

YOUNG ADULTS' DISAFFECTION FOR DRIVING LICENCE? EVIDENCE FROM SWITZERLAND

P. Rérat, D. Baehler, G. Giacomel, A. Martin, S. Vincent-Geslin
Institute of geography and sustainability | University of Lausanne



RESEARCH QUESTIONS

- **Which factors explain the propensity to get the driving licence among young adults?**
- **Which factors explain the youth licensing decline?**
- **What are the implications and the meaning of this trend?**

WHAT IS A DRIVING LICENCE?

- **Right to drive (automobility)**
- **Set of rules (criteria and costs)**
- **Rite of passage (attitudes and symbols)**



WHICH FACTORS EXPLAIN YOUTH LICENSING DECLINE?

Meanings of the driving licence	Explanatory factors	Mechanisms
Right to drive	Alternatives to the car Residential location ICT	Rise in public transport, walking, cycling Reurbanisation Substitution of physical mobility
Set of rules	Regulation Affordability	Growing complexity Growing costs
Rite of passage	Life stage Attitudes	Longer transition to adulthood Environmental awareness Changing meaning of the car (symbol)

Source: Delbosc and Currie 2013; Hjorthol 2016; Roux 2012; Schoettle and Sivak 2014; Sivak and Schoettle 2012, etc.

METHODOLOGY

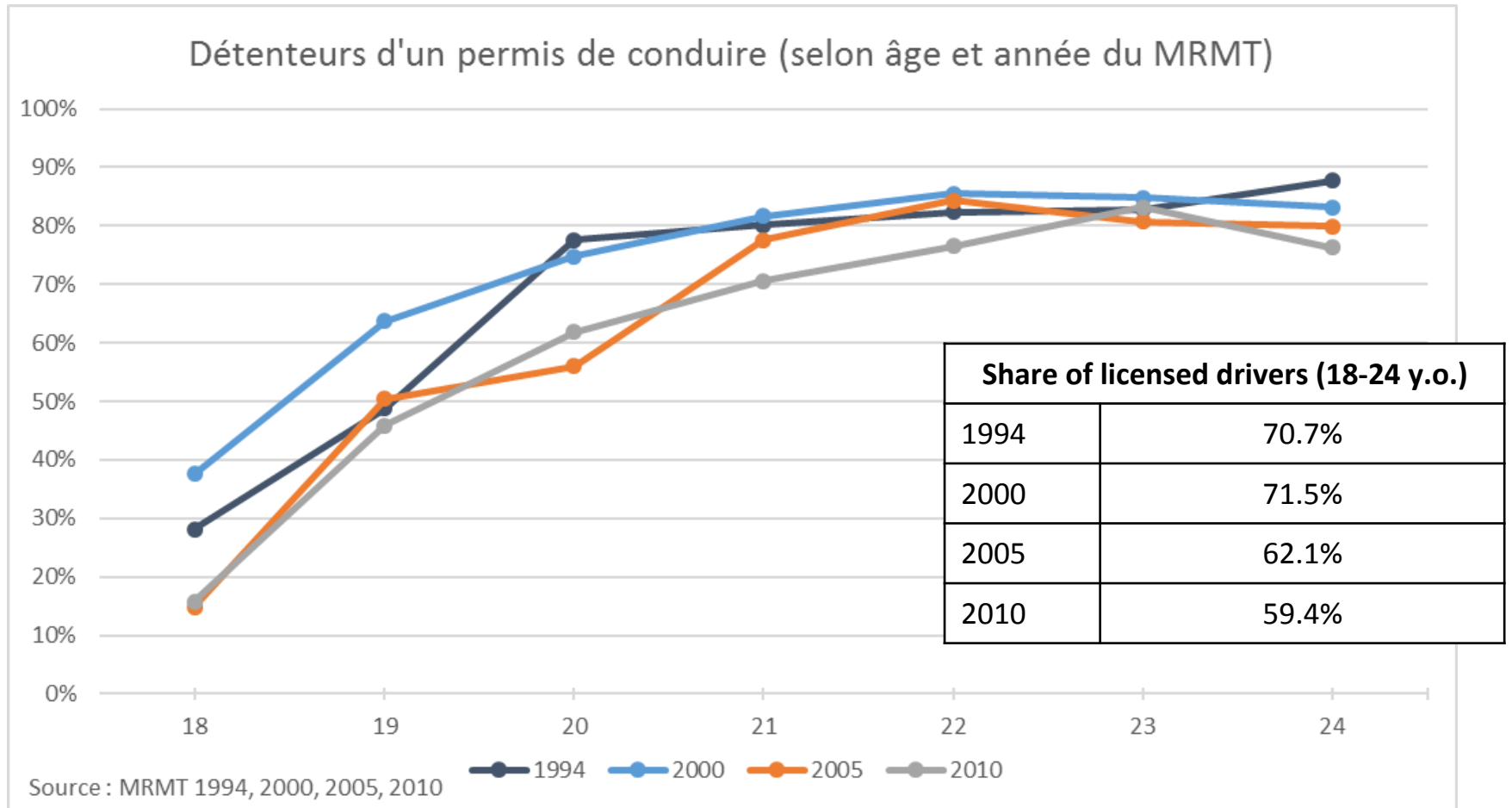
Micro-censuses on mobility and transport (1994, 2000, 2005, 2010)

Exploratory survey carried by students (2016; n=670; Lausanne region)

Focus groups and interviews

Swiss Federal Survey of Adolescents (2016/17 on spatial mobility; n=50,000)

LICENSED DRIVERS AMONG 18-24 YEAR-OLDS (1994-2010)



PROPENSITY TO HOLD A DRIVING LICENCE (2010)

Age effect

Motorcycle licence

- Socialisation to automobility

Transit pass

- Alternative / car no or less needed

Residential context

- Metropolitan < other urban < rural

Household income

- Costs and purchasing power

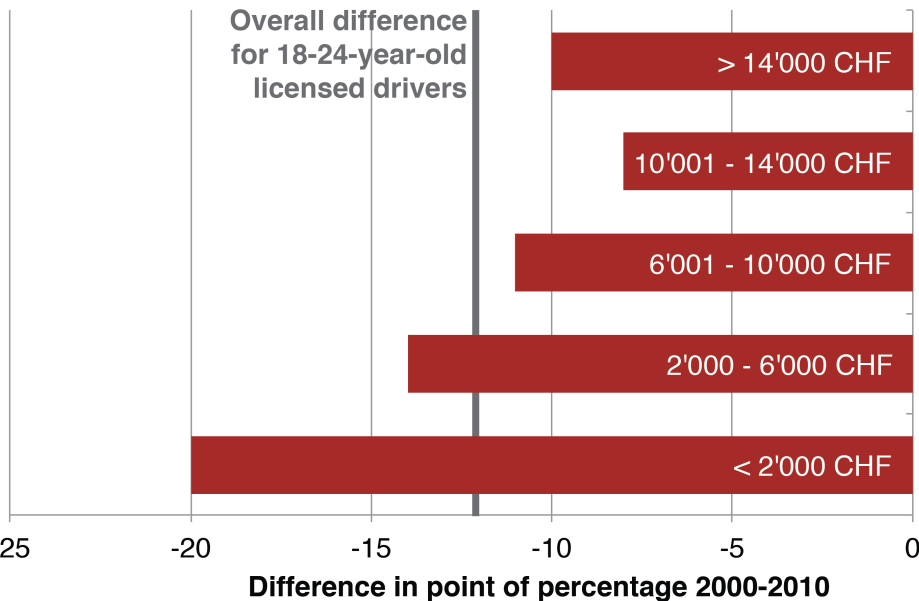
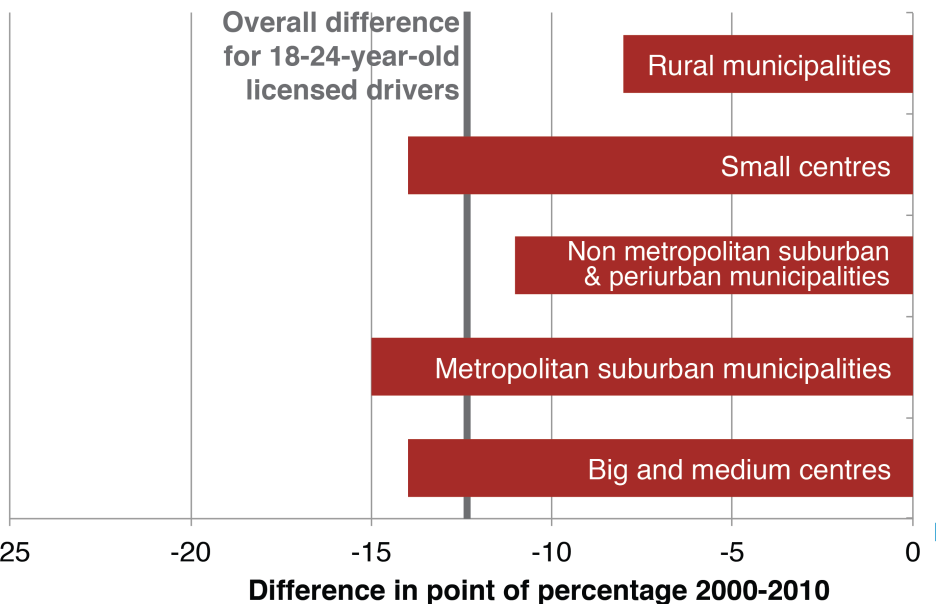
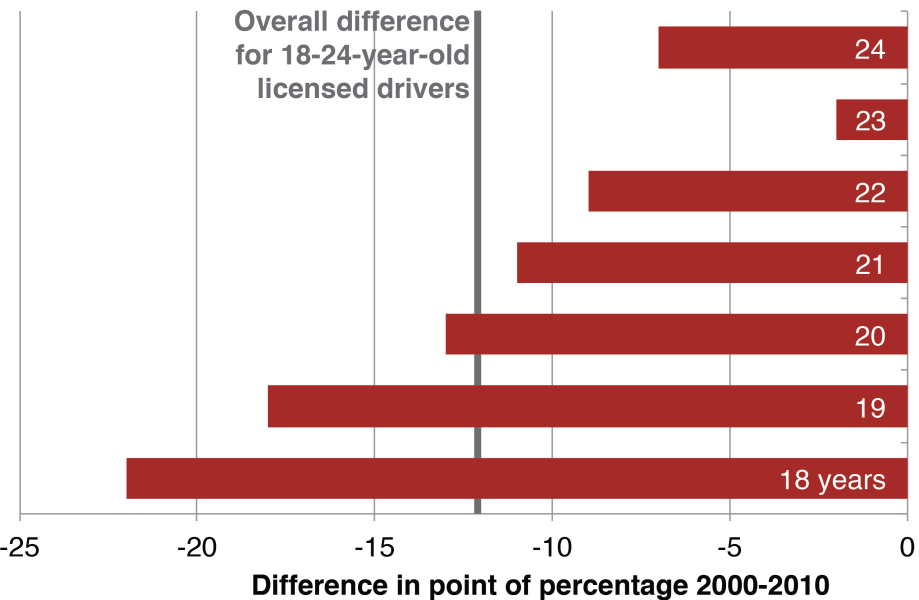
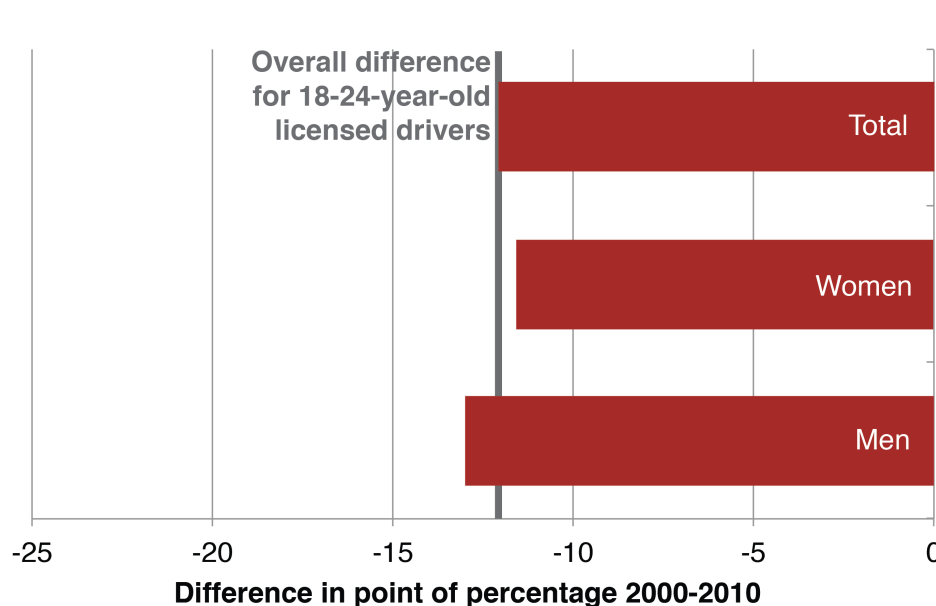
Kind of household

- “Autonomy” vs. “dependence”

Gender

- Not significant (any more)

Variables	Modalities	Exp (b)	Sig.
Age	18 year-old	.059	.000
	19 year-old	.279	.000
	20 year-old	.496	.032
	21 year-old	.738	n.s.
	22 year-old	1.249	.005
	23 year-old	1.561	.005
	24 year-old	Ref.	
Gender	Women	Ref.	
	Male	.973	n.s.
Residential context	Big and medium centres		.000
	Small centres	2.167	.000
	Suburban metropolitan	1.240	.059
	Other suburbs	1.834	.000
	Rural	4.023	.000
Kind of household	Adult-households	Ref.	.000
	Couples without children	1.089	n.s.
	Persons living alone	1.228	n.s.
	Families with children	.367	.000
	Families with teenagers	.804	.021
Income (2000.- brackets)	Household income	1.190	.000
Motorcycle licence	Yes	Ref.	
	No	.132	.000
Transit pass	With	Ref.	
	Without	3.037	.000
	Constant	4.387	.000



PRELIMINARY CONCLUSION

Age effect (clearly) bigger than generation effect

Set of rules => complexity and costs

- Influence of the household income but not of the economic situation
- Decline started before the new rules (two-phase licence; 2005)

Right to drive => alternatives to the car

- Influence of having a transit pass
- Influence of the residential context but decline also in rural areas

Rite of passage => loss of status of the car

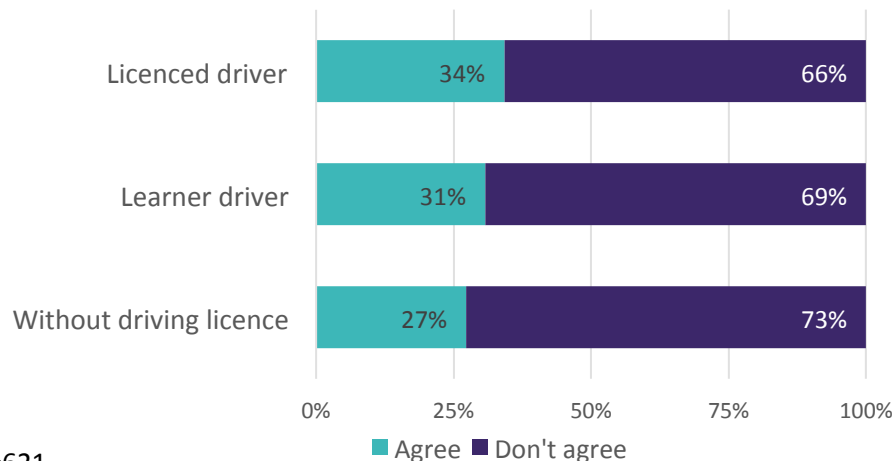
- Later in age but also in the life course
- No gender difference anymore

OPEN QUESTIONS

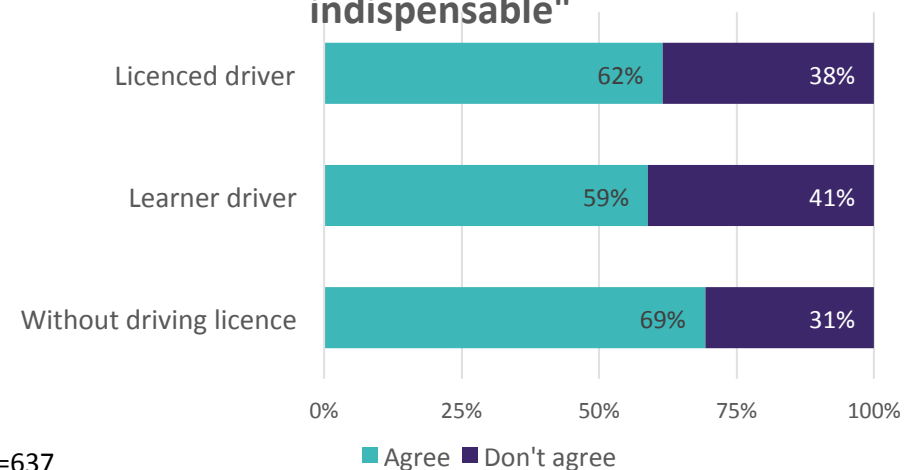
What are the (future) impacts on car use?

- A simple postponement?
- A learning period for the alternatives to the car?
- A different meaning of the car?

"It is important to have one's own car"



"A car is nowadays less and less indispensable"



Thank you for your attention...

Prof. Patrick R  rat

Institute of Geography and Sustainability | University of Lausanne

Patrick.rerat@unil.ch

<https://unil.academia.edu/PatrickR  rat>

@PatrickRerat