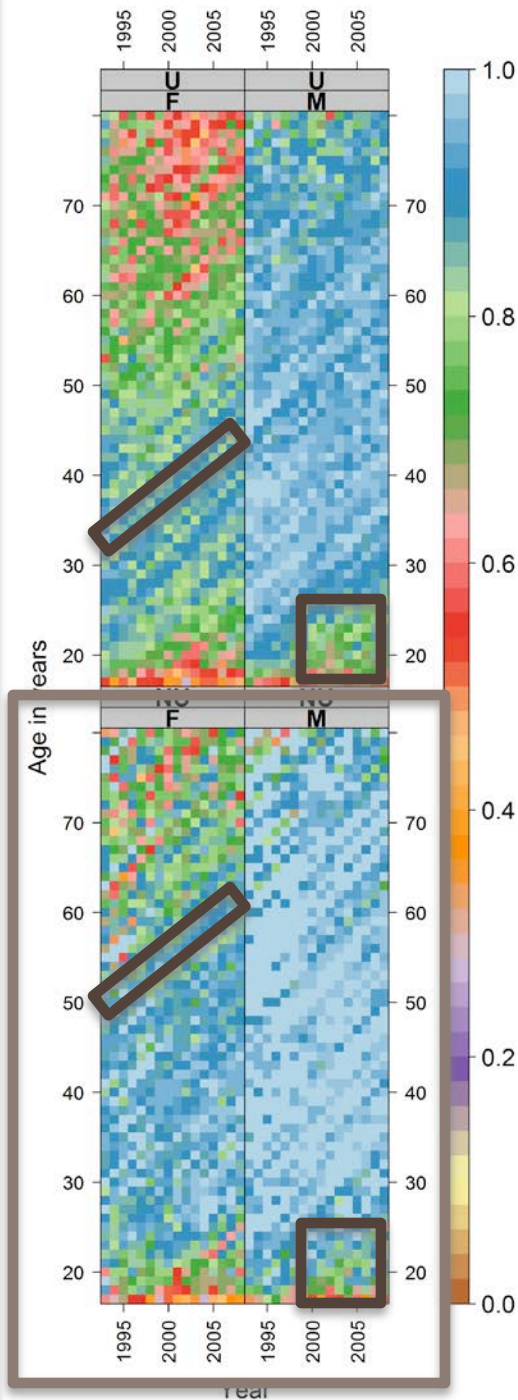
Urban

Non-Urban

Urban/ Non-urban

- Gender differences more marked in urban areas
- Choice: more alternative modes available in highly urban areas
- Coercion: less driving in less urban areas
- Environmental: less driving in less urban areas



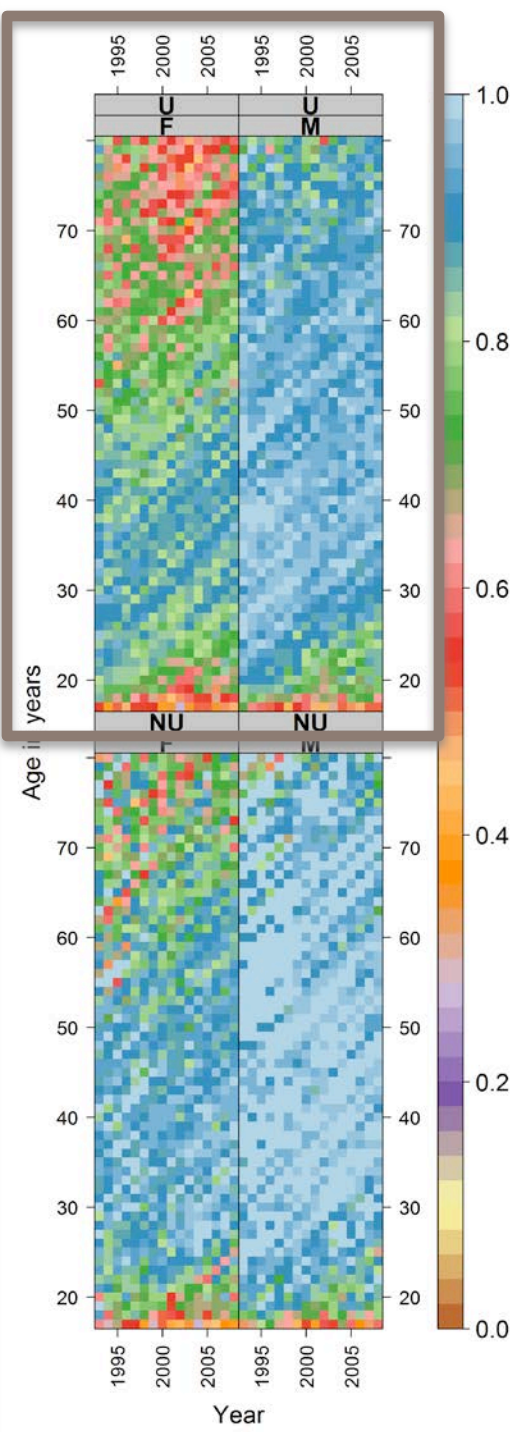


Urban

Non-Urban

- Close to 100% for rural males
- Earlier female-male cohort 'catch up' than for more urban counterparts
- A decline for the millennial cohort (less pronounced than for urban males)

Non-Urban



Urban

Non-Urban

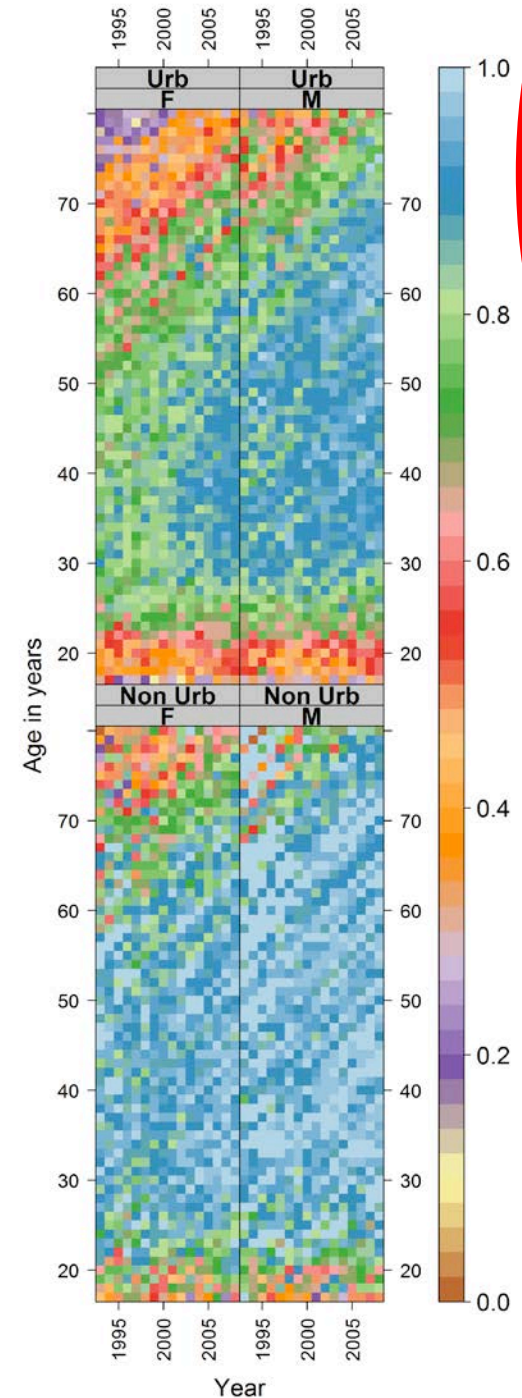
Urban

- Older urban women, 10-20% lower licence-holding than men of the same age
- Some catch up for the 1970s - 80s cohorts (<40yrs in 1995)
- Declining for both from mid-1970s onwards

More consistency between genders at younger ages (approx 17-30) years

Urban/Non-Urban

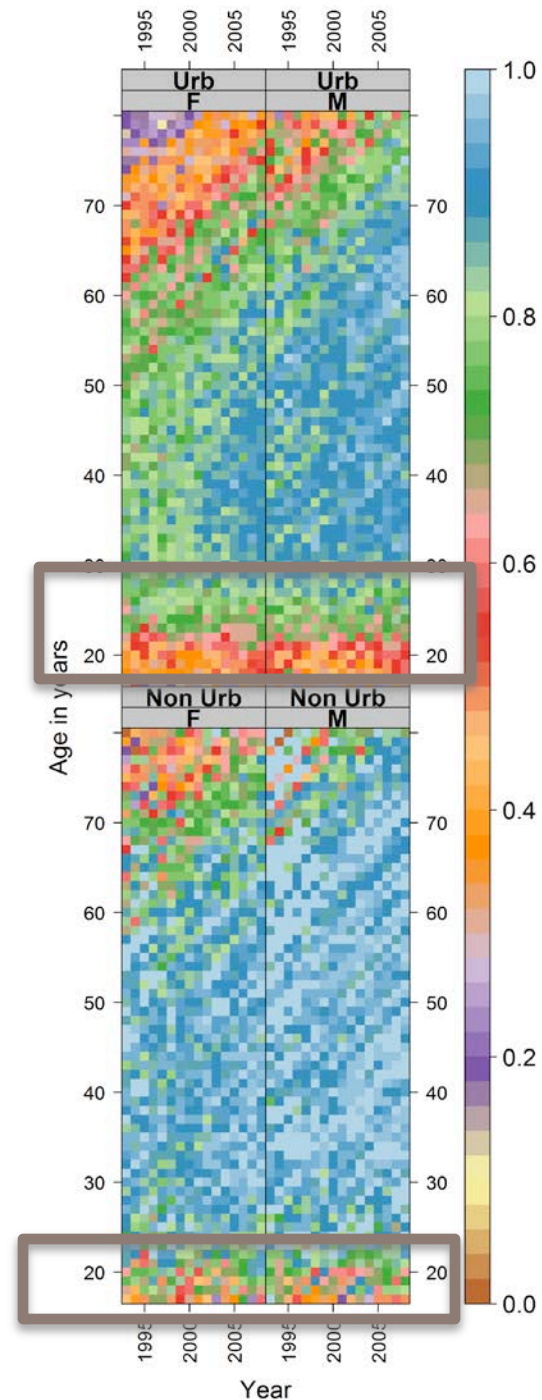
- Historic cohort effect (more drivers driving) most clearly evident in urban areas.

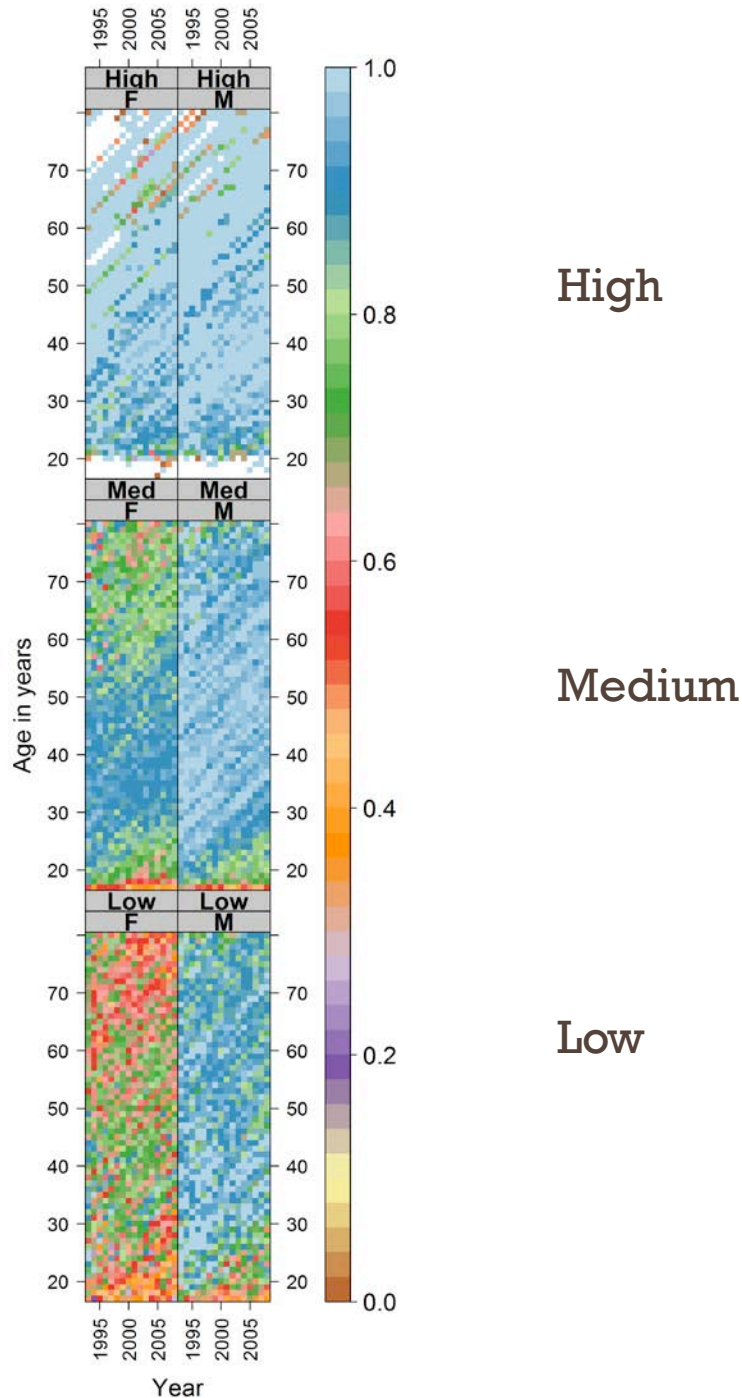


Drivers driving

Urban/Non-Urban

- Historic cohort effect (more drivers driving) most clearly evident in urban areas.
- Slower conversion from licence to driving for young adults in urban areas **BUT** gender parity in the age effect





Social Class

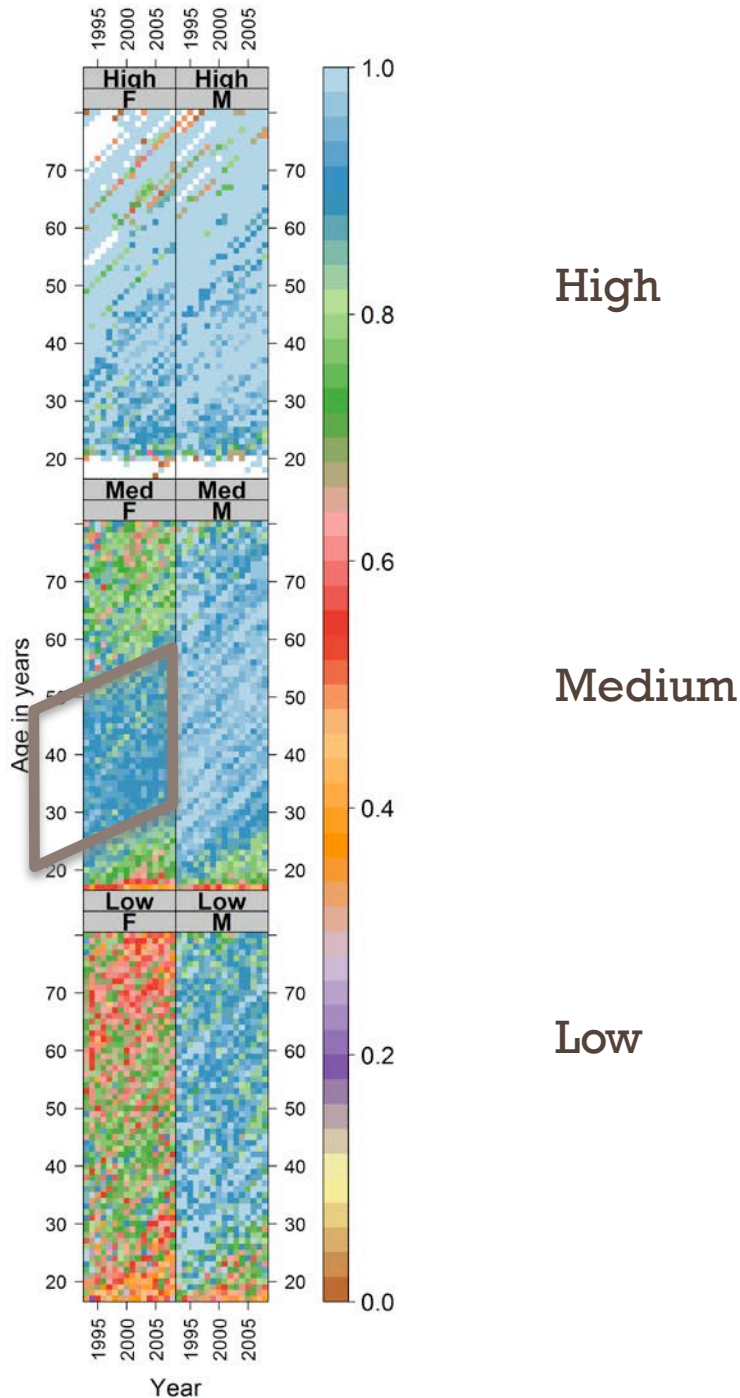
High

- Highest educational qualification strongly mediates female licence holding

Medium

- Effect most pronounced in older cohorts

Low



Social Class

- Some 'catch up' for women with intermediate qualifications for the 1945-1970 cohorts (much weaker evidence for women in the lowest category)
- Recent declining licence holding for men most apparent in low-intermediate groups

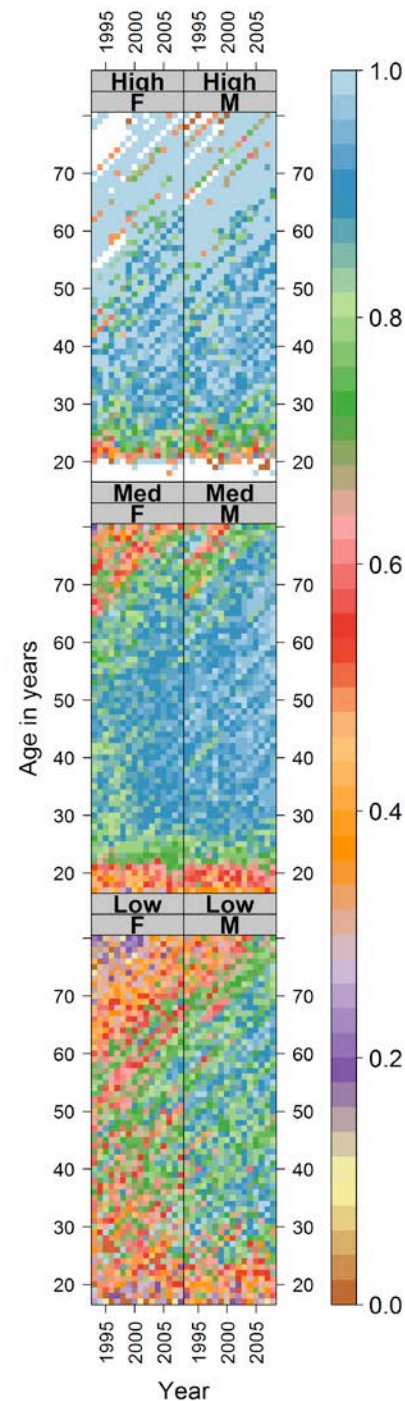
Social Class

- The historic trend towards successive cohorts with driving licences driving (around 1940) is most clearly evident in those with low qualifications, especially women
- Evident to a lesser extent with the intermediate but not the high group

High

Medium

Low



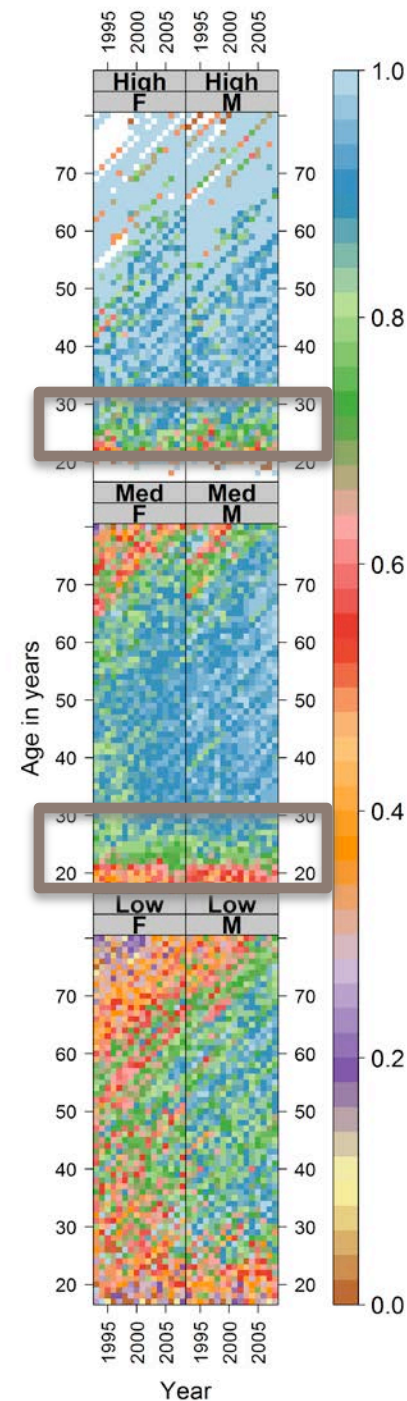
Social Class

- For those in intermediate and high groups, the main change is an age effect, between 17 & 30 yrs

High

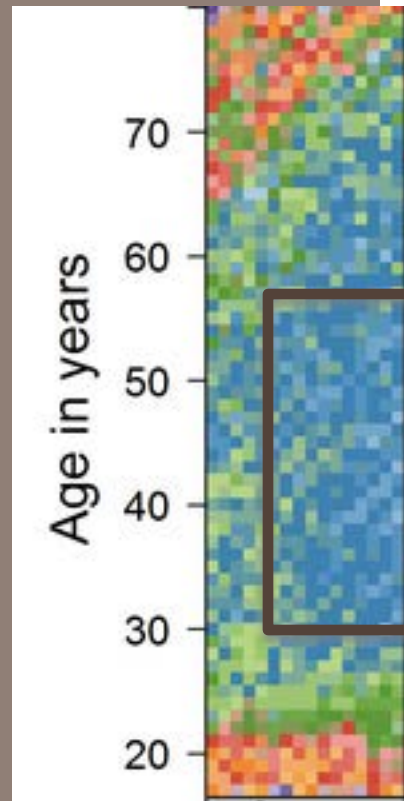
Medium

Low



Social Class

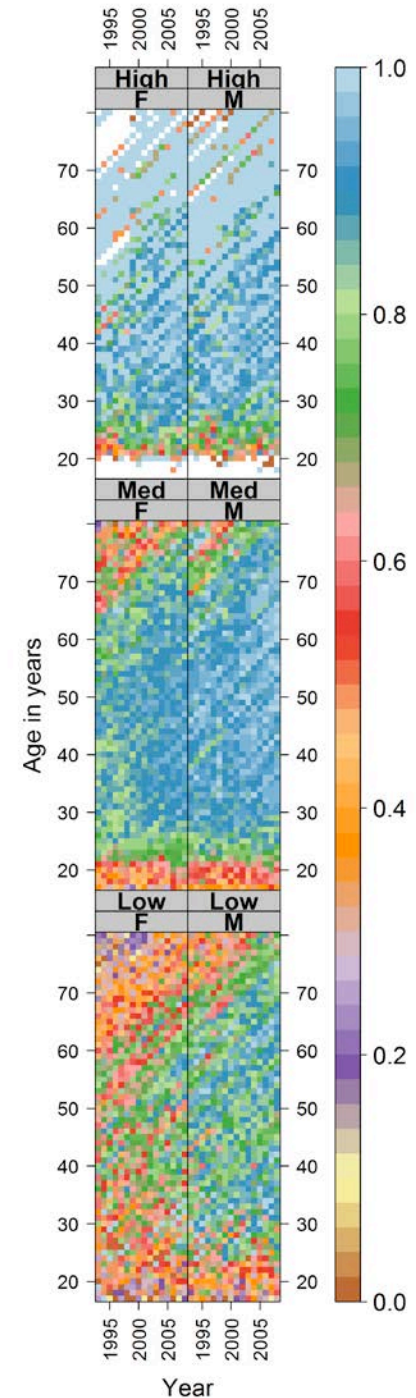
- The greatest period-based change, (early 2000s) shows increased proportions of women born 1945-1970 driving, is clearest in the intermediate category, although apparent elsewhere.

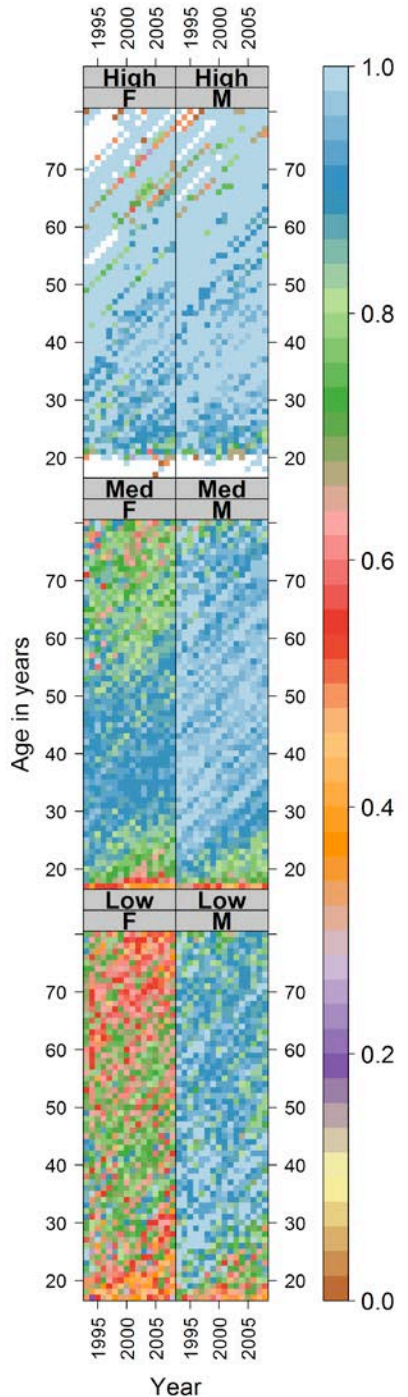


High

Medium

Low





High

Medium

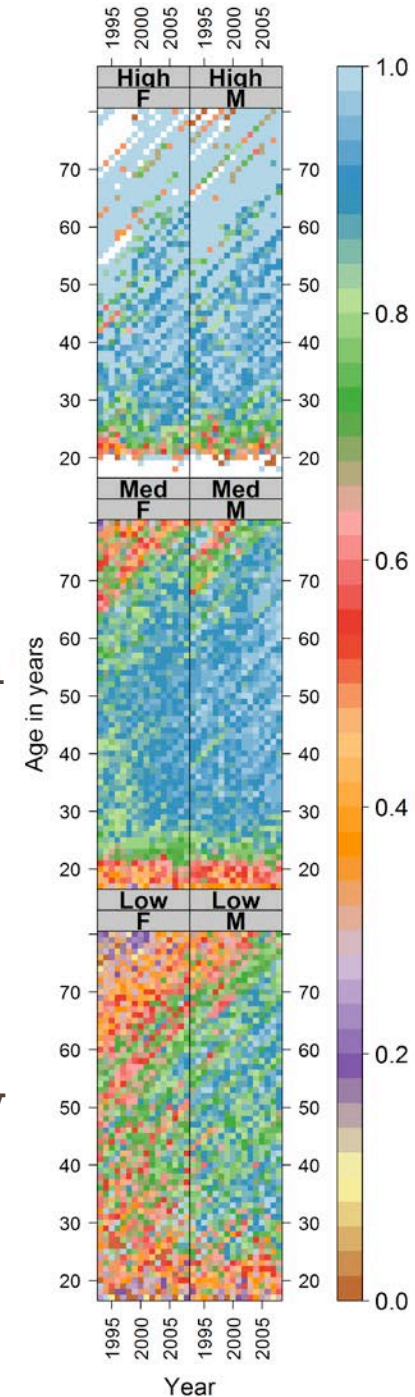
Low

Although gender differences are still striking, social class dominates in the gap between licence and practice

High

Medium

Low



Implications

Gender:

- increased gender parity in licence and driving; cultural (choice)
- period effect with millenials (economic insecurity, mostly male, constraint)

Urbanisation:

- Less need to drive in urban areas BUT male/ female differential suggests *still* very desirable and possibly necessary for many

Social class:

- Strong mediation by social class and period effect for intermediate women indicates constraint rather than choice as the key factor in lower mobility



Choice?

Applying an 'equalities' lens





Thank you!

Gender

Choice

Constraint

Social Class

Driving segregation: Driving
licence uptake & emerging
inequalities

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