

A summary and discussion of the implications of data from the Gender Audit of Statistics [Breitenbach, E. and Wasoff, F. Scottish Executive Social Research 2007] relating to care and caring prepared by S. Macpherson, Engender Associate and E. Thomson.

Gender Audit Findings

Access to and Use of Cars:

- There are differences in the proportions of women and men who are able to drive. Men are more likely than women to hold a full drivers licence – 78% of men compared with 58% of women in 2004/05. Though still a relatively large gender gap, the gap has decreased significantly in recent years. In 1975/76 for example, 66% of men compared with only 24% of women held a full drivers licence. Older women are the least likely to hold a drivers licence – 49% of women aged 60-69, and 26% of women aged 70+ in 1999-2005.
- In 1999/2002 the Scottish Household Survey found that men were more likely than women have sole use of a car (53% compared to 44%). In over half of cases where women were the main driver (52%), a man also drove the vehicle. In contrast, in 43% of households where men were the main driver, a woman also drove the car.
- The balance of main use of a car is influenced not only by sex but also by employment status of members of the household. For 1999/2002, 32% of households within which no-one worked did not have a car available to them, while 20% of households where the woman worked but the man did not, did not have access to a car, compared with 11% where the man worked and the women did not.
- In 2005, 79% of households where the highest income householder was a man had at least one car available for private use, compared to 52% of households where the highest income householder was a woman. Those who were unemployed, in education, or permanently sick or disabled were the least likely to have access to a car for private use, this was the case for both households in which men or women were the highest household earner.
- Patterns of car use also differ by gender. In 2005, men were more likely to drive every day than women (50% of men compared with 34% of women).

Use of and Attitudes to Public Transport:

- In 2005, women were more likely than men to use local buses on a regular basis. For example, 13% of women compared with 10% of men used buses every day and 14% compared with 10% used buses 2 or 3 times a week. Men were more likely than women to report not having used a local bus in the last month (63% compared with 52%). There was little difference between men and women in their use of trains (81% of women and 80% of men not having used a train in the last month).
- While the frequency of travel on buses in the evening was not different between men and women (in 2004, 78% of men and 80% of women reported never travelling by bus in the evening), there were differences in the perception of safety travelling by bus in the evening. For example, 28% of women compared with 15% of men felt 'not particularly' or 'not at all' safe, while 63% of men compared with 47% of women felt 'very' or 'fairly' safe.
- As with buses, few men or women travelled by train at night (13% of women and 16% of men). Women were more likely to not feel 'particularly' or 'at all' safe (29%) compared with men (14%), while only 37% of women compared with 55% of men felt 'very' or 'fairly' safe.
- There was virtually no gender difference in views on public transport and its convenience. In 2004, a majority of both men and women said that public transport was very or fairly convenient (76% of men compared with 77% of women), though a much smaller number felt that public transport was of good quality (17% of men compared with 16% of women).
- In the period April 2003 to December 2004, women were more likely than men to use concessionary travel passes to travel on buses (84% of women aged 60 and over compared with 71% of men aged 60 and over). The biggest differences were in the 65-69 and 70-74 age groups. This to some extent reflects the gender difference in licence holding by these age groups, with men more likely to use concessionary travel in 75-79 and 80+ ages when they may no longer drive.

Walking and Cycling:

- There was little difference in 2005 between men and women walking or cycling as a form of transport (52% of men and 53% of women). However, there were slightly more men than women who walked or cycled for pleasure or to keep fit (48% compared with 45%).
- Cycling as a means of transport or for pleasure or keeping fit is used by very small proportions of men and women – around 3% to 4% of the population. In 2005, men were slightly more likely to cycle than women either for transport or for pleasure or to keep fit – 4% and 6% respectively for men compared with 2% and 3% respectively for women.

Distance Travelled and Purpose of Journeys

- There are differences in the average distance travelled per year by men and by women, with in 2004/05 the total average distance travelled by men 9,175 miles compared to 6,865 miles by women. There were also differences in the average distance travelled by form of transport. For example, men as drivers travelled much longer distances than women as drivers (6,043 miles compared with 2,917 miles). Women travelled longer distances as passengers in motor vehicles or on local buses (2,693 miles compared with 1,636 miles).
- In 2004 women were much less likely to be the driver in a car (45% compared with 62% of men) and far more likely to be a passenger in a car (21% compared with 9% of men). Women were also slightly more likely to use buses – 12% compared with 9% of men.

Travel to School and Work:

- There were no significant gender differences in the main method of travel to school by boys and girls – with around half of pupils walking to school, and a further 20% travelling by car in 2005.
- There were however some gender differences in patterns of travel to work. In 2005 women were more likely to walk to work (15% compared with 10% of men), while men were more likely to drive to work (65% compared with 56% of women).

Road Accidents:

- Over the period 1995 to 2005 the number of males involved in road accidents was greater than the number of females (10,178 men compared with 7,620 women in 2005), although there was an overall decline in the number of accidents and casualties during this period.
- Over the period 2001-2005 men were almost twice as likely as women to be involved in accidents as car drivers, a rate of 5.6 per 1000 of the male population compared with a rate of 2.9 per 1000 of the female population.
- Over the period 2001-2005 the average number of people killed or seriously injured in road accidents as pedestrians, passengers or drivers, was greater for males (2,185) than for females (1,127). Across all severities of accident, there were more male casualties (10,731) than female (8,092).

Discussion

The aims of the previous Scottish political administration set out within the National Transport Strategy were: to improve journey times and connections between Scottish cities and towns and between Scotland's global markets, to tackle congestion and to provide access to key markets; to reduce emissions to tackle climate change; and to improve the quality, accessibility and affordability of

transport, ensuring that everyone across Scotland has high quality public transport choices. The SNP manifesto continues these themes through a commitment to investment in the current rail and road network, delivering infrastructure that makes road, rail, sea and air competitive and effective ensuring that all parts of Scotland are 'open for business', while also easing commutes, reducing bottlenecks and improving the quality of life for people in all parts of Scotland. This is set within a wider concern where journeys Scots make are to be: 'greener, safer and easier'.

In relation to gender and transport, the evidence presented here is that men are more likely than women to hold a drivers licence and to live in a household where a car is available for private use. They are also likely to drive more frequently and to travel greater distances. Women are more likely than men to use local bus services frequently. However, despite their higher use of local buses, women are more likely feel unsafe on such journeys. Men are more likely than women to use a car for travel to work or for work related travel. The majority of women and men carry out some journeys on foot, but only a minority walk on a regular basis, while only a very small proportion of men and women cycle regularly (men more than women).

The differences in men and women's access to and use of transport are likely to reflect differences in gender roles. For example, men are more often the main income earner and likely to be working full-time, while women are more often the second income earner working part-time and taking principal responsibility for households and childcare, including escorting children to school and undertaking food shopping. This has traditionally meant that women would make more local journeys throughout the day, while men use cars to travel to and from work. There are however changes in this pattern, with more women in the labour market and more women now learning to drive. This change in car use may reflect women's greater earning power. However, women are also motivated to use cars by safety concerns when travelling alone. They may also wish also to reduce the inconvenience of public transport when travelling with children, shopping and getting to and from work.

Women's continued poorer access to transport choice relative to men's does however limit their access to employment opportunities, to services and to shopping and leisure facilities. There is potential to learn more about women's transport patterns, notably in relation to accessing different transport options, transport use in rural areas, transport use by different groups of women e.g. those with health issues or disabilities. Within the context of the Gender Equality Duty it will be incumbent upon transport policymakers and planners (at Scottish Government and local authority level) to ensure that data are available that can inform policy in this area, as well as ensuring that women are consulted on their transport needs.