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IMAM ABDULRAHMAN BIN FAISAL UNIVERSITY



Impact of women driving cars on the sustainable development and traffic safety in the Kingdom of Saudi Arabia - Phase 2 Survey Results -

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Executive Summary

Within the project “She Drives KSA: A National Research Project about The Impact Of Women Driving On Sustainable Development And Traffic Safety In The Kingdom Of Saudi Arabia” a survey was conducted between June and November 2019 to investigate potential changes in transport-related topics for individuals and households since women started driving, as well as reactions, attitudes and perceptions of females and males in the Kingdom of Saudi Arabia regarding the impact of women driving on the sustainable development of the country and traffic safety. This report presents the results of this survey that took place after one year of women driving in the Kingdom of Saudi Arabia.

The She Drives KSA research project

In September 2017, the Kingdom of Saudi Arabia announced that, for the very first time, Saudi women will be allowed to drive. This is a decision of monumental importance to every facet of life in the country. With the female population of Saudi Arabia being over 15 million and accounting for 45% of the population, it is expected that women’s daily lives, activities, society contributions, time and money allocation will change. As a result, this will affect the households’ dynamics, as well as the wider community and nation. The impacts are expected to also affect the wider society, economy and the environment – the sustainable development of the country as it envisaged in Vision 2030. These new dynamics and challenges shall carefully be monitored to understand better their contribution to the achievement of the sustainable development of the country.

In light of this, the objective of the She Drives KSA research project is to examine and analyse the travel behaviour and activity patterns of women mobility in the Kingdom of Saudi Arabia **BEFORE** and **AFTER** women are allowed to drive, and to identify the impacts of this decision on the aspects of sustainable development and traffic safety in the Kingdom.

This research project is nation-wide (across the Kingdom of Saudi Arabia). It is expected to be the base of future research conducted on this topic, as it is the very first of its kind in the Kingdom. This research project is expected to provide rigorous findings that are of value not only to Saudi Arabia, but to the worldwide research community as well. Finally, it is also a unique opportunity, for those responsible for the transportation system and its safety, those interested in female-focused studies, and for various companies affiliated with the transportation sector or sustainable development to participate in this study as a part of their own social responsibility and contribution to the community.

Objectives of the report and survey design

The aim of this report is to provide the analysis of the descriptive statistics of the second phase of the She Drives KSA survey that took place one year after women started driving. The report first analyses transport-related aspects for the households of the participants. Next, it focuses on the privately employed drivers of the participants’ households. Driving license possession or not of women is analysed next, while information is also provided about the driving schools they attended. Women’s

travel behaviour is analysed as well by particularly emphasizing and comparing the travel behaviour of women who drive to those who do not drive. The car preferences of the participant women who have or are about to have a driving license is analysed next. Women and men attitudes and perceptions towards the social, economic, environmental and traffic safety impact that women starting driving may have follows in the analysis. Finally, potential policies to support the transition to women driving in the Kingdom of Saudi Arabia are presented to conclude the report.

An on-line questionnaire survey was designed to collect female and male's reactions to the aforementioned issues. The survey took place between June and November 2019, almost a year after women drive in the Kingdom. 29,639 individuals from all over the Kingdom participated in the survey. 20,543 of them are women (69.3%), 9,069 are men (30.7%).

The key findings from each chapter of this report are summarized below.

Transport-related characteristics of the participants' households

* The findings presented below are about the households of all the participants in the survey and are based on both female and male participants' responses.

- Before women start driving, the 22.5% of the participants' households had at least one woman who had a driving license. This license has been issued outside the Kingdom. After women started driving, the 63.6% of the participants' households have at least one woman who has a license.
- 48% of the participants whose household has at least one woman with a driving license, declared that in their household one woman has actually started driving. 38% of the participants stated that although their household have women who have a driving license, these women have not started actually driving yet.
- 24.1% declared that their household purchased one car and 3.3% two or more cars since women started driving.
- 55.3% of the participants whose household purchase at least one car since women started driving, stated that their household purchased one new car, whereas 34.7% reported that they purchased one second-hand car.
- The majority of the households that purchased (a) new cars, purchased a sedan (36.6%), followed by small city car (33.4%), and SUV (32.2%).
- Before women started driving, 24.2% of the participants had 2 parking spaces within their residence, while after women started driving this number increased to 25.8%.
- The demand for on-street uncovered parking spaces outside the residence increased from 65.4% to 69.4%.

Privately employed drivers

* The findings presented below are about the households of all the participants in the survey (females and males).

- 45.7% of the participant households were employing private drivers before women start driving. After women started driving, this percentage dropped to 27.2%.

- 90.6% of the participants stated that this change is related to the fact that women started driving.
- The majority of the participant households (currently) employ one driver (88.5%).
- The majority of the drivers are non-Saudi. 69% come from India.

Women issuing a driving license

* The findings presented below are based only on the responses of the female participants in the survey.

- 63.5% of the participant women hold a driving license. 13.9% are currently taking training to issue a driving license, 13.3% are planning to start training in the future, while only 9.3% do not have a driving license and do not plan to issue one.
- By comparing the socio-demographic characteristics of women who have or about to have a driving license to the women who do not have a driving license, no considerable difference is identified.
- 37% paid less than 2,000 SAR for the driving lessons, 28% paid 2,500 to 3,000 SAR, while 23.8% paid between 2,000 to 2,500 SAR.
- The average waiting time for registering to a driving school is 6.5 months, while the average waiting time to start the training is 6.6 months.
- 15.6% of the participant women who have a driving license stated that their employment status has changed due to the fact that now they drive.
- 64.2% of the women who hold a driving license stated that now that can drive, their personal income has increased due to the fact that they found a job or a higher-paying job.
- The most popular reason for women who do not have a driving license and do not plan to get one is that they prefer to be escorted.

Women's travel behaviour

* The findings presented below are based only on the responses of the female participants in the survey.

- Before women start driving, 61.4% of female participants were using a household private car as a passenger as their primary transport mode. After women started driving, only 39.7% of the female participants use the same mode.
- The biggest modal shift is noticed in the household private car – as a passenger. 22.7% of women who were using a household private car as a passenger before women start driving, they have now become drivers of a private household car.
- The use of ridehailing has dropped significantly (by 16.9%) after women have started driving. The highest drop is noticed in Riyadh (17.5% decrease).
- The average number of trips per week using a household private car as drivers is 6.3 trips, while as passengers 5.9 trips.
- Most of the participant women pay up to 1,000 SAR for their transport per month: 37.7% pays 500 to 1,000 SAR, while 31.7% pays only less than 500 SAR.
- The monthly travel expenses of women are mainly paid by themselves (53.4%).

- The two most popular trip purposes for using their primary transport mode is work/education (78.2%) and entertainment (78.2%). The next most popular trip purpose is running errands (63.5%).
- When comparing the attitudes and perceptions towards daily mobility of women who have or are about to have a driving license to the women who do not have a driving license, no considerable differences are noticed.
- 74.7% of the participant women who already hold a driving license, drive frequently (on a daily basis or several times per week). 23.2% of them drive occasionally (once in a while), while 2.2% only in emergencies.
- Women who already hold a driving license, also drive to escort several family members: 56.5% drive their siblings, 50.4% drive their kids, 43.5% drive their parents (the question was multiple choice; women could choose as an answer more than one option).
- The majority of the women who drive completely agree with the statements that they feel independent, happy, confident and that they are proud of themselves.

Women's preferences for cars

* The findings presented below are based only on the responses of the female participants who have or are about to have a driving license.

- 73.5% of the women who have a driving license / or are about to have one, reported that they will purchase a car for themselves in the future; 20.8% of the women reported that they have already purchased a car for themselves, and 5.7% of the women are not planning on purchasing a car.
- 81.7% of women who have a driving licence or will have a driving licence reported that they have a brand new car or they are planning on purchasing a brand new one.
- Women from households with higher income levels seem to prefer purchasing brand new cars.
- Regarding the budget allocated for purchasing a car, 39.8% of the women who have or are about to have a driving license reported that the allocated budget is less than 50,000 SAR, 42.5% that is from 50,000 to 100,000 SAR, and 17.7% that is more than 100,000 SAR.
- More than 70% of the women reported that criteria such as safety, price, stability, and fuel consumption are completely important when it is to purchase a car.
- The most important sources of information when a woman is to purchase a car are customer reviews or word of mouth (family/friends) with 87.3% and 87.4% respectively.
- The most common reason for not planning to purchase a car is that they cannot afford it (73.7%). 29.8% of the women who are not planning on purchasing a car reported that it is because they use an existing car of their household.

Attitudes towards the social impact of women driving

* The findings presented below are based on both female and male participants' responses.

- In general, it is not noticed any considerable difference between women and men attitudes towards the social impact that women driving may have.
- Minor differences are noticed in statements like:

- “I am afraid that women may be abused while driving” with men to neither agree nor disagree (5-point Likert scale: 1= Completely disagree, ..., 5=Completely agree; average score for this statement: 2.7), and women disagree (average score for this statement: 1.9).
- “Driving enables women to act in emergencies”, where men agree (average score for this statement: 4.1) and women completely agree (average score for this statement: 4.7).
- “Women are capable of taking driving responsibilities, with men to be between neutral and agree (average score for this statement: 3.6), while women completely agree (average score for this statement: 4.6).
- When the attitudes towards the social impact are analysed based on if the participant woman has (or is about to have) a driving license or not, the differences in the levels of agreement are minor.
- In terms of how driving makes women feel, it seems that there are minor differences when the feelings are analysed based on the gender. Women participants neither agree nor disagree with the statement “Driving makes women feel stressed” (average score for this statement: 2.8), while men are not that far away, with an average score of 2.4.

Attitudes towards the economic & environmental impact of women driving

* The findings presented below are based on both female and male participants’ responses.

- There are small differences between men and women’s attitudes towards the economic impact of women driving (in line with the attitudes towards the social impact).
- The majority of men and women completely agree with the statement “Women driving contributes to increasing income rates in the Kingdom” with 40.6% and 57.5% respectively. However, the percentage of men disagreeing or completely disagreeing is 13.4%, whereas for women is only 3.6%.
- Regarding the statement “Women driving increases female’s empowerment in the Kingdom”, the majority of men and women completely agree with 47% and 65% respectively. However, the percentage of men disagreeing or completely disagreeing is 9.2%, whereas for women is only 1.6%.
- On the statement “Women driving contributes to the increase of environmental pollution”, the majority of men and women disagree or completely disagree with 48.4% and 68% respectively.

Attitudes towards the traffic safety impact of women driving

* The findings presented below are based on both female and male participants’ responses.

- There are considerable differences between men and women’s attitudes towards traffic safety impact.

- The majority of women completely disagree or disagree with the statement “Women driving increases the number of traffic accidents in the Kingdom” with 38.3% and 32.7% respectively. Less than 40% of men completely disagree or disagree with the statement.
- 54% of women were negative towards the statement that women driving increases traffic jams in the Kingdom, whereas 45% of men were positive towards the statement.
- 25.7% of all female participants have been involved in a traffic accident; for 51.2% of them, the accident took place after women started driving.
- 15.4% of women who have actually started driving were involved in a traffic accident as drivers.
- However, the vast majority of the accidents (92.6%) were accidents with minor material damages. 6.5% were accidents with minor injuries, 0.9% accidents with serious injuries, while there were no reported accidents that include fatalities.

Potential Supportive Policies for the Transition to Women Driving in KSA

* The findings presented below are based on both female and male participants’ responses.

- The results showed that more than 70% of the participants supported suggestions like “Increase the number of driving schools for women”, “Reduce the cost of driving training for women”, and “Enhance traffic safety by improving roads condition, intersections, parking spaces and extension panels”. However, less than 30% of the participants supported suggestions like “Recruiting female drivers from abroad should be allowed” and “Support and encourage female car-pooling”
- Almost 90% of women and 74.8% of men supported the suggestion of reducing the cost of driving training for women.

الملخص التنفيذي

في إطار مشروع بحث وطني **She Drives KSA** بعنوان: أثر قيادة المرأة للمركبات على التنمية المستدامة والسلامة المرورية في المملكة العربية السعودية، أجريت دراسة مسحية في الفترة ما بين يونيو ونوفمبر 2019 بعد عام واحد من السماح للنساء بقيادة المركبات في المملكة العربية السعودية، وذلك للوقوف على ردود أفعال ومواقف الذكور والإناث في المملكة العربية السعودية وآراءهم وتتبع أثر قيادة المرأة على أبعاد التنمية المستدامة والسلامة المرورية في المملكة. ويعرض هذا التقرير نتائج هذه الدراسة.

قيادة المرأة للسيارة في المملكة العربية السعودية

أعلنت المملكة العربية السعودية في سبتمبر 2017 - ولأول مرة في تاريخها - السماح للمرأة السعودية بقيادة المركبات. ولا شك أن هذا القرار ذو أهمية كبيرة نظراً لأنه يمس كل جانب من جوانب الحياة في المملكة، لا سيما أنّ عدد الإناث فيها يزيد عن خمسة عشر مليوناً فهنّ يمثلن 45% من عدد السكان، وعلى ضوء هذا القرار من المتوقع أن تتغير حياة المرأة اليومية وأنشطتها وإسهاماتها في المجتمع وإدارتها لوقتها ومالها. وهذا بدوره سيؤثر على ديناميات الأسر، وعلى المجتمع واقتصاد البلاد والبيئة - أي أنّ قرار قيادة المرأة للمركبات سيؤثر على أبعاد التنمية المستدامة في المملكة على النحو المتوخى في الرؤية 2030. وهذا يقتضي مراقبة الديناميات والتحديات الجديدة بعناية لفهم مساهمتها بشكل أفضل في تحقيق التنمية المستدامة.

وفي ضوء ذلك، أُطلق مشروع **She Drives KSA** لدراسة وتحليل سلوكيات تنقل النساء وأنماط نشاط حركتهنّ في المملكة العربية السعودية قبل قرار السماح لهنّ بقيادة المركبات وبعد ذلك، وتحديد آثار هذا القرار على جوانب التنمية المستدامة والسلامة المرورية في المملكة. يغطي المشروع جميع أنحاء المملكة، و من المتوقع أن يشكل قاعدة لأبحاث مستقبلية يتم إجراؤها حول هذا الموضوع، فهو يعتبر الدراسة الأولى من نوعها على مستوى المملكة. ومن المتوقع أن يخرج المشروع بنتائج دقيقة تتجاوز فائدتها وقيمتها حدود المملكة لتشمل مجتمع البحث في جميع أنحاء العالم. ومما لا شكّ فيه أنّ هذا المشروع يمثّل فرصة فريدة من نوعها للمسؤولين عن نظام النقل والسلامة المرورية، وللمهتمين بدراسات المرأة، وللشركات المختلفة المرتبطة بقطاع النقل أو التنمية المستدامة بأن يشاركوا جميعاً في هذه الدراسة في إطار مسؤوليتهم الاجتماعية وفي إطار مساهماتهم في خدمة المجتمع.

الهدف من نشر التقرير

يهدف هذا التقرير إلى اطلاع الباحثين والمهتمين في هذا المجال على النتائج الأولية للمرحلة الثانية من استطلاع الآراء الخاصة بمشروع الدراسة التي أجريت بعد عام واحد من بدء النساء بقيادة المركبات، وذلك بغرض توسيع نطاق المستفيدين من قاعدة بيانات المشروع، حيث يمكن أن تكون نتائجه بمثابة تنبؤ مستقبلي لصانعي القرار في المملكة تساعدهم في وضع الاستراتيجيات وسن الأنظمة والتشريعات التي يمكن أن تسهم في تفعيل أبعاد التنمية المستدامة، وتعزيز مفاهيم السلامة المرورية، وتحقيق جودة الحياة؛ وبالتالي خفض قيمة الإنفاق العام تمثلياً مع رؤية المملكة ٢٠٣٠. كما يعد هذا التقرير فرصة للتحالف مع أكثر من جهة بما يعود بالنفع على المجتمع والوطن.

وسيركز هذا التقرير على الجوانب المتعلقة بنقل أسر المشاركين، والسائقين الخاصين الذين يعملون لدى هذه الأسر، وبعد ذلك يحلل التقرير مدى إقبال النساء على استخراج رخص القيادة، والمدارس التي دربتهم على قيادة المركبات. بالإضافة إلى ذلك يتم تحليل سلوك النساء خلال تنقلهن بالتركيز على سلوك أولئك اللاتي بدأن بقيادة السيارات ومقارنته بسلوك اللاتي لم يقدن. كذلك يحلل التقرير ما يفضلنه النساء من سيارات، وعلى وجه التحديد النساء المشاركات في الدراسة ولديهن رخصة قيادة أو هنّ على وشك الحصول على هذه الرخصة. كما يحلّل آراء الرجال والنساء حول الأثر الاجتماعي والاقتصادي والبيئي المترتب على بدء المرأة بقيادة السيارة وانعكاس ذلك أيضاً على السلامة المرورية. أخيراً في ختام التقرير يتم استعراض السياسات التي يحتمل اتباعها لدعم وتيسير قيادة النساء للمركبات في المملكة العربية السعودية.

تصميم الاستبيان:

يعتمد هذا المشروع في معظمه على المسح الميداني وجمع البيانات الأولية على مستوى جميع مناطق المملكة بعد مرور عام كامل على بدء النساء فعلياً بقيادة المركبات في المملكة. وللوقوف على ردود أفعال الذكور والإناث عن الأسئلة المذكورة آنفاً، تم تصميم استبيان خاص بهذه الدراسة وإطلاقه إلكترونياً ونشره عبر شبكة الإنترنت وقنوات التواصل الاجتماعي على مستوى المملكة، وذلك خلال الفترة ما بين يونيو ونوفمبر 2019. وقد شارك في تعبئة هذا الاستبيان 29,639 فرداً من جميع أنحاء المملكة حيث بلغ عدد النساء 20,543 امرأة بنسبة (69.3%) بينما بلغ عدد الرجال 969 رجلاً بنسبة (30.7%).

وفيما يلي ملخصاً للنتائج الرئيسية لكل فصل من فصول هذا التقرير:

الخصائص المتعلقة بتنقل أسر المشاركين

*النتائج الواردة أدناه تتعلق بأسر جميع المشاركين في الدراسة وتستند إلى إجابات المشاركين من النساء والرجال عن الأسئلة المضمنة في الاستبيان.

- قبل أن تبدأ النساء بقيادة المركبات، كان 22.5% من جملة الأسر التي شاركت في الدراسة لديها امرأة واحدة على الأقل تحمل رخصة قيادة، تم الحصول عليها من خارج المملكة. ولكن بعد أن بدأت النساء بقيادة المركبات، ارتفعت نسبة الأسر التي لديها امرأة واحدة على الأقل تحمل رخصة قيادة إلى 65.6%.
- صرّح 48% من الأسر المشاركة التي بها امرأة واحدة على الأقل تحمل رخصة قيادة، أن امرأة واحدة في المنزل بدأت بالفعل تقود السيارة، بينما أوضحت 38% من الأسر المشاركة أنه على الرغم من أنها تضم نساء يحملن رخص قيادة، إلا أنهنّ لم يبدأن بقيادة السيارات بعد.
- أكد 24.1% ممن شملتهم الدراسة أن أسرهم اشترت سيارة واحدة منذ أن بدأت النساء بقيادة السيارات، بينما بلغت نسبة الأسر التي اشترت سيارتين أو أكثر منذ أن بدأت النساء بقيادة السيارات 3.3%.
- أفاد 55.3% من المشاركين الذين اشترت أسرهم سيارة واحدة على الأقل منذ أن بدأت المرأة تقود السيارة، بأن السيارة التي تم شراؤها هي سيارة جديدة، بينما أفاد 34.7% من المشاركين أنهم اشترتوا سيارة مستعملة.
- غالبية الأسر التي اشترت سيارات جديدة كانت سيارات سيدان (36.6%)، تأتي بعد ذلك الأسر التي اشترت سيارات مدينة صغيرة (33.4%)، وفي المرتبة الثالثة تأتي الأسر التي اشترت سيارات دفع رباعي (32.2%).
- قبل أن تبدأ المرأة بقيادة السيارة، كانت نسبة المشاركين الذين لديهم موقفين لركن السيارات في منازلهم 24.2%، وارتفعت هذه النسبة إلى 25.8% بعد أن بدأت النساء بقيادة السيارات.
- أنّ الطلب على المواقف المكشوفة لوقوف السيارات خارج المنزل زاد من 65.4% إلى 69.4%.

السايقون الخاصون لدى الأسر

*النتائج الواردة أدناه تتعلق بأسر جميع المشاركين في الدراسة من النساء والرجال.

- 45.7% من الأسر المشاركة كان لديهم سائقين خاصين قبل أن تبدأ النساء بقيادة السيارات. وانخفضت هذه النسبة إلى 27.2% بعد أن بدأت النساء بقيادة السيارات.
- صرّح 90.6% من المشاركين أن هذا التغيير مرتبط بحقيقة أن المرأة بدأت تقود السيارة.
- غالبية الأسر المشاركة لديها سائقاً خاصاً واحداً فقط (88.5%).
- غالبية السائقين الخاصين العاملين لدى الأسر غير سعوديين ومعظمهم يأتون من الهند (69%).

حصول النساء على رخص قيادة

*تستند النتائج الواردة أدناه فقط على إجابات النساء اللاتي شاركن في الدراسة.

- 63.5% من النساء المشاركات في الدراسة أصبحن يحملن رخصة قيادة، بينما 13.9% منهن يتلقين حالياً تدريباً للحصول على رخصة القيادة. أما النساء اللاتي يخططن للشروع في التدريب مستقبلاً من أجل الحصول على رخصة قيادة فنسبتتهن 13.3%.
- بقية النساء المشاركات الدراسة - ونسبتتهن 9.3% فقط - لا يحملن رخصة قيادة ولا ينوين الحصول عليها.
- عند مقارنة الخصائص الاجتماعية والديمغرافية للنساء اللاتي لديهن رخص قيادة أو هنّ على وشك الحصول عليها بأولئك اللاتي ليس لديهن رخص قيادة اتضح أنه لا يوجد فرق كبير بينهما.
- 37% من النساء المشاركات في الدراسة دفعن أقل من 2000 ريال سعودي للتدريب على تعلم قيادة السيارات، و 28% من النساء دفعن ما بين 2500 إلى 3000 ريال سعودي لذات الغرض، في حين أن 23.8% فقط من النساء دفعن ما بين 2000 إلى 2500 ريال سعودي.
- متوسط وقت الانتظار للتسجيل في مدرسة تعليم قيادة السيارات هو 6.5 أشهر، في حين أن متوسط وقت الانتظار لبدء التدريب هو 6.6 أشهر.
- ذكرت 15.6% من النساء المشاركات في الدراسة ولديهن رخص قيادة أن وضعهن الوظيفي قد تغير بسبب تمكنهن من قيادة السيارات الآن.
- صرّحت 64.2% من النساء اللاتي يحملن رخصة قيادة أنّ دخلهن الشخصي زاد بسبب حصولهن على وظائف، أو حصولهن على وظائف ذات راتب أعلى.
- أهم سبب جعل بعض النساء اللاتي شاركن في الدراسة لا يستخرجن رخصة قيادة، ولا يخططن للحصول عليها هو أنهن يفضلن أن تُقاد السيارات بهن.

نمط تنقل المرأة

* تستند النتائج الواردة أعلاه فقط على إجابات المشاركات في الدراسة من النساء فقط

- قبل أن تبدأ النساء بقيادة المركبات، كانت نسبة النساء اللاتي يتنقلن بسيارات أسرهنّ كراكبات 61.4%. وبعد أن بدأت المرأة تقود السيارة، انخفضت نسبة النساء اللاتي يتنقلن بنفس الطريقة (أي كراكبات) إلى 39.7% فقط.
- لوحظ أنّ أكبر تحوّل شكلي طرأ على السيارة الخاصة بالأسرة تتمثل في أنّ 22.7% من النساء اللاتي كن يستخدمن هذه السيارة كراكبات قبل أن تبدأ النساء قيادة المركبات أصبحن الآن سائقات يقدن هذه السيارة بأنفسهنّ.
- هناك انخفاض ملحوظ في استخدام وسائل نقل أوبر أو كريم وغيرها (بلغت نسبته 16.99%) إثر بدء النساء في قيادة السيارات. ولوحظ أنّ أعلى انخفاض كان في الرياض (17.5%).
- يبلغ متوسط عدد الرحلات الأسبوعية التي تستخدم فيها المرأة السيارة الخاصة بالأسرة بوصفها سائقة 6.3 رحلة في الأسبوع، بينما يبلغ عدد الرحلات التي تستخدم فيها المرأة هذه السيارة كراكبة 5.9 رحلة أسبوعياً.
- تصل تكلفة النقل الشهرية لمعظم النساء المشاركات بالدراسة نحو 1,000 ريال سعودي شهرياً، منهن 37.7% يدفعن ما بين 500 إلى 1,000 ريال سعودي شهرياً، في حين تدفع 31.7% منهن 500 ريال سعودي فقط على تكلفة نقلهن الشهرية.
- تتكفل 53.4% من النساء بدفع مصاريف تنقلهنّ الشهرية بمفردهن.
- الغرضان الرئيسيان الأكثر شيوعاً لتنقل المرأة هما العمل/التعليم (78.2%) والترفيه (78.2%). يليهما غرض أداء المهام الخاصة بهنّ (63.5%).
- عند مقارنة الآراء المتعلقة بالتنقل اليومي للنساء اللاتي لديهن رخصة قيادة أو على وشك الحصول عليها، بالنساء اللاتي ليس لديهن رخصة قيادة؛ لوحظ عدم وجود اختلافات كبيرة.
- 74.7% من النساء المشاركات اللاتي يحملن رخصة قيادة بالفعل، يتنقلن كثيراً (يوميّاً أو عدة مرات في الأسبوع)، في حين أن 23.2% منهنّ يقدن سياراتهن من حين لآخر (مرة واحدة كل فترة)، بينما 2.2% فقط منهن يقدن السيارات في حالات الطوارئ فقط.
- النساء اللاتي يحملن بالفعل رخصة قيادة، يقمن بتوصيل العديد من أفراد الأسرة معهن، حيث أن 56.5% منهنّ يقدن السيارات لتوصيل أخواتهن، 50.4% منهن يقدن السيارات لتوصيل أطفالهنّ، في حين أن 43.5% يقمن بتوصيل والديهنّ (وذلك في ضوء الإجابة عن السؤال المطروح في الاستبانة بخصوص هذا الأمر وهي إجابة تنطوي على عدة خيارات ترك للمرأة أن تختار أكثر من خيار واحد من بينها).
- أظهرت الدراسة أنّ غالبية النساء اللاتي يقدن السيارات يشعرن بأنهن مستقلات وسعيدات وواتقات من أنفسهنّ وفخورات بالوضع الذي هنّ عليه الآن.

آراء النساء بالنسبة لشراء السيارات

*تستند النتائج الواردة أعلاه على ردود النساء المشاركات في الاستطلاع لديهن رخصة قيادة أو على وشك الحصول عليها.

- أفادت 73.5% من النساء اللاتي لديهن رخصة قيادة أو على وشك الحصول عليها، بأنهن سيشتريان لأنفسهن سيارة في المستقبل؛ وأفادت 20.8% من النساء أنهنّ اشترين بالفعل سيارات لأنفسهن، وأن 5.7% من النساء لا يخططن لشراء سيارة إطلاقاً.
- ذكرت 81.7% من النساء اللاتي لديهن رخصة قيادة أو سيحصلن عليها أن لديهن سيارة جديدة أو يخططن لشراء سيارة جديدة.
- النساء من الأسر ذات الدخل العالي يفضلن شراء سيارات جديدة.
- فيما يتعلق بالميزانية المخصصة لشراء سيارة، أفادت 39.8% من النساء اللاتي لديهن رخصة قيادة أو هنّ على وشك الحصول عليها أنّ الميزانية المخصصة لشراء السيارة تقل عن 50000 ريال سعودي، وذكرت 42.5% من النساء أنّ هذه الميزانية تبدأ من 50,000 وتصل إلى 100,000 ريال سعودي، بينما أوضحت مجموعة من النساء نسبتهنّ 17.7% أنّ ميزانية شراء السيارة ممكن أن تتجاوز 100,000 ريال سعودي.
- ذكرت أكثر من 70% من النساء أن أهم المعايير لديهن عند شراء سيارة هي السلامة والسعر والثبات واستهلاك الوقود.
- إن أهم مصادر المعلومات عندما ترغب المرأة في شراء سيارة هي المواقع الإلكترونية أو المصادر الشفهية (الأصدقاء / الأصدقاء) وذلك بنسبة 87.3% و 87.4% على التوالي.
- السبب الأكثر شيوعاً لعدم تخطيط المرأة لشراء سيارة هو افتقارها للقدرة المالية على شرائها (73.7%). ولكن هناك نسبة من النساء (29.8%) لا يخططن لشراء سيارة لأنهنّ يستخدمن سيارة موجودة في منزلهن من قبل.

الآراء حول الأثر الاجتماعي المحتمل من قيادة المرأة للسيارة

*تستند النتائج الواردة أعلاه إلى إجابات المشاركين من نساء ورجال عن الأسئلة الواردة في الاستبانة الخاصة بالدراسة.

- بشكل عام، لم يلاحظ أي اختلاف كبير بين آراء النساء والرجال حول الأثر الاجتماعي المحتمل من قيادة المرأة للسيارة.
- ولكن لوحظ وجود اختلافات طفيفة في الآراء فيما يتعلق بعبارات مثل:
 - عبارة: "أخشى أن تتعرض النساء للإساءة أثناء قيادتهنّ للمركبات" حيث لم يوافق الرجال على هذه العبارة ولكن بنفس الوقت لم يعترضوا عليها (ففي مقياس ليكرت الذي استخدم في هذه الدراسة وهو مكوّن من خمس نقاط؛ 1 = لا أوافق تماماً، ... ، 5 = أوافق تماماً؛ كان متوسط درجات إجابة الرجال عن هذا السؤال: 2.7) ، أما النساء فقد اعترضن عليها (وكان متوسط درجات ردودهنّ على هذا السؤال: 1.9).
 - وعبارة "القيادة تمكّن النساء من التصرف في حالات الطوارئ"، حيث وافق الرجال على هذه العبارة (وكان متوسط درجات إجابتهن: 4.1) أما النساء فقد وافقن عليها تماماً (وكان متوسط درجات إجابتهن: 4.7).
 - وعبارة "المرأة قادرة على تحمّل مسؤوليات قيادة السيارة"، حيث تأرجحت آراء الرجال حول هذه العبارة بين الحيادية والموافقة (وكان متوسط درجات ردهم على هذا السؤال: 3.6)، بينما وافقت النساء عليها تماماً (وكان متوسط درجات إجابتهن على هذا السؤال: 4.6)
- عند تحليل الآراء حول الأثر الاجتماعي بناءً على ما إذا كانت المرأة المشاركة في الدراسة حاصلة على رخصة قيادة (أو هي على وشك الحصول عليها) أم لا، فإن الاختلافات في مستويات الاتفاق كانت بسيطة.

- فيما يتعلق بالشعور الذي يملك المرأة وهي تقود السيارة يبدو أن هناك اختلافات بسيطة عند تحليل المشاعر بناءً على الجنس إذ لم توافق المشاركات من النساء على عبارة "القيادة تجعل النساء يشعرن بالتوتر" (إذ بلغ متوسط درجات ردودهنّ على هذه العبارة: 2.8)، في حين يبدو أن الرجال لم يكونوا بعيدين عن هذه النسبة بكثير (2.4).

الآراء حول الأثر الاقتصادي والبيئي المحتمل من قيادة المرأة للسيارة

* تستند النتائج الواردة أدناه إلى إجابات المشاركين من نساء ورجال عن الأسئلة الواردة في الاستبانة الخاصة بالدراسة.

- هناك اختلافات طفيفة بين آراء الرجال والنساء حول الأثر الاقتصادي المحتمل من قيادة المرأة للسيارة (بما يتماشى مع المواقف تجاه التأثير الاجتماعي).
- يتفق غالبية الرجال وكذلك النساء تمامًا مع عبارة "تُسهم المرأة في زيادة معدلات الدخل في المملكة" حيث بلغت نسبة الرجال الذين وافقوا عليها تمامًا 40.6% مقابل 57.5% من النساء. أما نسبة الرجال الذين لم يوافقوا عليها أو اعترضوا عليها تمامًا فقد بلغت 13.4%، مقابل 3.6% فقط من النساء.
- فيما يتعلق بعبارة "قيادة المرأة للسيارة تعزّز من تمكين المرأة في المملكة"، فقد وافق عليها تمامًا غالبية الرجال والنساء حيث بلغت نسبة الرجال الذين أيّدوها تمامًا 47% وبلغت نسبة النساء اللاتي حذرن الرجال 65%. أما الرجال الذين لم يوافقوا على العبارة أو اعترضوا عليها تمامًا فقد بلغت نسبتهم 9.2%، مقابل 1.6% فقط من النساء.
- فيما يخص الردود المتعلقة بعبارة "قيادة النساء للسيارات تساهم في زيادة التلوث البيئي"، أظهرت الدراسة أنّ غالبية الرجال والنساء لا يوافقون أو يعترضون تمامًا على العبارة إذ بلغت نسبة الرجال الذين لم يوافقوا عليها أو اعترضوا عليها تمامًا 48.4% أما النساء اللاتي لديهنّ موقف مطابق لموقف الرجال المناقض للعبارة فقد بلغت نسبتهم 68%.

الآراء حول الأثر المحتمل لقيادة المرأة للسيارة على السلامة المرورية

* تستند النتائج الواردة أدناه إلى إجابات المشاركين من نساء ورجال عن الأسئلة الواردة في الاستبانة الخاصة بالدراسة.

- هناك تباين كبير بين آراء الرجال والنساء حول أثر قيادة المرأة للسيارة على السلامة المرورية.
- غالبية النساء يعترضن تمامًا أو لا يوافقن على عبارة "قيادة المرأة للسيارة تزيد من عدد حوادث المرور في المملكة" حيث بلغت نسبة النساء اللاتي اعترضن على العبارة تمامًا 38.3% أما اللاتي لم يوافقن عليها فقد بلغت نسبتهم 32.7%. وبخصوص آراء الرجال نجد أنّ أقل من 40% منهم لم يوافقوا أو اعترضوا تمامًا على العبارة.
- أظهرت الدراسة أنّ 54% من النساء يعترضن على العبارة التي تفيد بأنّ قيادتهنّ للسيارات تزيد من الاختناقات المرورية في المملكة، في حين أنّ 45% من الرجال كانوا إيجابيين تجاه العبارة.
- 15.4% من النساء اللاتي يحملن رخص قيادة وبدأن فعلياً بقيادة السيارة (2,005 امرأة) قد شاركن في حوادث مرورية خلال ممارستهنّ للقيادة، إلا أنّ 92.6% من هذه الحوادث نتج عنها أضرار طفيفة، و6.5% منها أدت إلى إصابات طفيفة، في حين 0.9% منها نجمت عنها إصابات خطيرة، ولكن لم يتم رصد أي حوادث اشتملت على وفيات.

السياسات الداعمة المحتملة لقيادة المرأة للسيارة

* تستند النتائج الواردة أدناه إلى إجابات المشاركين من نساء ورجال عن الأسئلة الواردة في الاستبانة الخاصة بالدراسة.

- أظهرت نتائج الدراسة أن أكثر من 70% من المشاركين أيدوا بعض اقتراحات الاستبيان مثل "زيادة عدد مدارس تعليم قيادة السيارات للسيدات"، و "تقليل تكلفة تدريب المرأة على قيادة السيارة"، و "تعزيز السلامة المرورية عن طريق تحسين حالة الطرق والتقاطعات ومواقف السيارات واللوحات الإرشادية المرورية". "ولكن هناك مجموعة من المشاركين تقل نسبتهم عن 30% أيدوا اقتراحات أخرى مثل "السماح بتوظيف سائقات من الخارج" و "دعم وتشجيع تبادل قيادة المرأة للسيارات في الرحلة الواحدة"
- أمّا اقتراح خفض تكلفة تدريب المرأة على قيادة السيارة فقد أيدّه ما يقرب من 90% من النساء و74.8% من الرجال.

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1 Introduction

1.1 Women driving in Saudi Arabia

The rights of women in Saudi Arabia have turned a cornerstone in recent years. In Safar 1434 (January 2013), women were announced as members of the Nations consultative assembly and since 1436 (2015) they have been allowed to run for office in municipal elections. The most recent change is the removal of the ban of women driving. In Muharram 1439 (September 2017) a royal decree granted women the right to drive, which came in force on the 10th of Shawwal 1439 AH (14 June 2018).

Allowing women to drive envisages empowering women in the Kingdom and achieving the economic, social and environmental goals included in Vision 2030. Vision 2030 is an ambitious blueprint of long-term goals and expectations that will help support the growth of the Kingdom. Its goals are centred around three themes: a vibrant society, a thriving economy and an ambitious nation. With the new rules allowing women to drive, Saudi Arabia's Vision for the future is one step closer.

1.2 The She Drives project

She Drives KSA is a National Research Project about the impact of women driving on sustainable development and traffic safety in the Kingdom of Saudi Arabia. The research is conducted by a team at the Imam Abdul Rahman bin Faisal University, in collaboration with Mobility as a Service Lab (MaaS Lab) at University College London (UCL).

The research coincides with the launch of an important event in the history of the Kingdom of Saudi Arabia; the permit for women to drive. The aim is to explore and monitor the transition period between the activation of the decree and women actually starting driving, the consequences of this decision and the preparatory procedures for its implementation. Special attention is paid to the impact that women driving might have on sustainable development (in terms of economy, environment and society) and traffic safety.

The data for this research project is collected in two different phases:

- The **first phase** was carried out before the 10th of Shawwal 1439 AH (14 June 2018) which is the official starting date of women driving. In this phase, it was studied and analysed the travel behaviour of women before they start driving, the intention to issue a driving license and purchase a car. It also studied the attitudes and perceptions of both men and women towards the social, economic, environmental and well-being impact that this decree may have. The

results of the first phase of the survey were presented in the report “She Drives KSA: Phase 1 Survey Report” (Al-Garawi and Kamargianni, 2018¹).

- The **second phase** takes place after women started driving. In July 2019, after one year that the decree of allowing women driving is active, the second phase of the survey was launched. It aimed at collecting the same information as in phase 1 to assess how the situation has changed. This report presents the analysis of the data collected only in the second phase (a comparison between phase 1 and phase 2 is not part of this report).

1.3 Objective of the report

The aim of this report is to provide the analysis of the descriptive statistics of the second phase of the KSA She Drives survey that took place one year after women started driving. The report first analyses transport-related aspects for the households of the participants. Next, it focuses on the privately employed drivers of the participants’ households. Driving license possession or not of women is analysed next, while information is also provided about the driving schools they attended. Women’s travel behaviour is analysed as well by particularly emphasizing and comparing the travel behaviour of women who drive to those who do not drive. The car preferences of the participant women who have or are about to have a driving license is analysed next. Women and men attitudes and perceptions towards the social, economic, environmental and traffic safety impact that women starting driving may have follows in the analysis. Finally, potential policies to support the transition to women driving in the Kingdom of Saudi Arabia are presented to conclude the report.

1.4 Survey and sample

An on-line questionnaire was designed specifically for the needs of the SHE Drives KSA project – Phase 2. The questionnaire was structured in seven main sections:

1. **Personal information** (presented to women and men participants): including socio-demographic characteristics of the respondent, such as age, gender, employment, education, residence, income and health.
2. **Household information** (presented to female and male participants): including questions related to household size, role, income, car ownership and parking spaces.
3. **Household’s privately employed drivers** (presented to female and male participants): including questions regarding the number of drivers, nationality of drivers, length of employment of drivers, incidents with drivers, satisfaction with drivers, changes in the number of households’ employed drivers since women started driving.
4. **Attitudes towards women driving** (presented to female and male participants): including psychological statements about the social, economic, environmental, and safety impact of women driving; statements were rated on a 5-point Likert scale.

¹ Al-Garawi, N., M. Kamargianni, and M. Matyas (2018). She Drives KSA - Phase 1 Survey Results. Report. Available at: https://www.iau.edu.sa/sites/default/files/resources/she_drives_report_survey_results_0.pdf

5. **Current travel behaviour** (presented only to female participants): including questions about transport mode usage, modal shifts since women started driving, number of trips, travel cost, involvement in traffic accidents, and satisfaction with daily mobility.
6. **Possession of a driving license** (presented only to female participants): including questions about driving license possession, reasons for not wanting to get a driving license, and attendance of driving schools and driving training for the women who have or are about to have a driving license.
7. **Car purchase** (presented to female participants who hold or are about to hold a driving license): including questions about preferences for cars and car purchase.
8. **Policies to support women driving in the KSA** (presented to female and male participants): a range of policies aimed at supporting women driving.

To invite individuals to participate in this survey, several methods were used. The most common approach to invite participants was by sending text messages with the link of the on-line questionnaire to mobile phones. E-mail invitations were also sent to those who participated in the Phase 1 survey. The link of the questionnaire was also posted on social media (mainly twitter). The sample has been chosen randomly.

In total, the sample used for the analysis in this report consists of 29,639 respondents. Both men and women participated in the survey; 20,543 women (69.3%) and 9,069 men (30.7%) participated in the survey. The survey was available to fill out in both Arabic and English, although 87% of respondents chose to fill it out in Arabic. Individuals from all the 13 provinces of Saudi Arabia were invited to participate in the survey; however, the participation was higher in the Riyadh province (53.1% of the sample lives in the Riyadh province). Respondents were awarded via a lottery system where they could receive transport related awards. The survey was carried out from June to November 2019, after one year of women driving has been completed.

Due to the fact that the selection of the participants was random, as well as because the survey was administered on-line, there are several limitations in terms of the sample. It is anticipated that not all women have access to the internet and as such our sample includes only women who have access to the internet and women who also have the ability/skills to answer to on-line questionnaires. In addition, although we invited people from all over the Kingdom, the response to our invitation was higher in Riyadh followed by Eastern Province and Makkah leading to 87.2% of our sample to come from these provinces. The participation of women was considerably higher than participation of men. As such, the sample used for the analysis in this report is not representative of Saudi Arabia's population.

1.5 Structure of the report

The rest of the report is structured as follows:

- **Chapter 2:** analyses transport related characteristics of the participants' households, such as female and male household members driving license possession before and after women start driving, changes in household car ownership since women started driving, and parking spaces requirements.
- **Chapter 3:** presents information about the privately employed drivers of the participants' households and changes in the number of employed drivers since women started driving.
- **Chapter 4:** offers statistics about driving license possession of participant women, compares the socio-demographic characteristics of the women who hold and do not hold a driving license, assesses changes in the employment status of women who got a driving license, presents details for the training schools and the cost women paid to get driving training and a license, while it also analyses the reasons why some of the female participants do not want to get a driving license.
- **Chapter 5:** analyses the travel behaviour of the female participants, presents the modal shifts since women started driving, assesses women's satisfaction regarding their daily mobility, while it also focuses further only on the travel behaviour and well-being of women who have a driving license.
- **Chapter 6:** presents the preferences for cars of women who hold or are about to hold a driving license; it further analyses the preferences for cars of women who would like to or have already purchased a car, and explains the reasons why some of the women who have or are about to have a driving license will not purchase a car.
- **Chapter 7:** analyses the psychological statements regarding the social impact of women driving may have.
- **Chapter 8:** analyses the attitudes and perceptions of the male and female participants towards the economic and environmental impact that women driving may have.
- **Chapter 9:** presents the attitudes of participants towards the traffic safety impact that women driving may have.
- **Chapter 10:** concludes the report by presenting numerous policies that could be initiated to support the transition to women driving in the Kingdom of Saudi Arabia.

2 Transport-related characteristics of the participants' households

This chapter presents the statistics about driving license ownership, vehicle ownership, car purchases and parking spaces for the participants' households. The questions that analysed in this chapter have been asked to all the survey participants (both males and females) as they are about the household and how the fact that women started driving has affected driving license ownership for the household members, the household vehicle ownership and other related issues.

Section 2.1 presents statistics regarding how many adult males and females there were in the household before and after women started driving (the whole sample is used for the analysis: 29,639 observations). Section 2.2 includes statistics regarding the participants whose households have females who got a driving license and presents details for their driving training costs (sample used: 17,642 observations). The travel behaviour of household's women who got a driving license and have started actually driving is analysed in Section 2.3 (10,640 observations were used; the participants whose households have women who issued a driving license and have started actually driving). Section 2.4 presents the participants' household car ownership before and after women started driving, while also analyses the type of vehicles purchased (sample used: 17,642 observations). Finally, Section 2.5 presents the requirements for parking spaces before and after women started driving for the households that have at least one woman who issued a driving license (17,642 observations).



Chapter highlights

Drivers in the household

- Before women start driving, the 22.5% of the participants' households had at least one woman who had a driving license. This license has been issued outside the Kingdom. After women started driving, the 65.6% of the participants' households have at least one woman who already have a license.
- The highest average number of female household members holding a driving license after women started driving is noticed in Riyadh.

Female household members who issued a driving license: details for their driving training

- The province with the highest percentage of households whose female members got training inside the Kingdom is Bahah (93.5%).
- 50.5% of the participants declared that their household has paid 2,000 to 4,000 SAR for their female members to get training and issue a driving license.

Travel behaviour of female household members who got a driving license

- 48% participants whose household has at least one woman with a driving license, declared that in their household one woman has actually started driving.
- 38% of the participants stated that although their household have women who have a driving license, these women have not started yet.
- 66% of the participants indicated that they are completely satisfied with the experience of women driving, while 24% are satisfied.
- Only 1% declared that they are dissatisfied, and another 1% completely diastified.

Participants' household's car-ownership – purchase of cars after women started driving

- 72.6% of the participants declared that their household did not purchase any extra car since women started driving.
- 24.1% declared that their household purchased one car and 3.3% two or more cars since women started driving.
- The province where the most cars were purchased since women started driving is Riyadh.
- 55.3% of the participants whose household purchase at least one car since women started driving, stated that their household purchased one new car, whereas 34.7% reported that they purchased one second-hand car.
- The majority of the households that purchased a new car, purchased a sedan (36.6%), followed by small city car (33.4%, and) SUV (32.2%).
- 42.5% of the households that purchased a second-hand car, the car type was small city car. 36% purchased sedan and 24.1% purchased SUV.

Households' parking space requirements

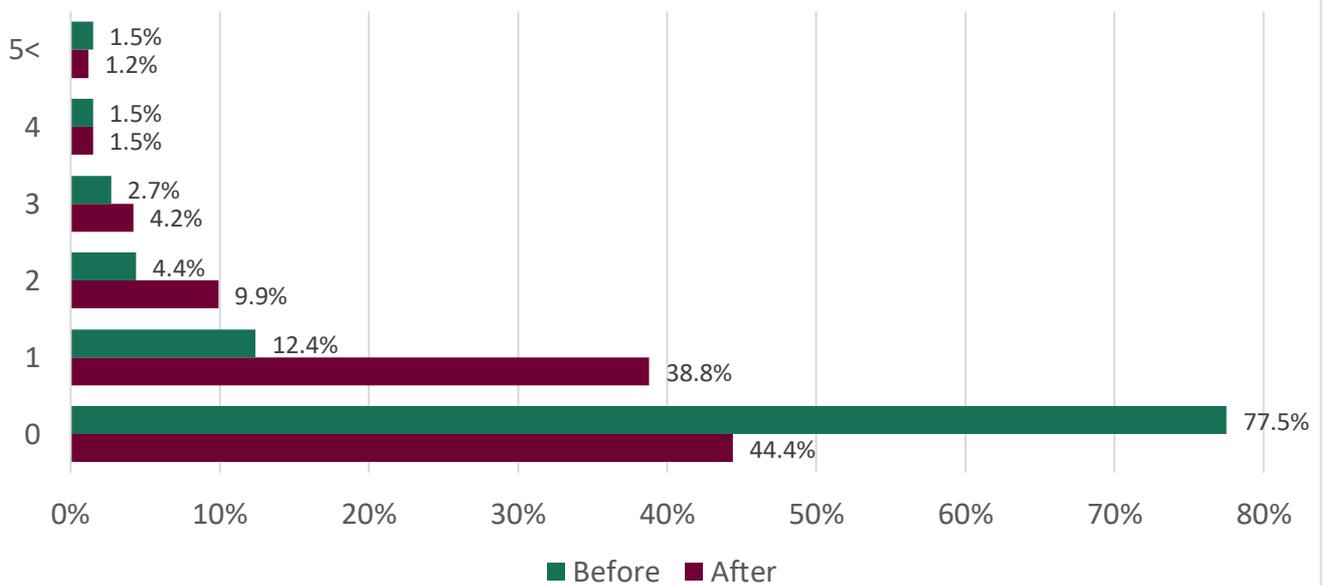
- Before women started driving, 24.2% of the participants had 2 parking spaces within their residence, while after women started driving 25.8% had 2 parking spaces.
- The demand for on-street uncovered parking spaces outside the residence increased from 65.4% to 69.4%.

2.1 Drivers in the household

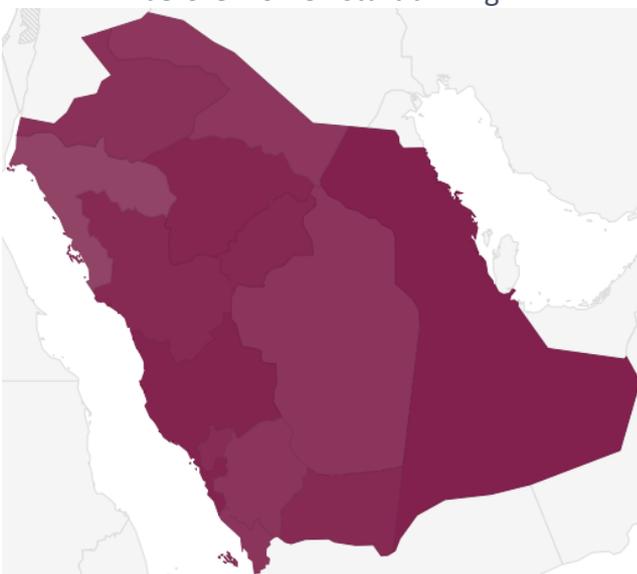


- Before women start driving, the 22.5% of the participant households had at least one woman who had a driving license. This license has been issued outside the Kingdom. After women started driving 63.6% of households had at least one woman with a driving license.
- The highest average number of female household members holding a driving license after women started driving is noticed in Riyadh.

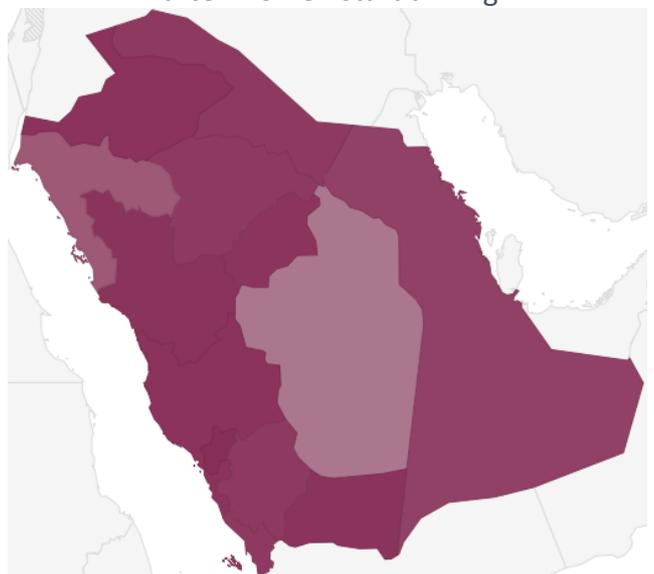
Number of **female** household members who have a driving license - **before & after** women start driving



Average number of **female** household members who have a driving license – **before** women start driving



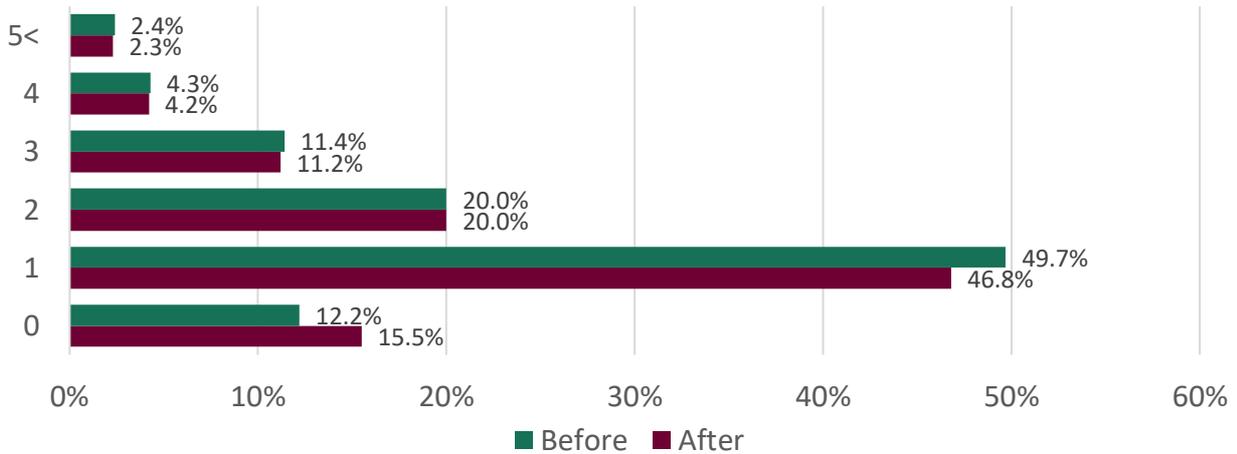
Average number of **female** household members who have a driving license – **after** women start driving



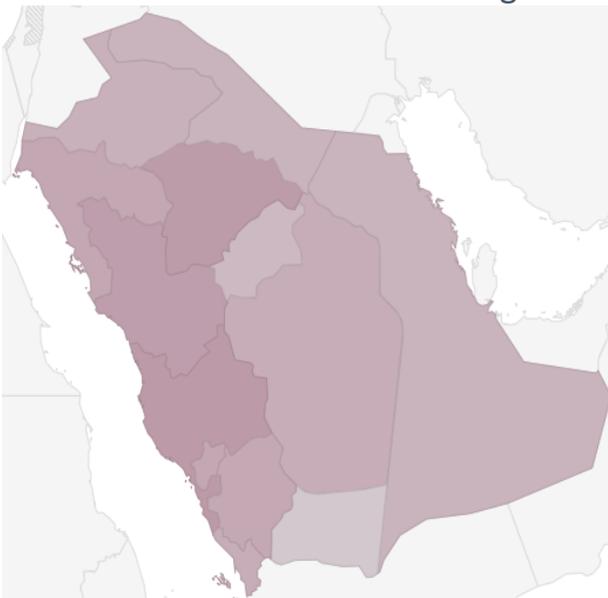


- Before women start driving, 87.8% of the households had at least one adult male who hold a driving license. After women started driving, 84.5% of the households had at least one adult male holding a driving license. Maybe now, when a male become an adult, may not prioritise to issue a driving license as the female household members can drive and run household errands by themselves.
- In terms of males holding a driving license before and after women started driving, it seems that there is no considerable difference when this is cross-analysed per province.

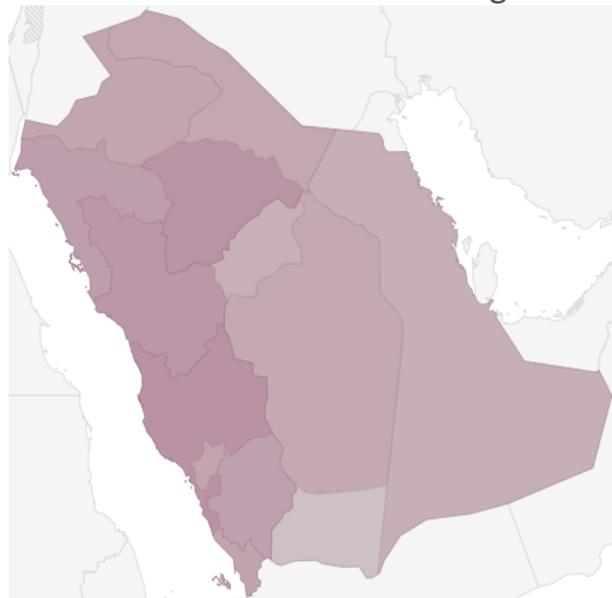
Number of **male** household members who have a driving license
- **before & after** women start driving



Average number of **male** household members who have a driving license - **before** women start driving



Average number of **male** household members who have a driving license - **after** women start driving



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2.2 Female household members who issued a driving license: details for their driving training

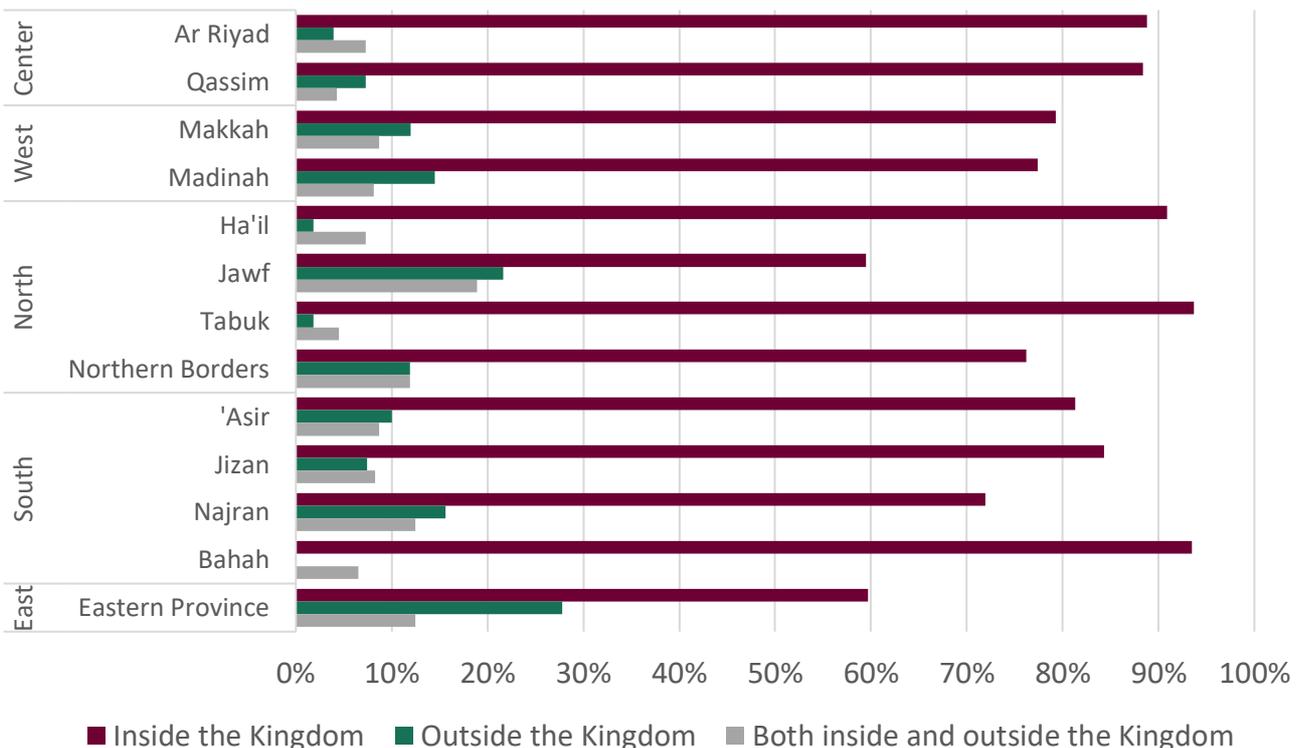


- 84% of the participants' households that have at least one female with a driving license, declared that the females got the driving training inside the Kingdom, while there is an 8% that took training outside the Kingdom and an another 8% that have got training outside and inside the Kingdom (some of the female members took training in the Kingdom, while some outside the Kingdom).
- The province with the highest percentage of households whose female members got training inside the Kingdom is Bahah (93.5%). Whereas the lowest is in Jawf (59.5%).
- The highest percentage of households whose female members got training outside the Kingdom is Eastern Province (27.8%).

Location female household members got driving training



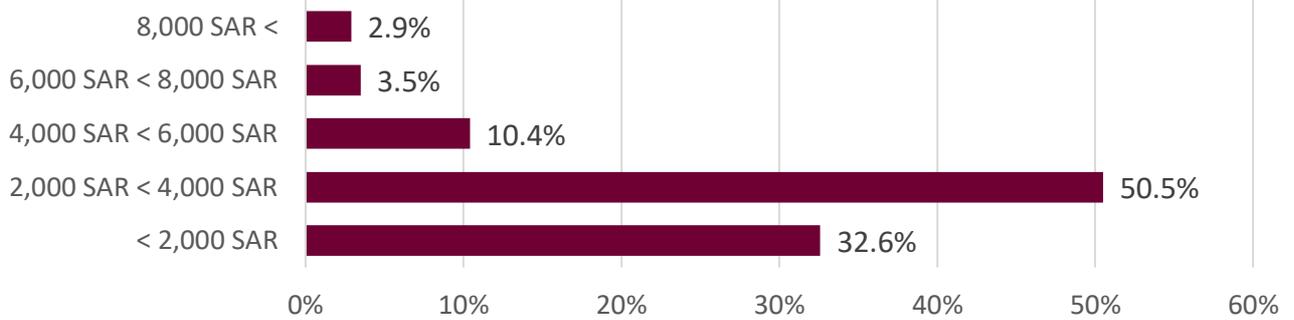
Location of female household members driving training per province



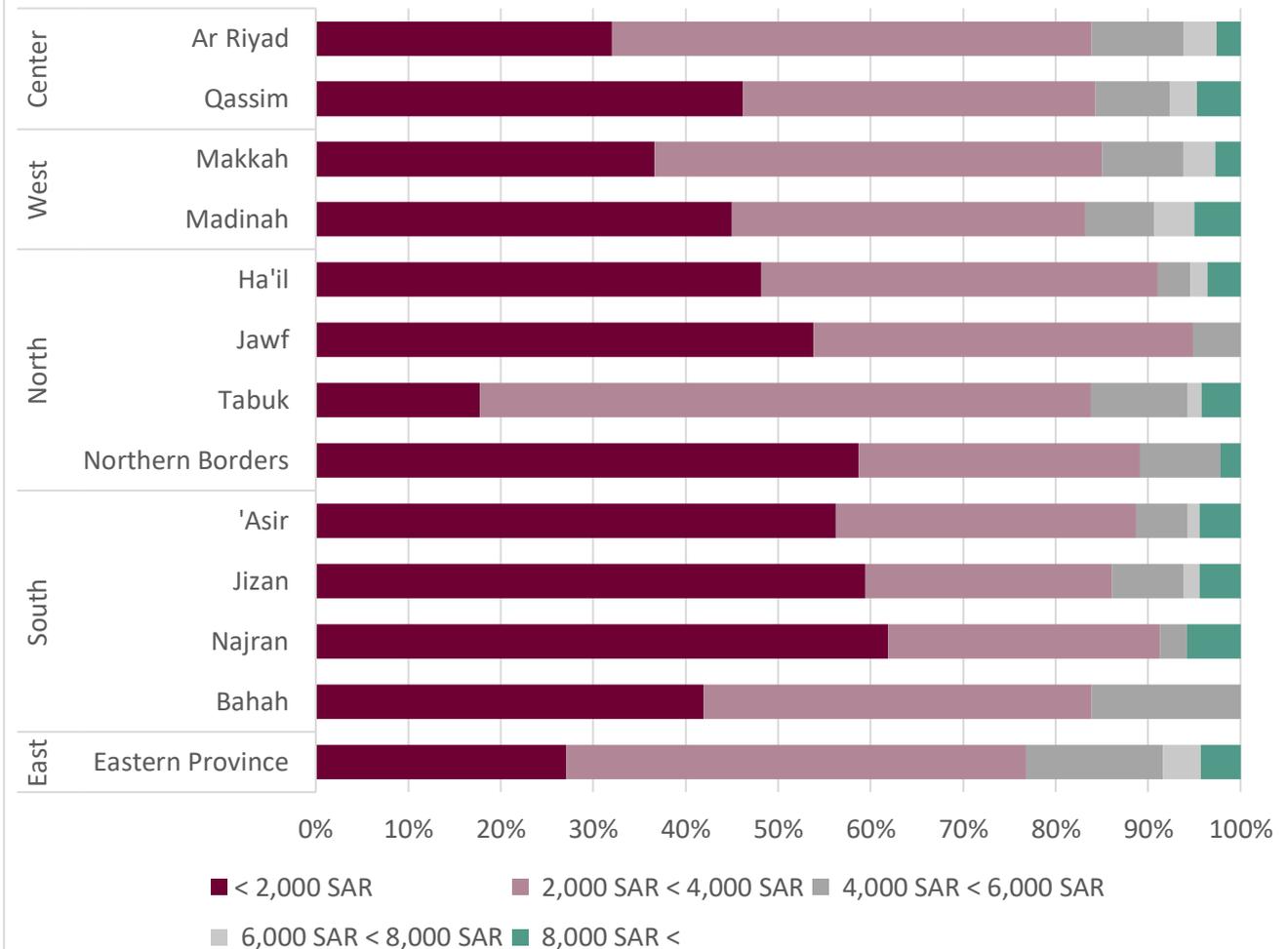


- 50.5% of the participants declared that their household has paid 2,000 to 4,000 SAR for their female members to get training and issue a driving license. Of course, this amount depends on the number of women in each household who issued a driving license.

Amount the households paid for the driving training of their female members since women started driving

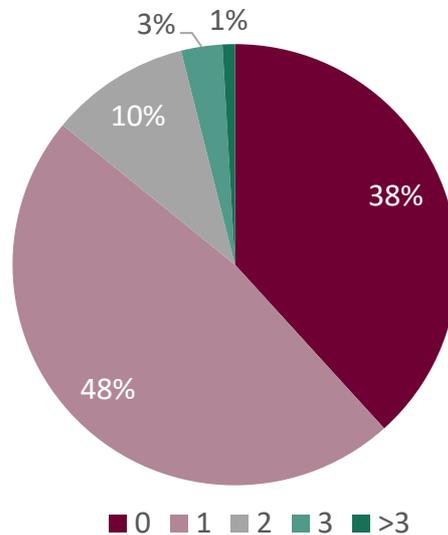


Cost for the training and driving license of the household's females since women started driving per province



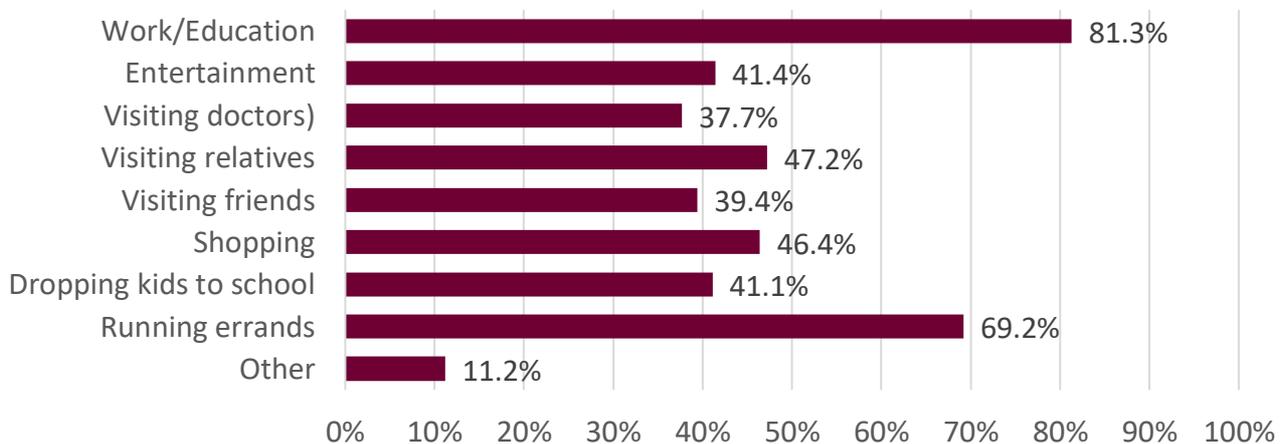
2.3 Travel behaviour of female household members who got a driving license

Number of female household members who hold a driving license and have actually started driving

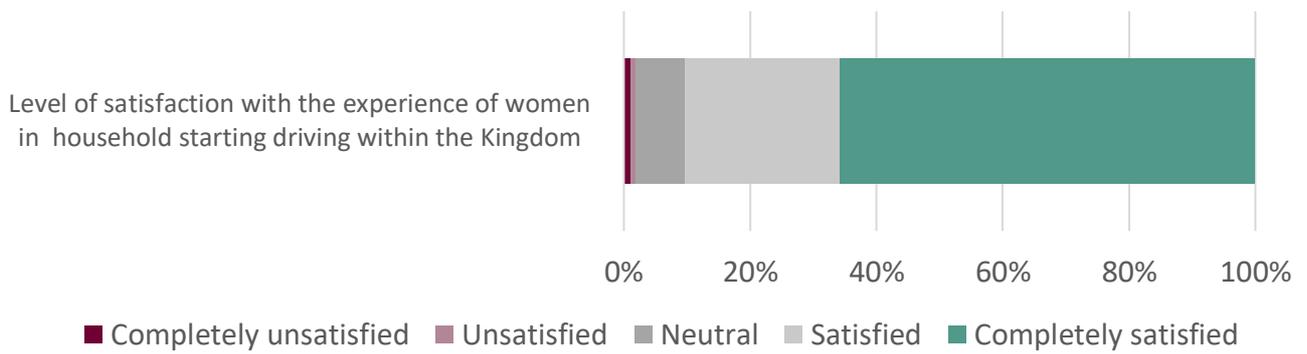


- 48% participants whose household has at least one woman with a driving license, declared that in their household one woman has actually started driving, while 10% of the participants declared that two women started actually driving.
- 38% of the participants stated that although their household have women who have a driving license, these women have not started yet.
- The most popular purposes of the trips that household's women who have driving licenses do, are work/education (81.3%), followed by running errands (69.2%), and visiting relatives (47.2%).

Trip purposes of female household members who own a driving license and have actually started driving



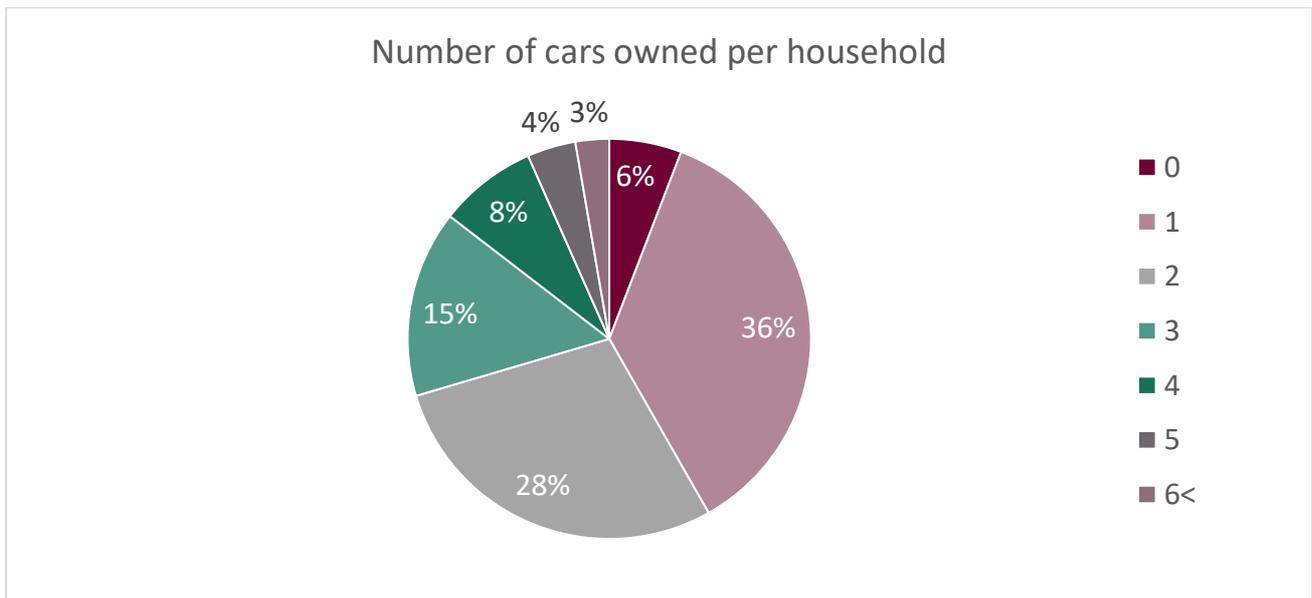
Satisfaction with the experience of female household members driving within the Kingdom



- 66% of the participants indicated that they are completely satisfied with the experience of women driving, while 24% are satisfied.
- Only 1% declared that they are dissatisfied, and another 1% completely dissatisfied.
- In general, it seems that the vast majority of our sample is satisfied with the experience of women driving.

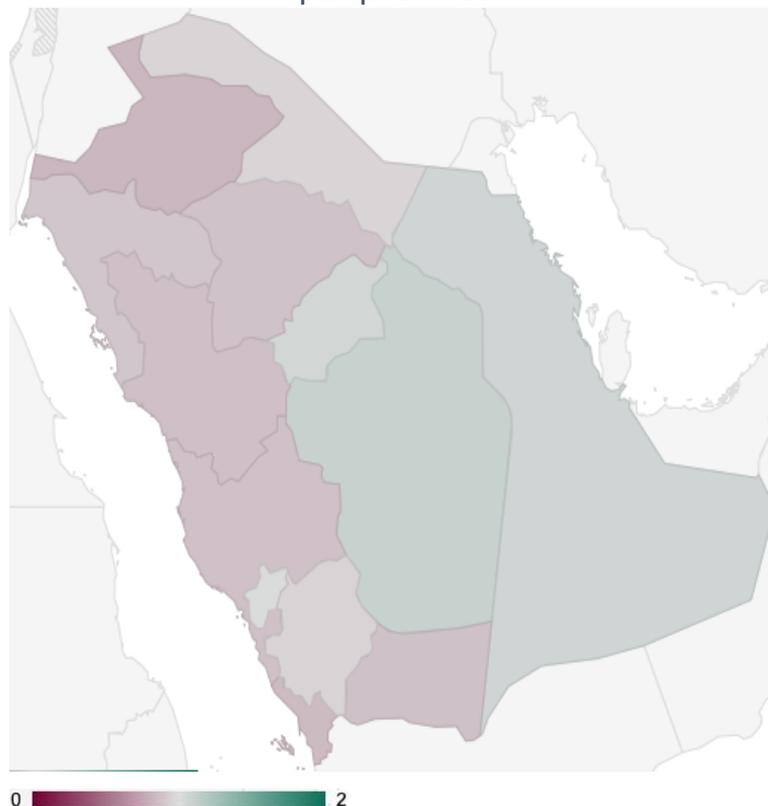


2.4 Household's private vehicle ownership – purchase of cars after women started driving



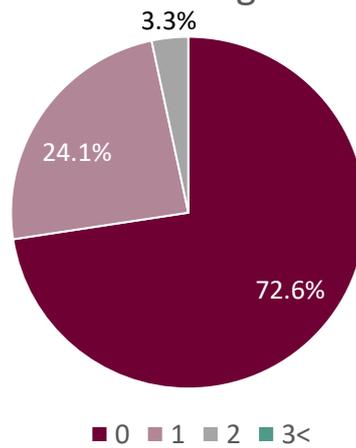
- The majority of the participants reported that they owned one (36%) or two (28%) cars.
- The highest car ownership rate for our sample is noticed in the Riyadh province.

Average number of household car ownership per province



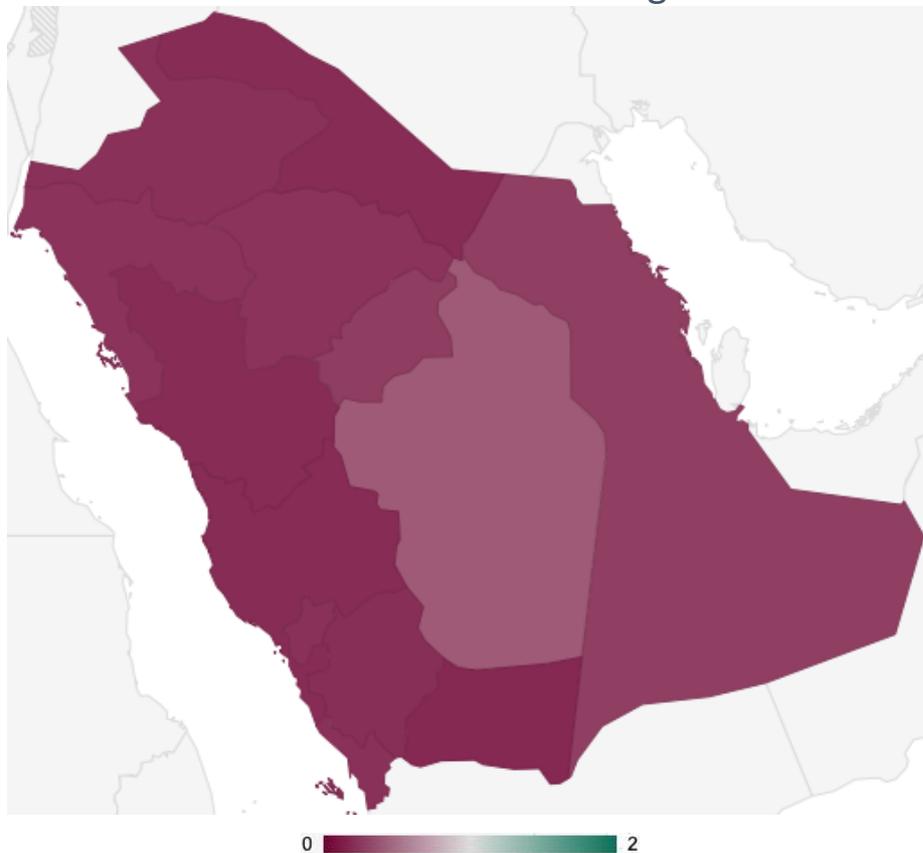
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Number of cars purchased for women since they started driving

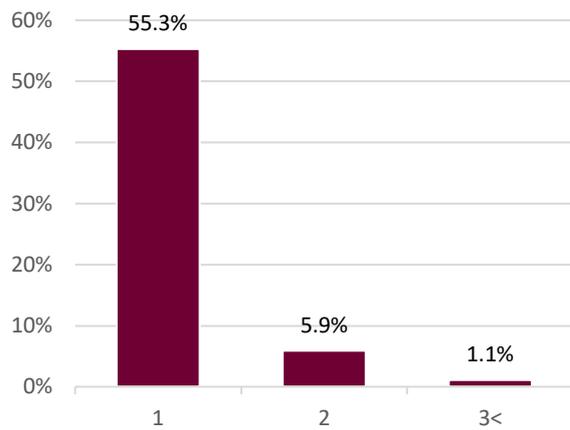


- 72.6% of the participants declared that their household did not purchase any extra car since women started driving.
- 24.1% declared that their household purchased one car and 3.3% two or more cars since women started driving.
- The province where the most cars were purchased since women started driving is Riyadh.

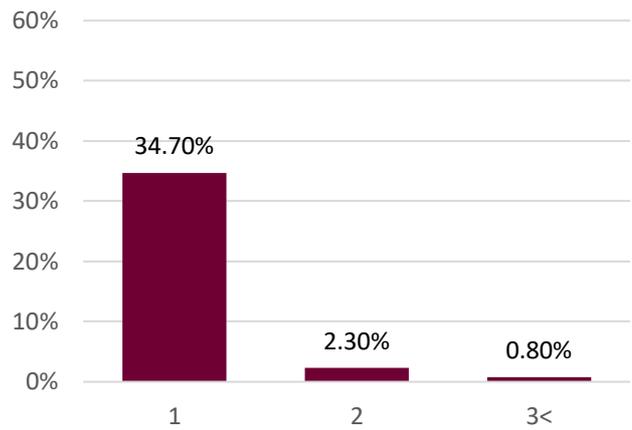
Average number of household cars purchased since women started driving



Number of **new** household cars purchased

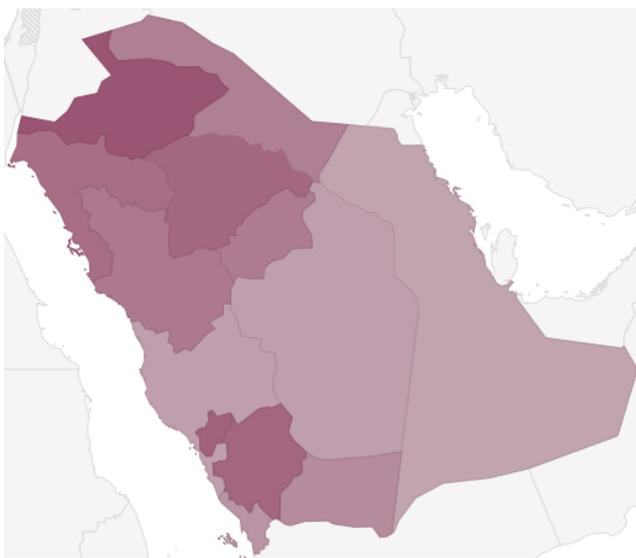


Number of **second-hand** household cars purchased

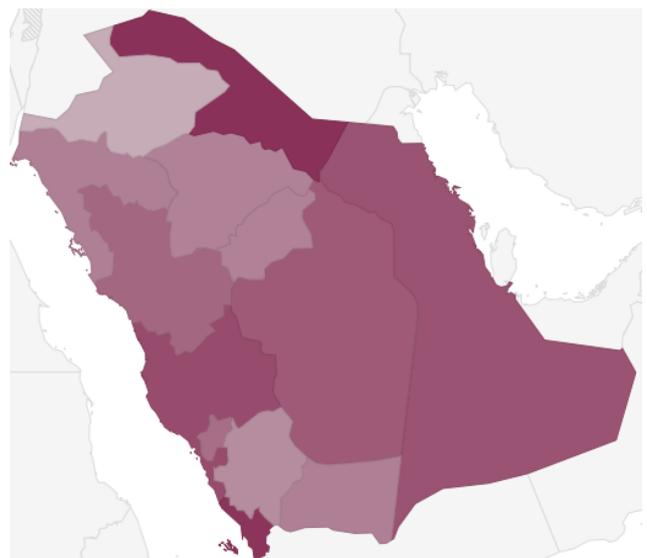


- 55.3% of the participants whose household purchased a car, stated that their household purchased one new car, whereas 34.7% reported that they purchased a second-hand car.
- The province that has the highest average number of new cars purchased is Eastern Province, while the province with the highest average number of second-hand purchased cars is Jawf.

Average number of **new** household cars purchased per province

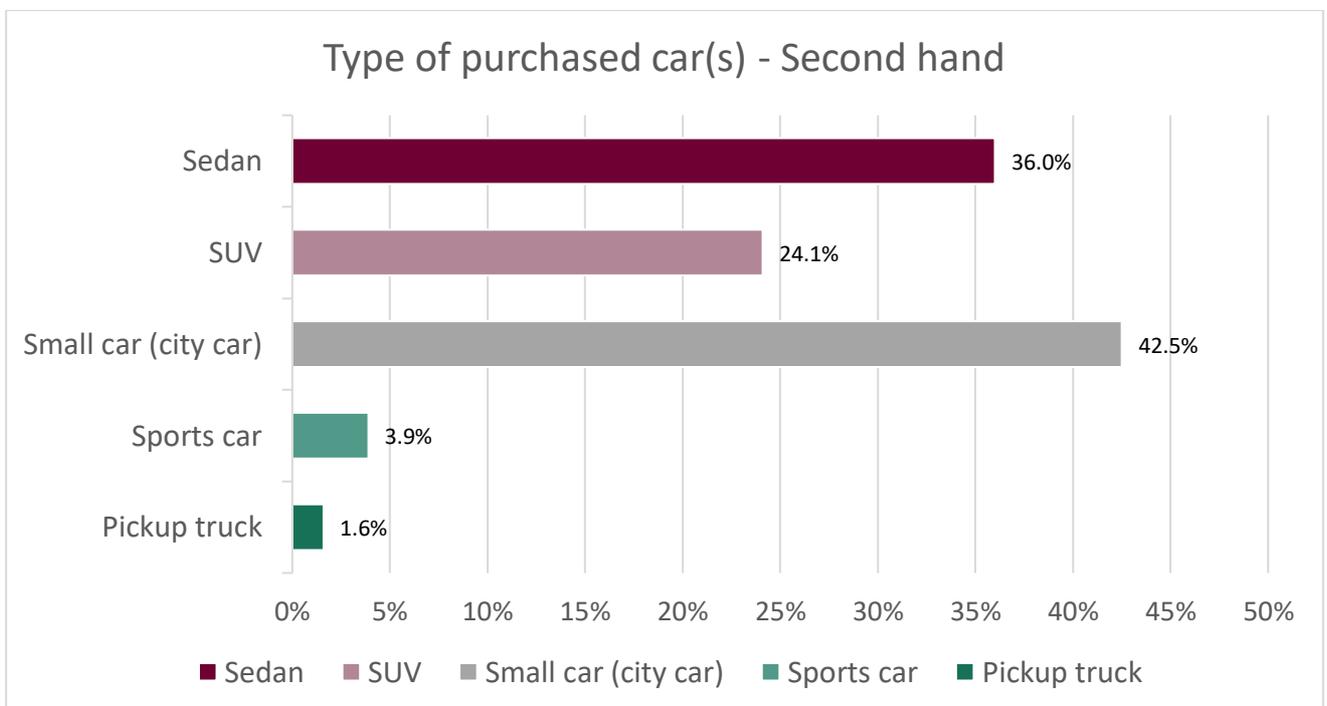
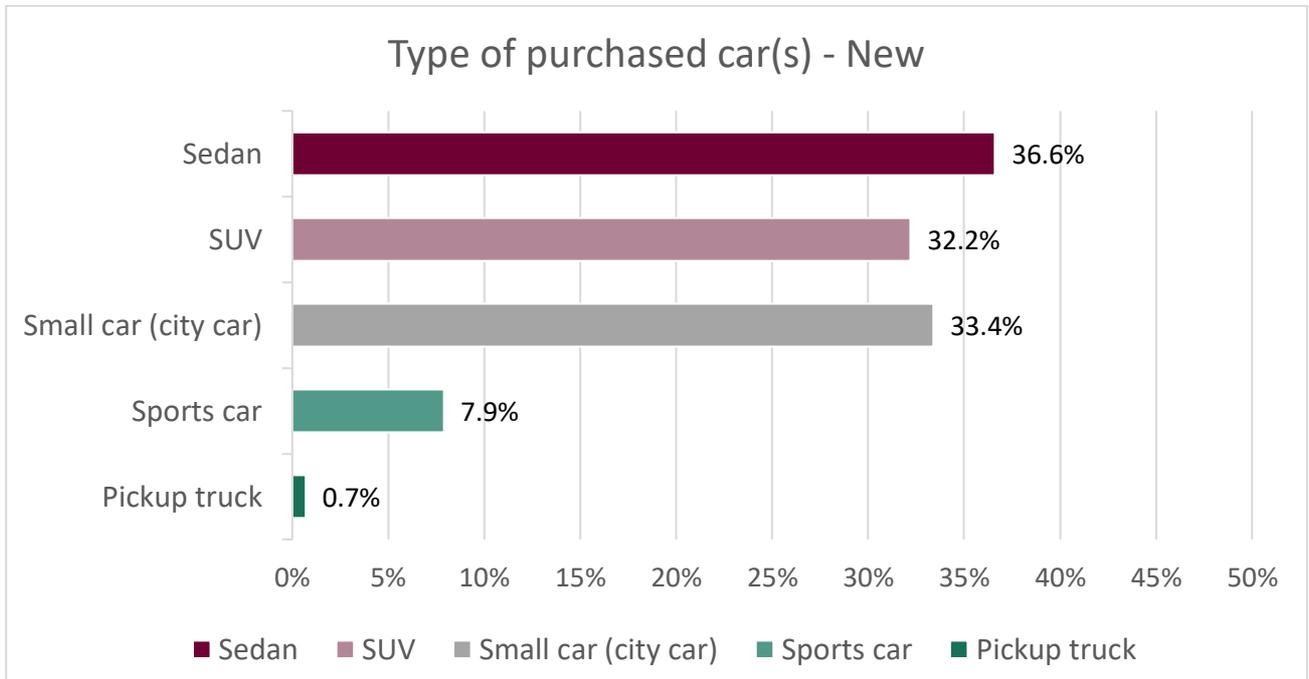


Average number of **second-hand** household cars purchased per province





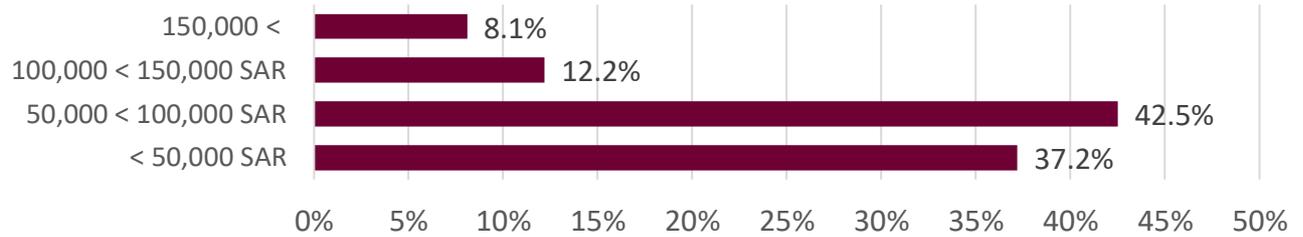
- The majority of the households that purchased a new car, purchased a sedan (36.6%), followed by small city car (33.4%, and) SUV (32.2%).
- 42.5% of the households that purchased a second-hand car, the car type was small city car. 36% purchased sedan and 24.1% purchased SUV.



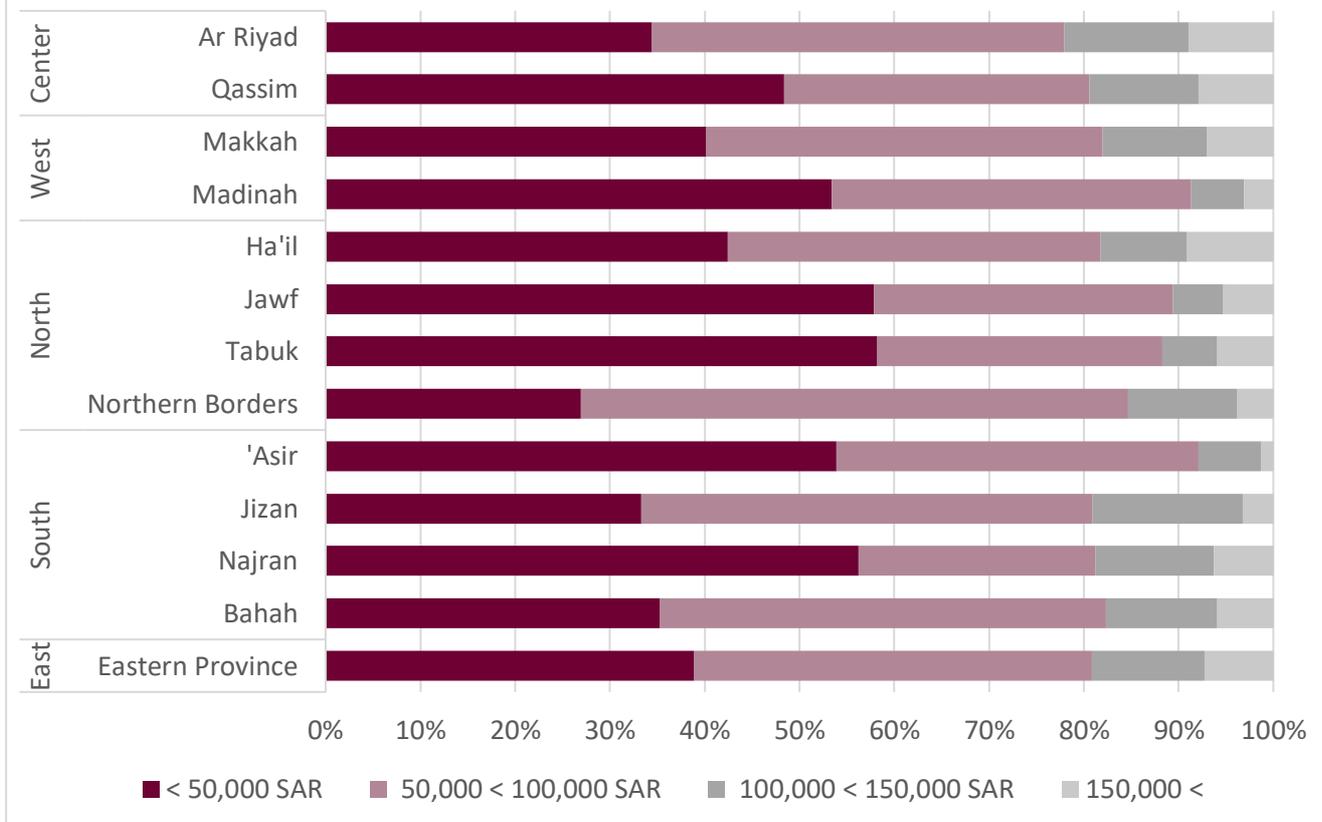


- 42.5% of participants stated that their household paid between 50,000 to 100,000 SAR to purchase cars, whereas 37% stated that they paid less than 50,000 SAR.
- 58.3% of the households in Tabuk paid less than 50,000 SAR to purchase cars, whereas 57.7% of the households in Northern Borders paid from 50,000 to 100,000 SAR.
- 15.9% of the households in Jazan paid from 100,000 to 150,000 SAR to purchase cars.

Household expenses for purchasing a car(s) since women started driving



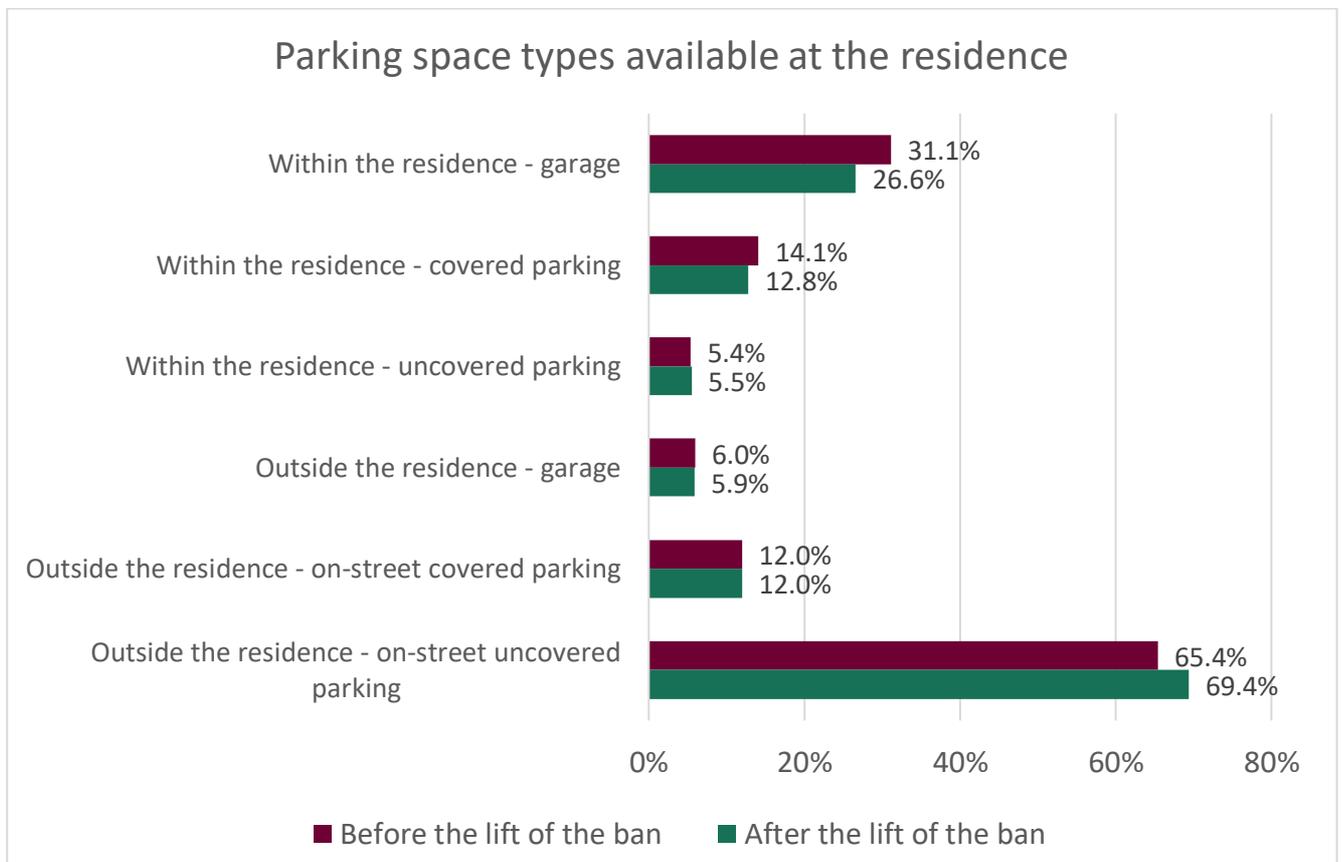
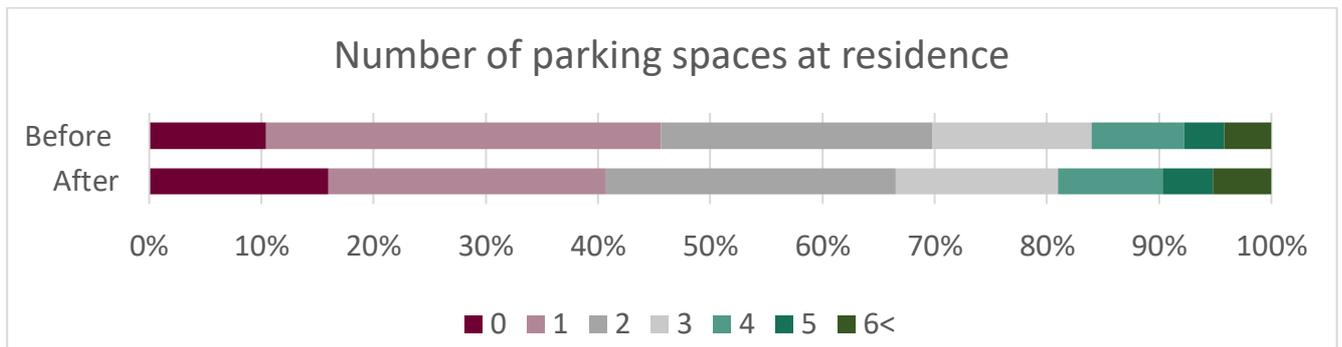
Household expenses for purchasing a car(s) since women started driving per province



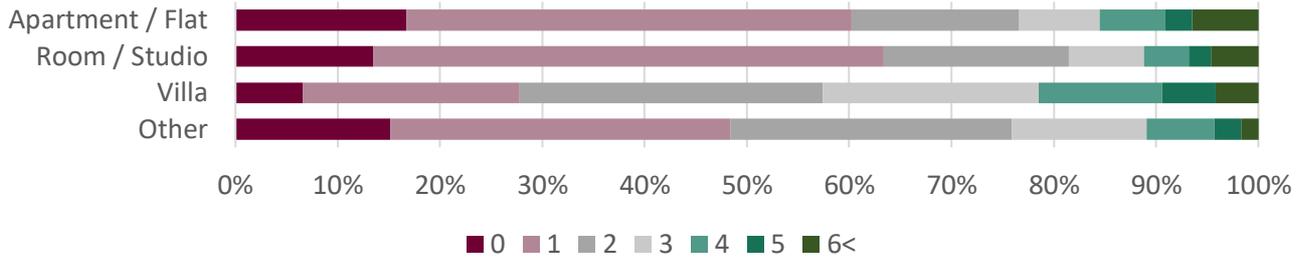
2.5 Households' parking space requirements



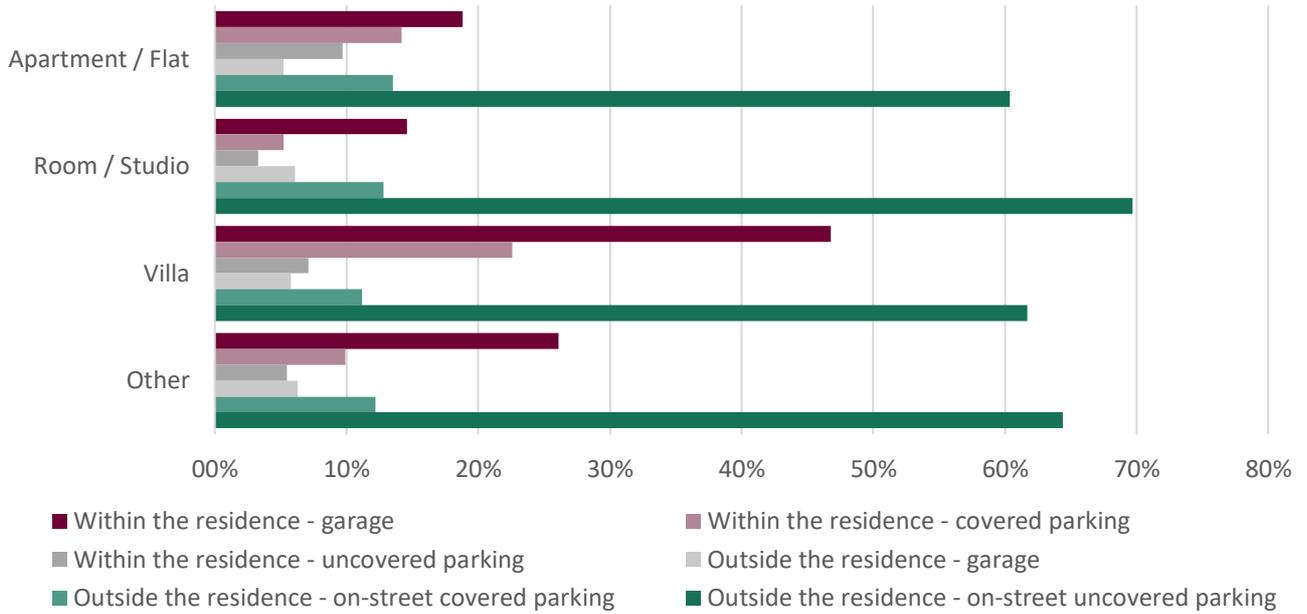
- 10% of the participants declared that before women start driving their household had no parking spaces within the residence, while this percentage increased to 16% since women started driving. This may be due to moving homes, but this question was not included in the questionnaire to further analyse this finding.
- Before women started driving, 24.2% of the participants had 2 parking spaces within their residence, while after women started driving 25.8% had 2 parking spaces.
- The demand for on-street uncovered parking spaces outside the residence increased from 65.4% to 69.4%.



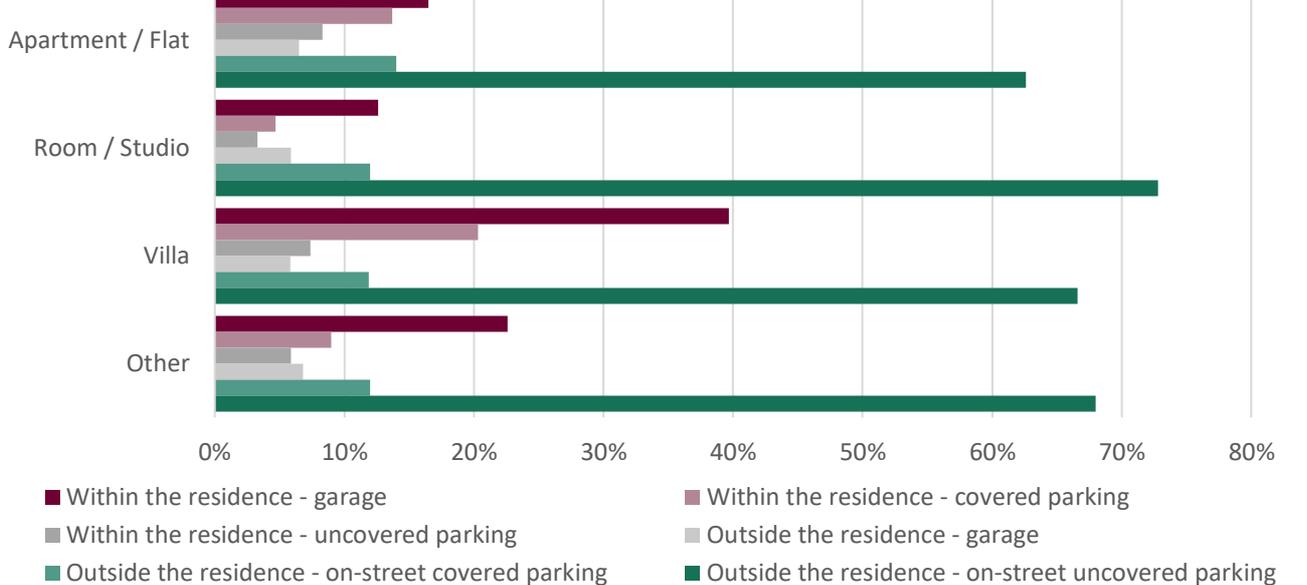
Number of parking spaces per type of residence



Type of parking spaces per type of residence -
Before women start driving



Type of parking spaces per type of residence -
After women start driving



3 Privately employed drivers

This chapter presents information about the households' privately employed drivers. Section 3.1 presents the changes in the households privately employed drivers by comparing the drivers the households employ before and after women started driving (the whole sample is used 29,639 observations). Section 3.2 presents the statistics about the number of drivers the households currently employ, the nationality of the drivers and the household expenses for the drivers (the sample for this analysis includes only the 8,059 participants whose household employ at least one driver. Section 3.3 concludes this chapter by presenting the level of satisfaction of the participants with their employed drivers (again the 8,059 observations are used for the analysis).



Chapter highlights

Employment of private drivers before and after women started driving

- 45.7% of the participant households were employing private drivers before women start driving. After women started driving, this percentage dropped to 27.2%
- 90.6% of the participants stated that this change is related to the fact that women started driving.
- The province that has the highest percentage of households that employ at least one driver before women start driving is Riyadh (55.2%). Since women started driving, this percentage dropped to 34% (21.2% decrease).

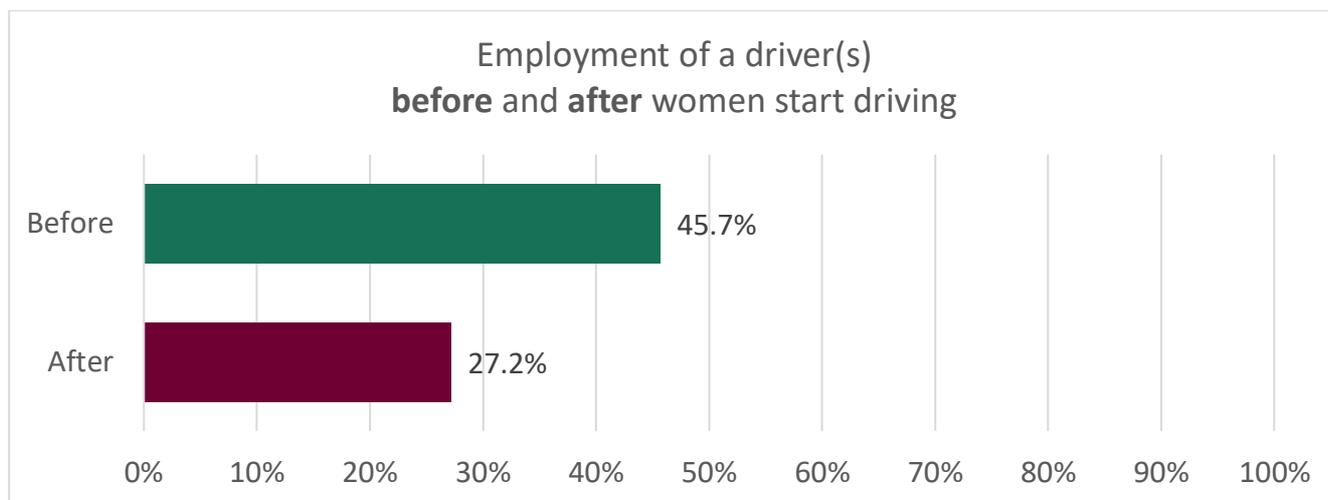
Households that currently employ driver(s)

- The majority of the participant households employ one driver (88.5%), while 9.2% of the employ two drivers.
- The majority of the drivers are non-Saudi. 69% come from India and 5.4% from Bangladesh.
- 59.9% of the households pay less than 2,000 SAR (in total) for the drivers (including allowances), whereas 35.5% of the households pay between 2,000 to 4,000 SAR per month.

Satisfaction with employed driver(s)

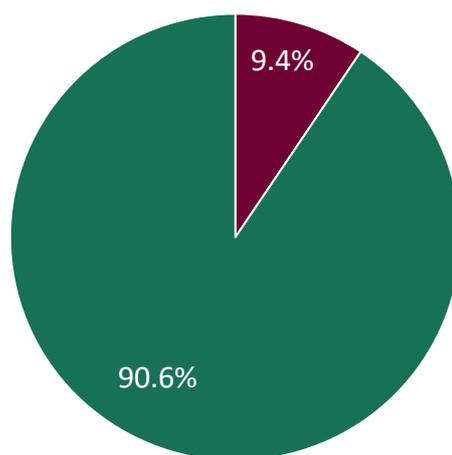
- The majority of the participants seem to be satisfied with their drivers.
- The most common incident that the participants have faced with their drivers is lack of professionalism and poor personal hygiene.

3.1 Employment of private drivers in the household before and after women started driving



- 27.2% of the participants reported that they currently employ at least one private driver in their household. Before women start driving the 45.7% of the whole sample employed at least one private driver. There is a significant decrease in the employment of private drivers.
- 90.6% of the households that decreased their number of drivers, declared that this change is related to the fact that women started driving.

Is the change in the number of privately employed drivers related to the fact that women started driving?

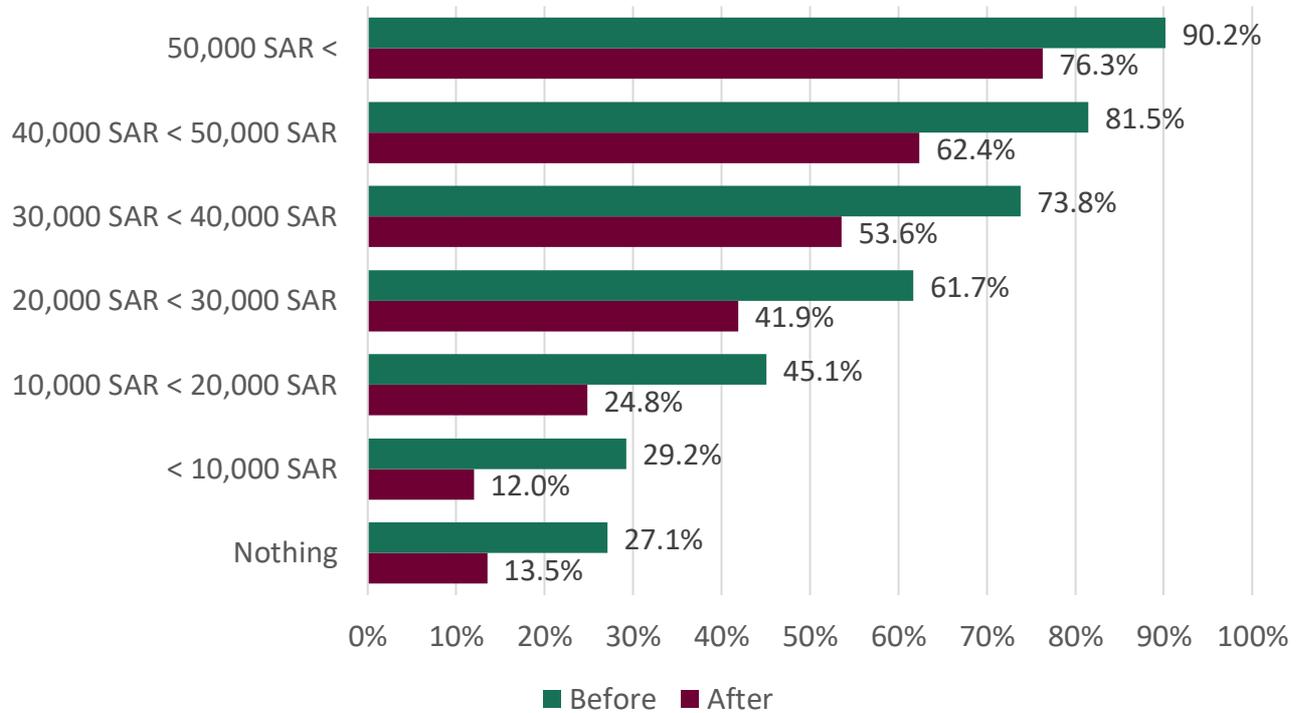


■ No, it is not related to this ■ Yes, it is related to this

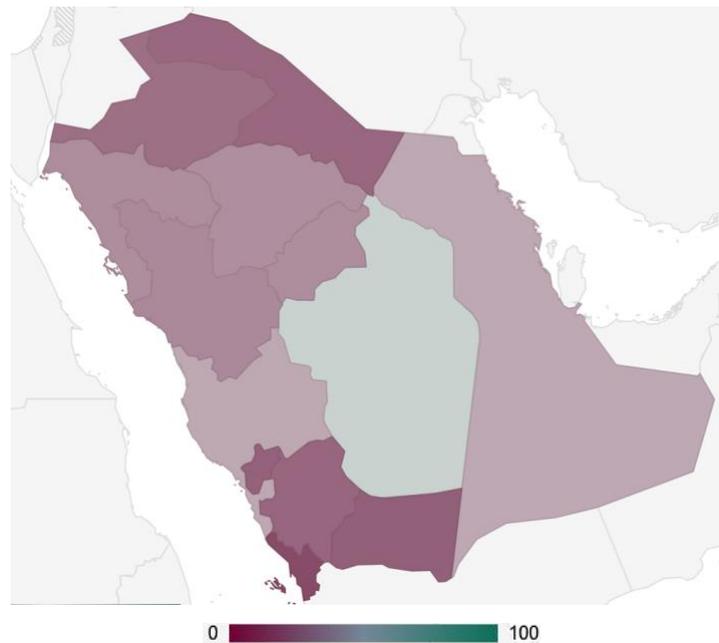


- It seems that all the households regardless their monthly income, have fired driver(s).

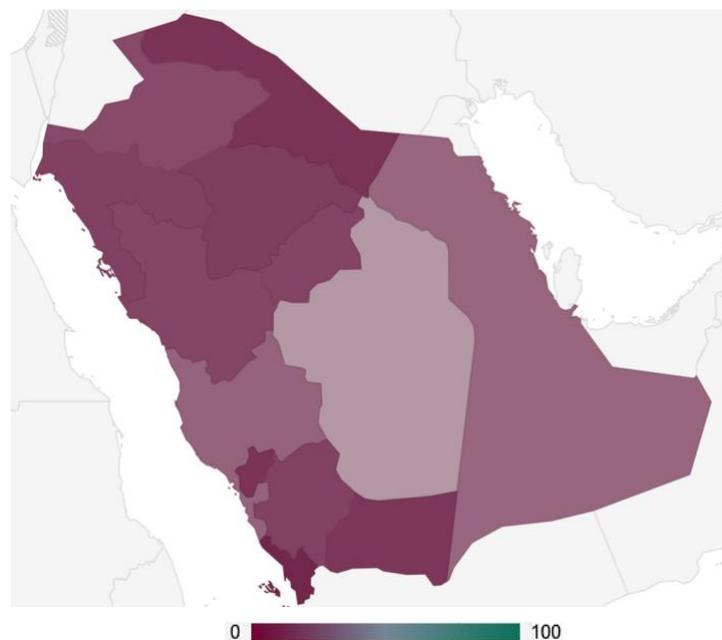
Employment of a driver(s) before & after allowing women driving per household income



Households employing drivers – **before** women start driving (%)

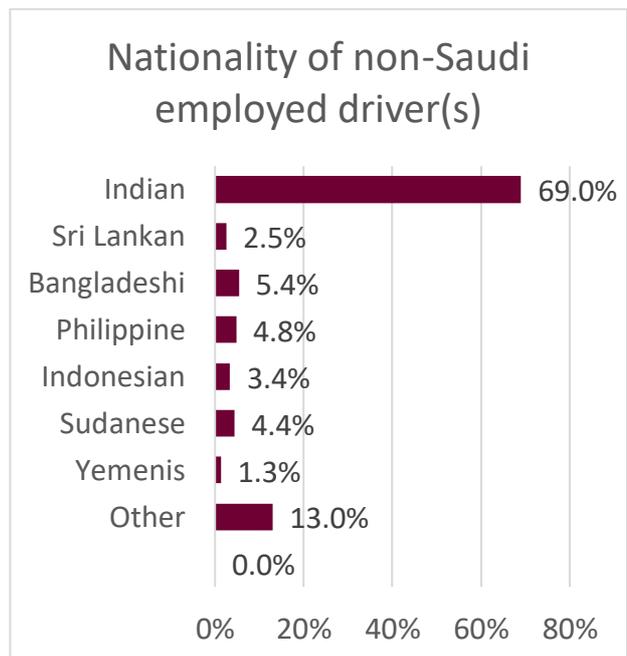
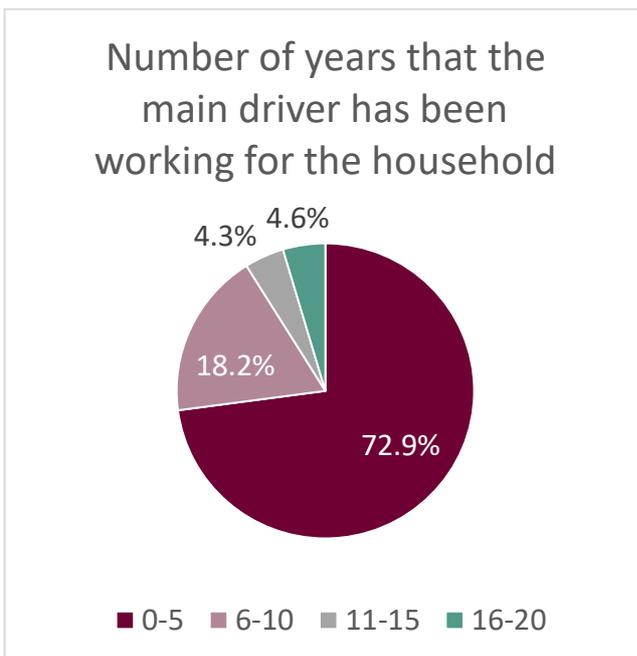
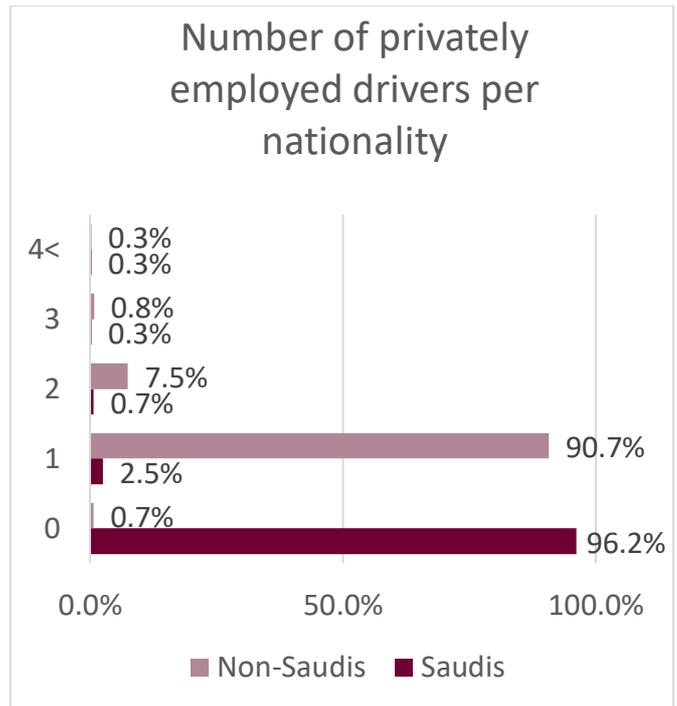
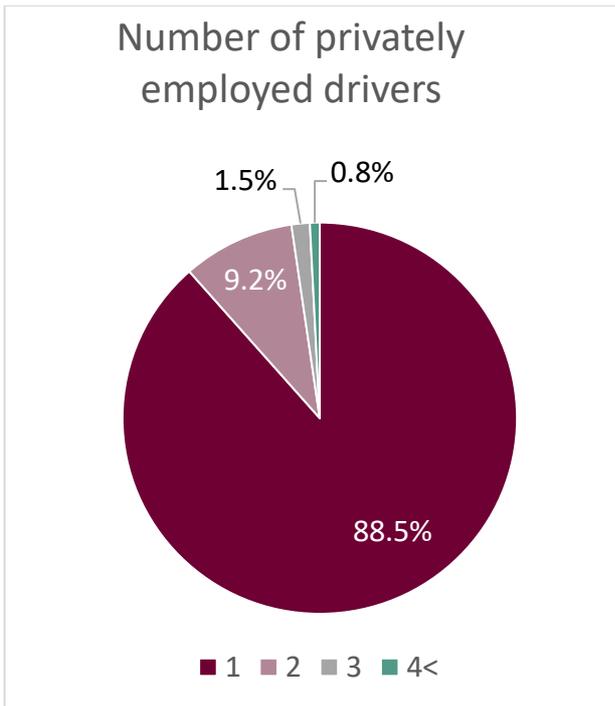


Households employing drivers – **after** women start driving (%)



- Based on our sample, the province that has the highest percentage of households that employ at least one driver before women start driving is Riyadh, where 55.2% of the participant households employ at least one driver. The second province is Makkah (38%), and the third one is Eastern Province (37.8%).
- Since women started driving, the percentage of the households that employ at least one driver dropped. The biggest decrease is noticed in Riyadh, where now 34% of the households employ at least one driver (21.2% decrease). In Makkah now, 21.4% of the participant households employ at least one driver, while in Eastern province 14.7%.

3.2 Households that currently employ private drivers

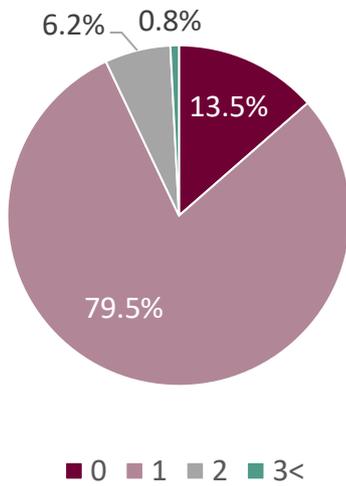


- The majority of the households employ one driver with 88.5%, and 9.2% of the households employ two drivers.
- 72.9% of the households reported that their main driver has been working for them for 0-5 years, and 18.2% of the households for 6-10 years.
- The majority of the drivers are non-Saudi. More specifically, 69% come from India, 5.4% are Bangladeshi, and 13% have some other nationality.

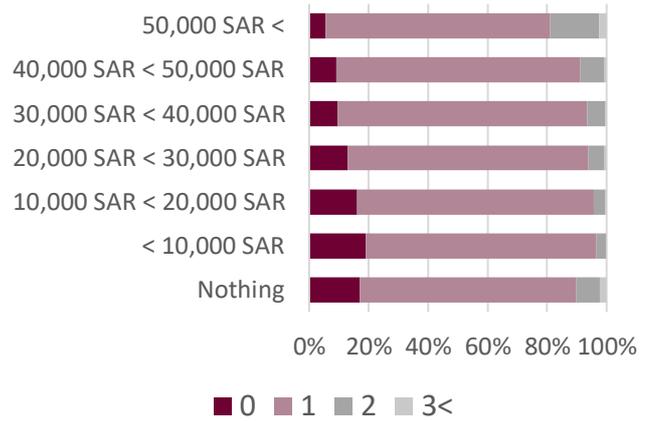


- In 79.5% of the participant households, one driver stays at the residence, whereas in 13.5% of the households the drivers do not stay at the residence.
- Regarding the number of drivers living at the residence per household income, it is revealed that households with higher income tend to have more drivers living within the residence.

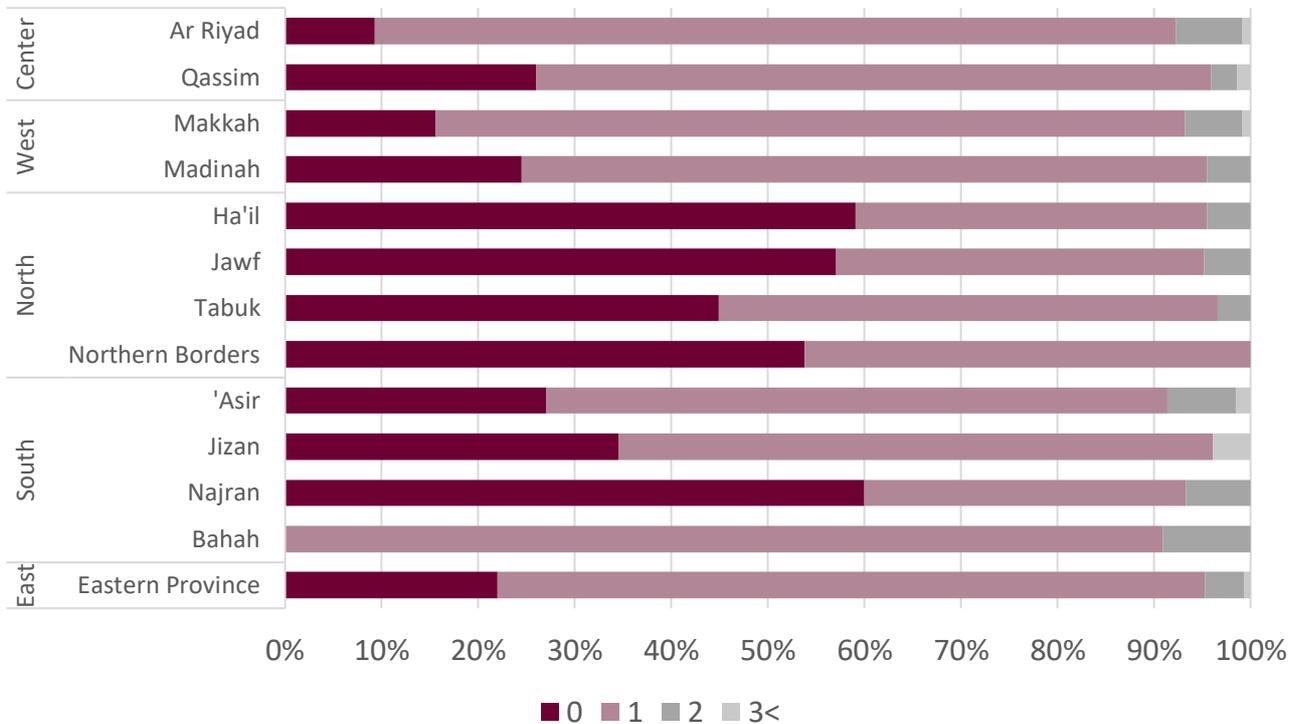
Number of drivers that live within the residence



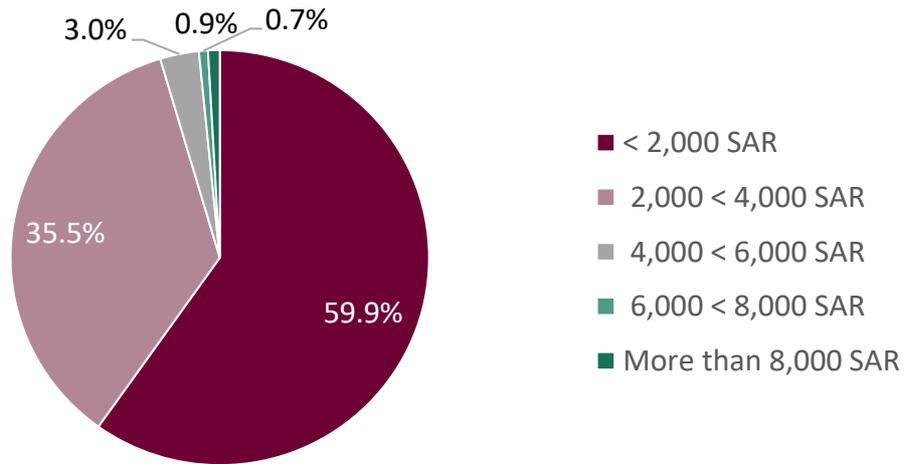
Number of drivers that live within the residence per household monthly income



Number of drivers that live within the residence per province

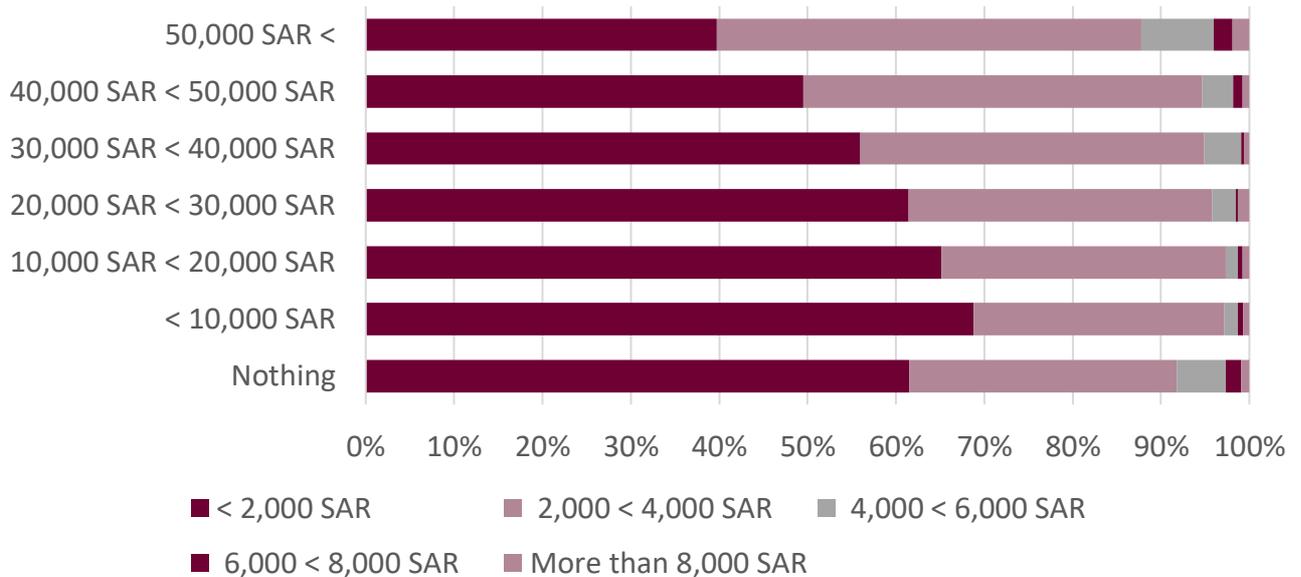


Households' monthly expenses (salaries and allowances) for the employed drivers

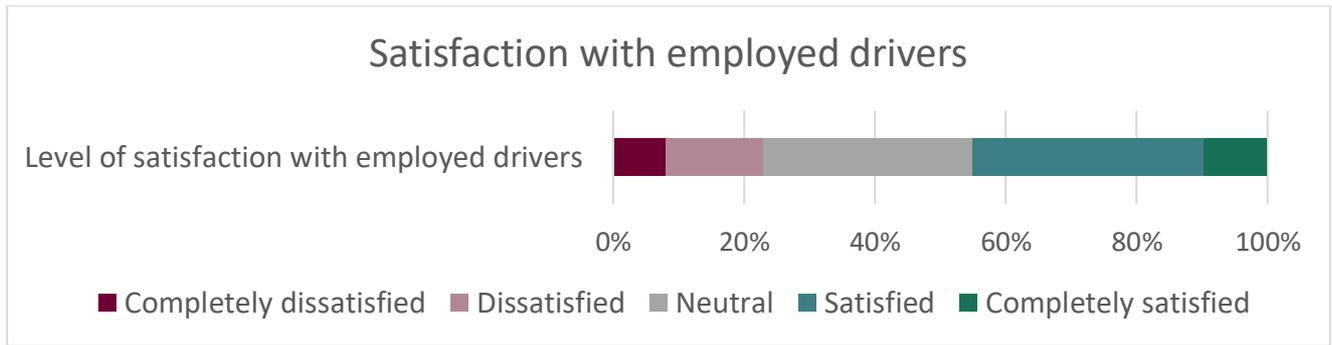


- 59.9% of the households pay less than 2,000 SAR for the drivers in total including allowances, whereas 35.5% of the households pay between 2,000 to 4,000 SAR per month.
- The majority of the households regardless the income level, pay less than 2,000 SAR for their drivers' salaries. 12.2% of the households that have monthly income more than 50,000 SAR pay for their drivers more than 4,000 SAR in total.

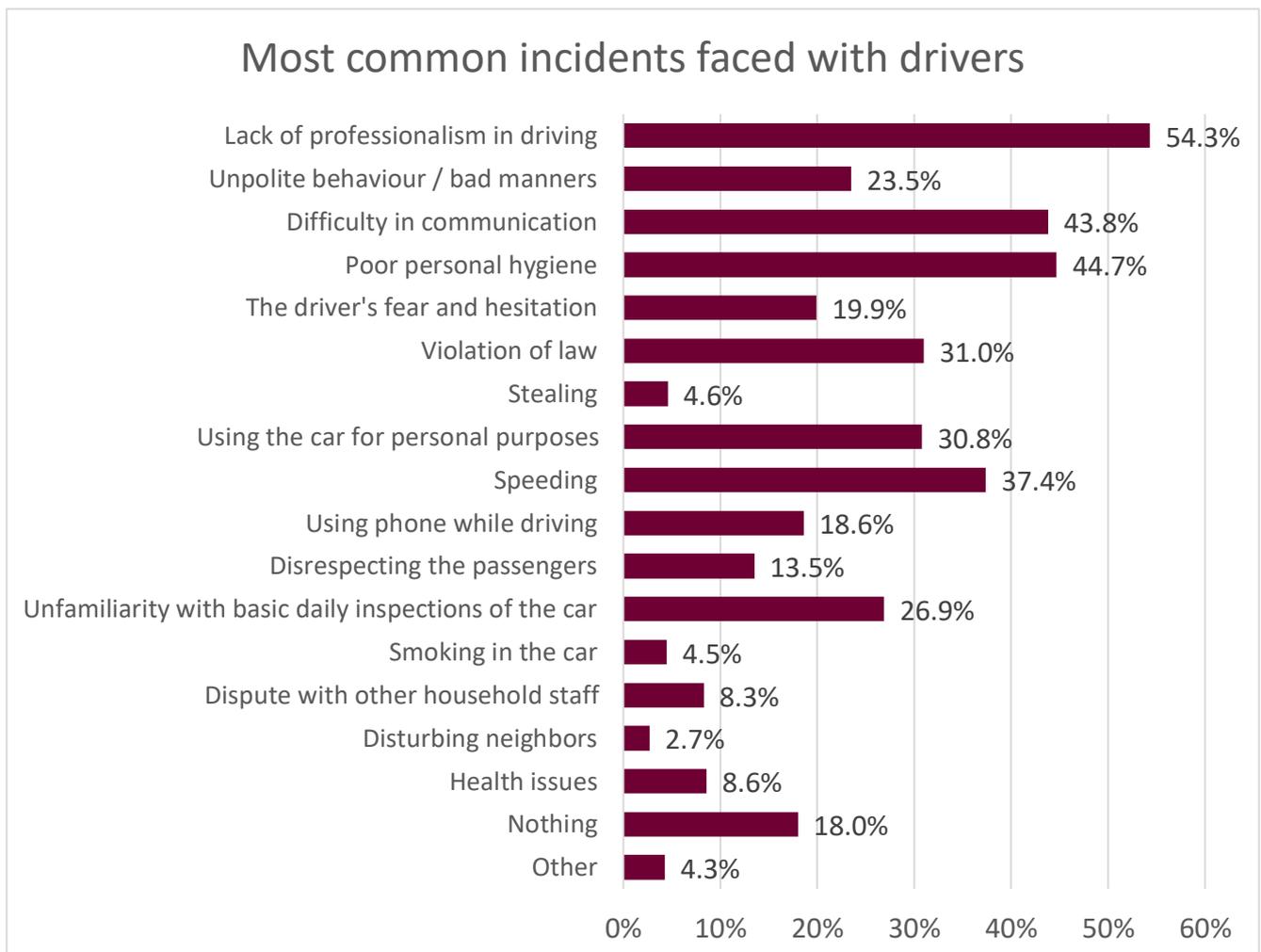
Households expenses (salaries and allowances) for the employed drivers



3.3 Satisfaction with the employed drivers



- When the participants were asked how satisfied they are with the drivers they employ in general, the majority (35.4%) answered that they are satisfied. 9.7% answered that they are completely satisfied, while 32% were neutral. 15% answered that they are dissatisfied, and 8% completely dissatisfied.
- The most common incident that the participants have faced with their drivers is lack of professionalism with 54.3%, and poor personal hygiene with 44.7%. Next is difficulty in communication with 43.8% and speeding with 37.4%.



4 Women issuing a driving license

This chapter presents information about the female participants who issued or not a driving license. Section 4.1 presents descriptive statistics for the female participants regarding possession or not of a driving license (the whole female sample is used for the analysis, 20,543 observations). Section 4.2 analyses and compares the sociodemographic characteristics of women who have or are about to have a driving license to those who do not have a driving license and do not plan to issue one (the female sample is used for the analysis; 20,543 observations). Section 4.3 analyses the changes of women who started driving in terms of their employment status and personal income (the sample used for this analysis is 10,624 women who have actually started driving). The details about the driving schools and the driving training that women drivers received are presented in section 4.4 (the 15,911 women who already hold a driving license or they are currently undertaken training were used for the analysis). Section 4.5 concludes this chapter by presenting the reasons why some of the participant women do not want to issue a driving license (sample used for the analysis: 1,910 observations).



Chapter highlights

Possession of a driving license

- 63.5% of the participant women hold a driving license. 13.9% are currently taking training to issue a driving license, 13.3% are planning to get a driving license in the future, while only 9.3% do not have a driving license and do not plan to issue one.
- Riyadh is the province that has the most female participants who hold or are about to hold a driving license (96.7%).

Comparison of sociodemographic characteristics of women who have or about to have a driving license and women who do not have one

- By comparing the socio-demographic characteristics of women who have or about to have a driving license to the women who do not have a driving license, no considerable difference is identified.

Changes in employment status of women who have a driving license

- 15.6% stated that their employment status has changed due to the fact that now they drive.
- 64.2% of the women who hold a driving license stated that now that can drive, their personal income has increased due to the fact that they found a job or a higher-paying job.

Driving training schools women attend

- 37% paid less than 2,000 SAR for the driving lessons, 28% paid 2,500 to 3,000 SAR, while 23.8% paid between 2,000 to 2,500 SAR.
- The average waiting time for registering to a driving school is 6.4 months, while the average waiting time to start the training is 6.4 months.
- In most driving schools the majority of the participant women paid up to 2,000 SAR in order to receive their training and get a driving license

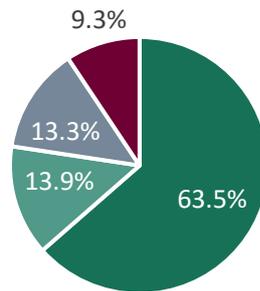
Reasons for not issuing a driving license

- The most popular reason for women who do not have a driving license and do not plan to get one is that they prefer to be escorted.



4.1 Possession of a driving license

Driving license possession



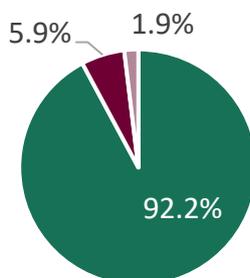
- I have a driving license
- I am currently taking training lessons to issue a driving license
- I am planning to start training to issue a driving license in the future
- I do not have a driving license



• 63.5% of the participant women hold a driving license. 13.9% are currently taking training to issue a driving license, 13.3% are planning to start training in the future, while only 9.3% do not have a driving license and do not plan to issue one.

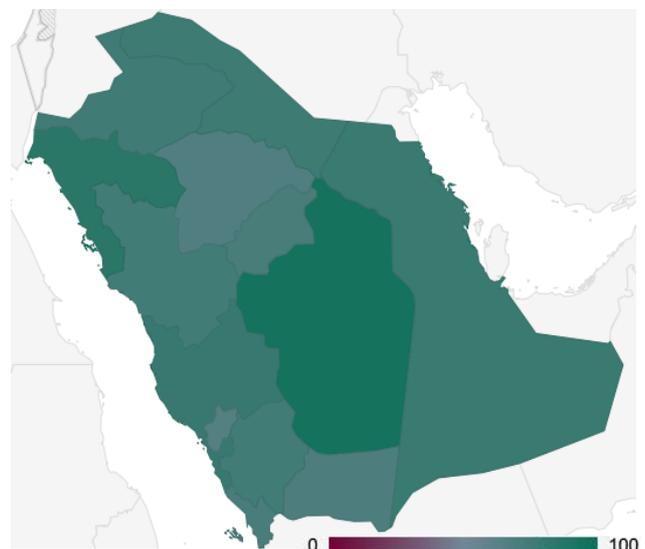
- 92.2% of the female participants issued or are about to issue their driving license within the Kingdom. 5.9% have issued their driving license outside the Kingdom before women start driving, while only the 1.9% have issued a driving license outside the Kingdom after women start driving.
- Riyadh is the province that has the most female participants who hold or are about to hold a driving license (96.7%). Tabuk is in the second position with 87.4%, and Makkah in the third with 81.2%.

Location of issuing the driving license

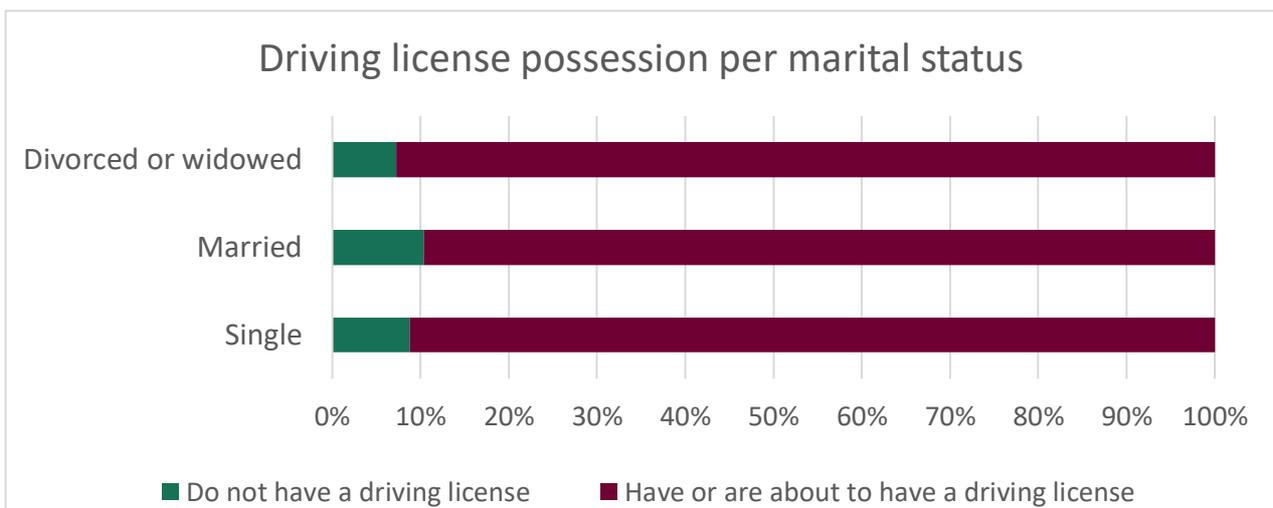
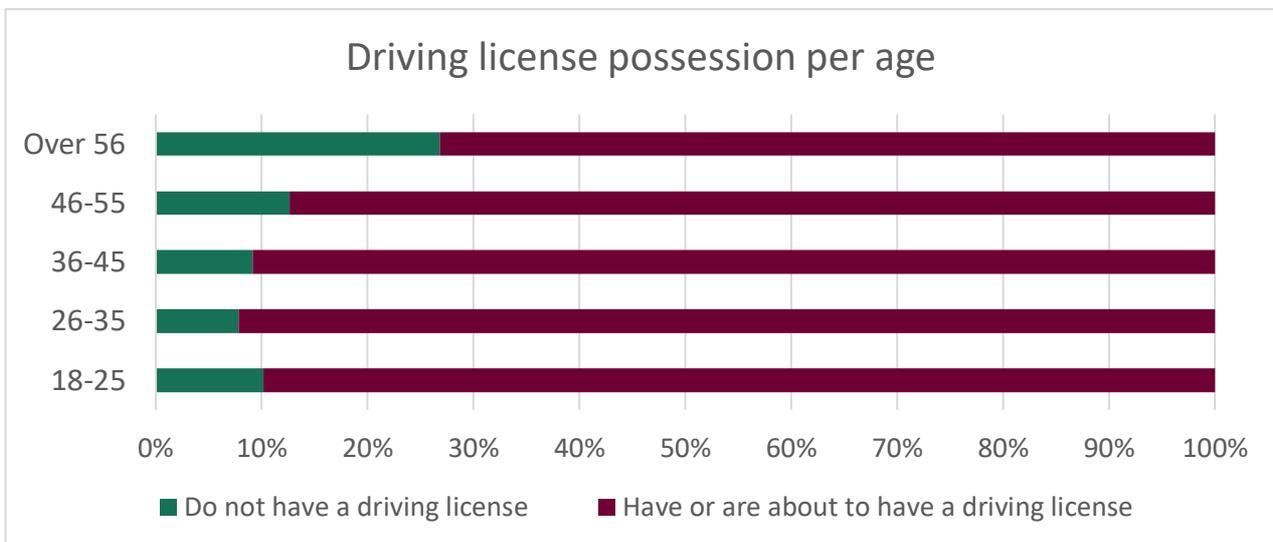


- Inside the Kingdom
- Outside the Kingdom before the lifting of the ban

Driving license possession per province (%)

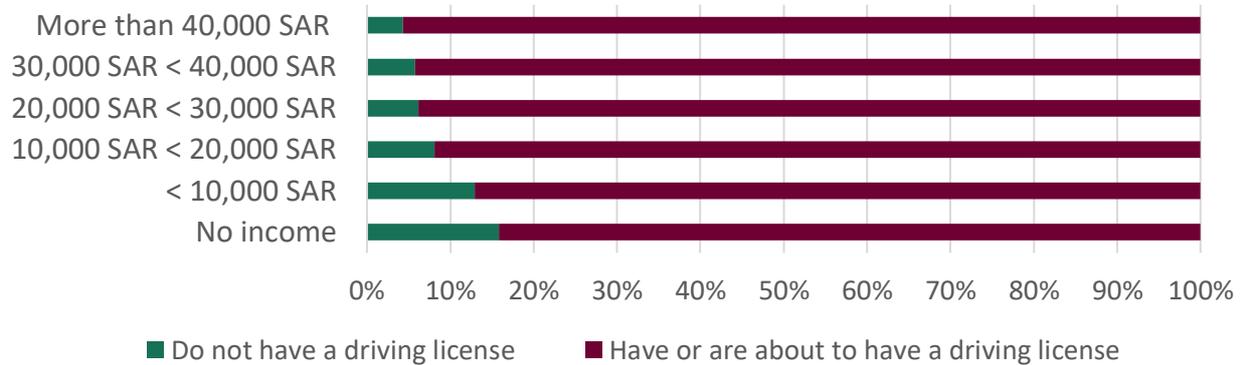


4.2 Socio-demographic characteristics of women who have or are about to issue a driving license compared to women who do not have a driving license

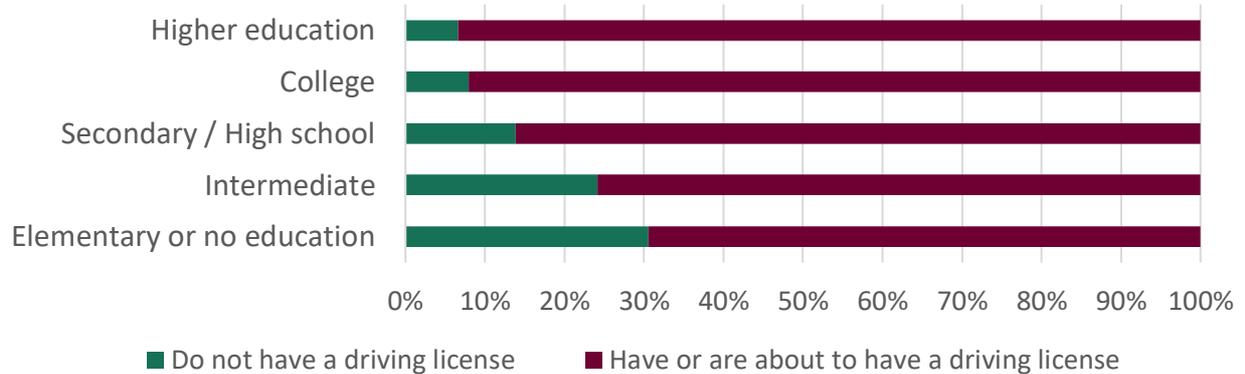


- The majority of the participant women who have a driving license or they are about to issue one is 26 to 35 years old. 92.5% of the 25 to 36 years old women hold or are about to hold a license. Taking into account the whole women sample 43% of those who hold a license are between 26 to 35 years old.
- 28% of the women who are over 56 years old do not have and they do not plan to issue a driving license. Taking into account the whole sample, women over 56 years old seem that they do not prioritise to issue a driving license, as only 1.1% holds a license.
- It seems that there is no considerable difference in having or not a driving license when it is analysed by marital status.

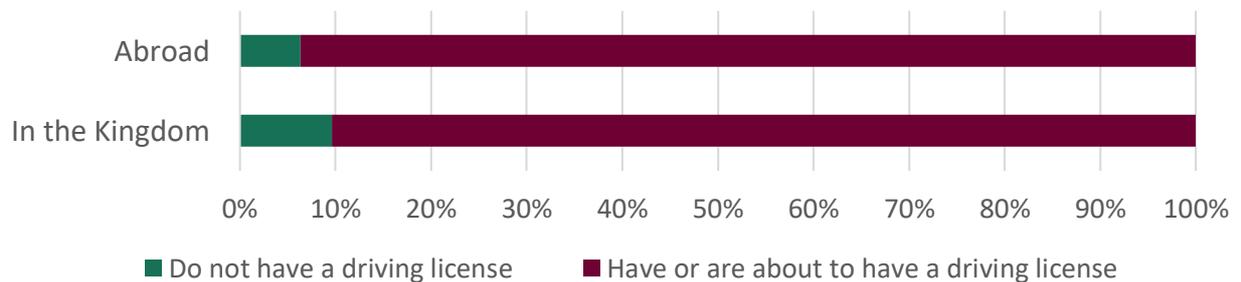
Driving license possession per monthly household income



Driving license possession per educational level

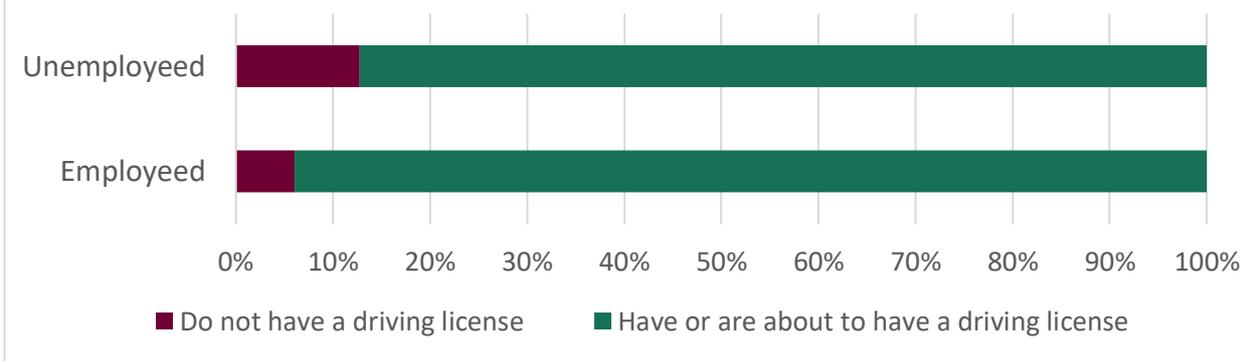


Driving license possession per place education received

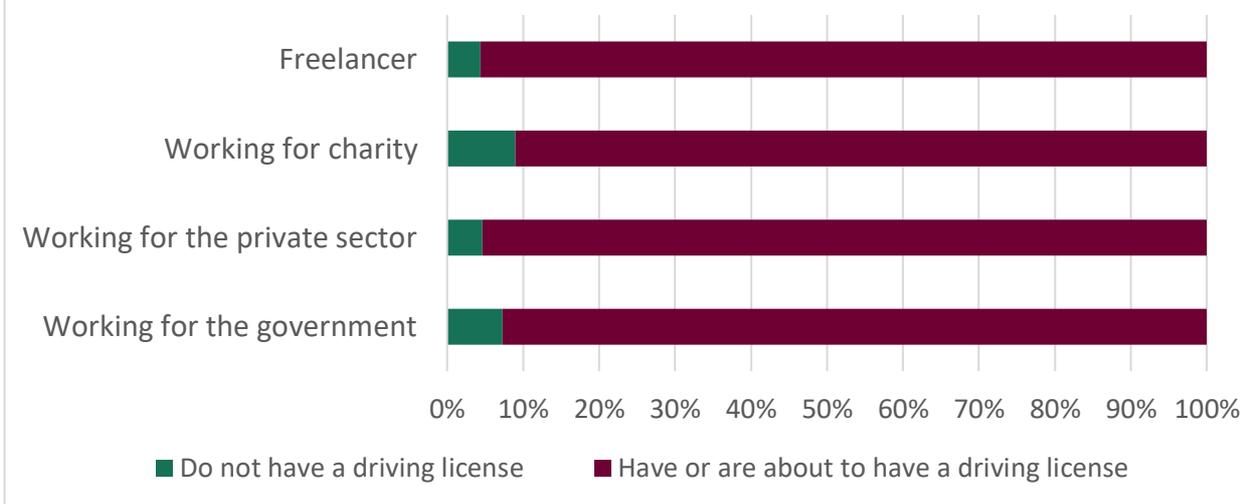


- As household income is getting higher, more women seem to have or about to have a driving license.
- Households with no income have the lowest number of women having a driving license.
- 31% of women who do not have a driving license have received elementary or no education.
- Only 8% of women who have received higher education do not have a driving license.

Driving license possession per employment status

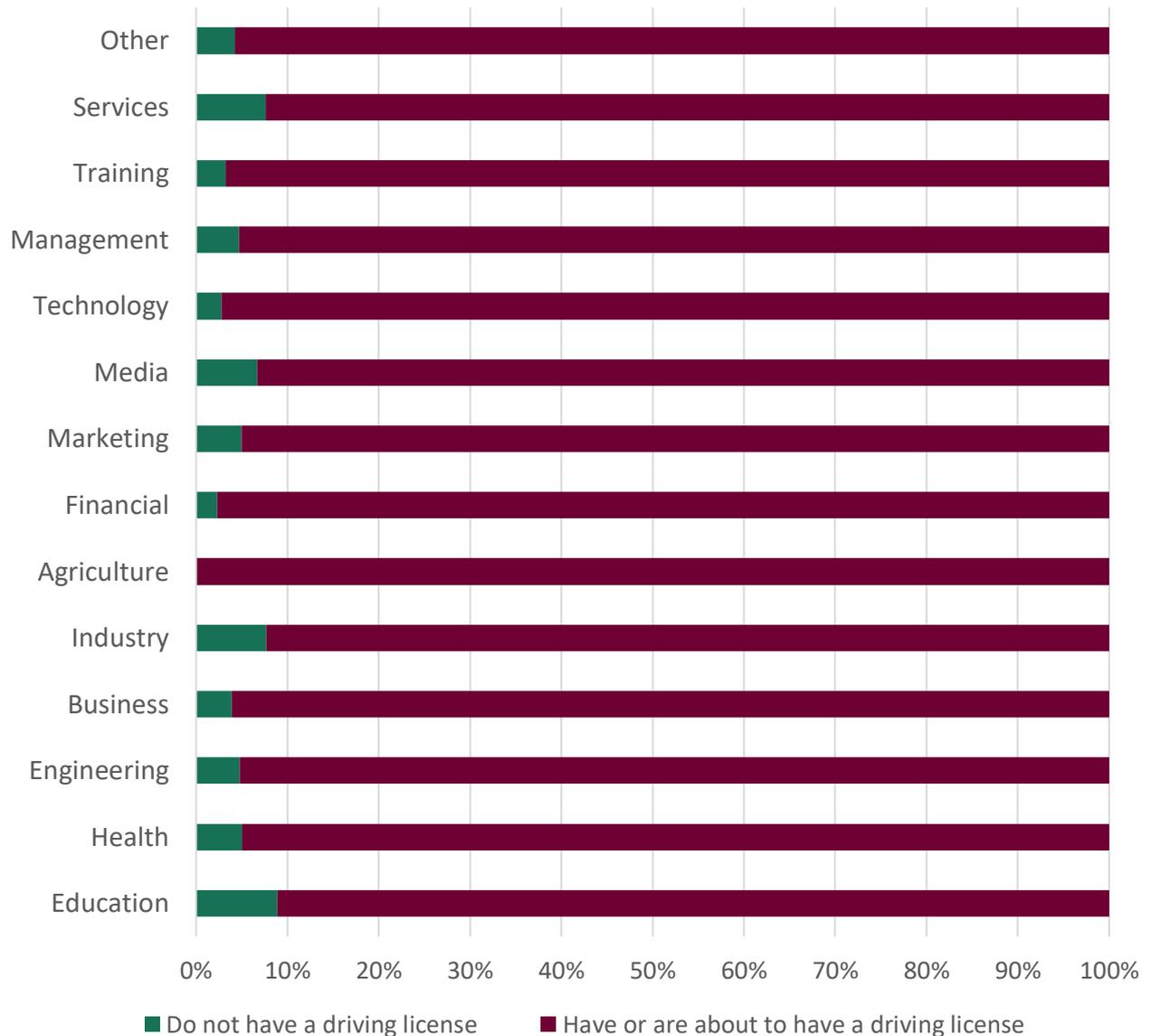


Driving license possession per employment sector



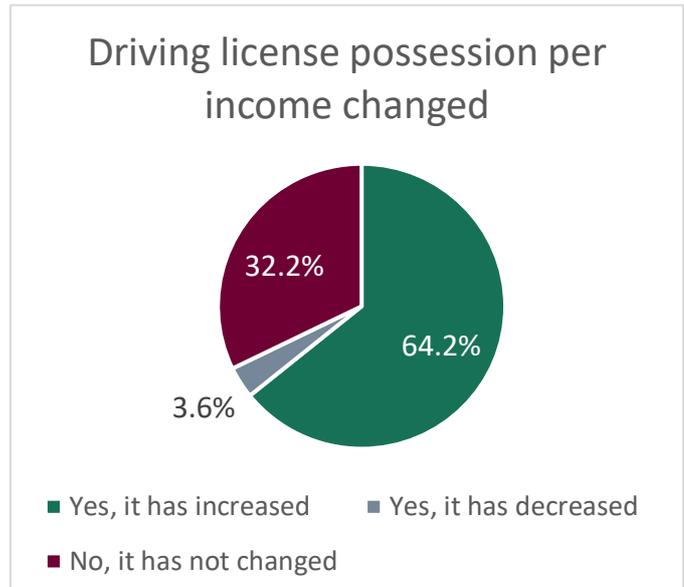
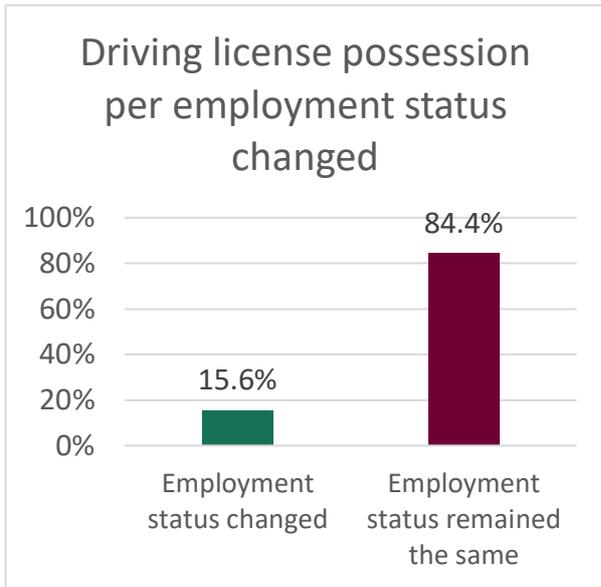
- 13% of the unemployed women do not have a driving license, while 87% of them hold or are about to hold one in the near future.
- Only 6% of the employed women do not have a driving license. The vast majority (94%) holds or is about to hold a driving license.
- Women who are freelancers seem to have the lowest percentage of women who do not have a license. Only 4% of the freelancers do not have a driving license.
- Women who work for the private sector have the second highest percentage of holding a driving license.

Driving license possession per employment field



- All of the participant women who work for the agricultural sector hold a driving license (100%).
- The second employment field with the highest percentage of women holding a driving license is finance (97%). This is followed by the business and engineering sectors, where only 4% of the women who work for these sectors do not hold a license.
- The highest percentage of women who do not have a driving license work for the education sector (8%). However, this is still a very low percentage as 92% of the women who work in the education field hold or are about to hold a driving license.

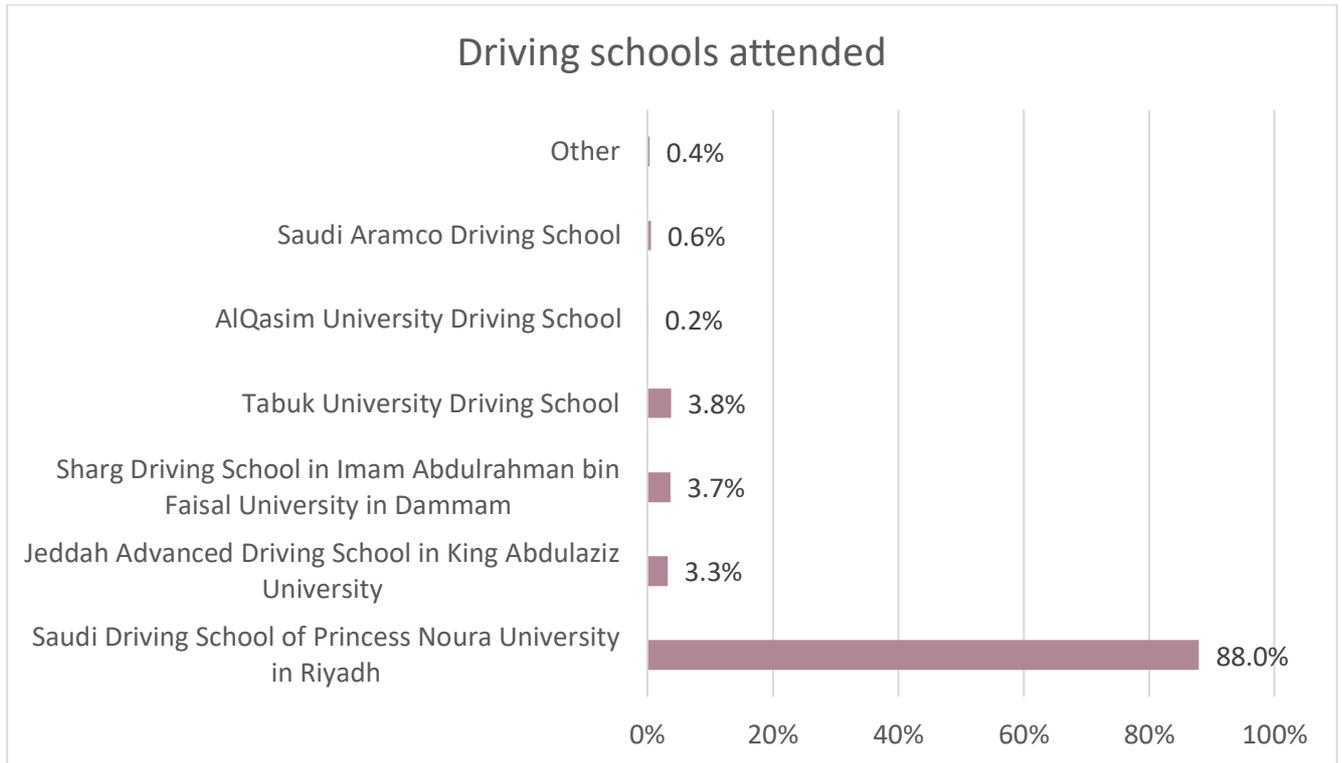
4.3 Changes in employment status of women who have a driving license



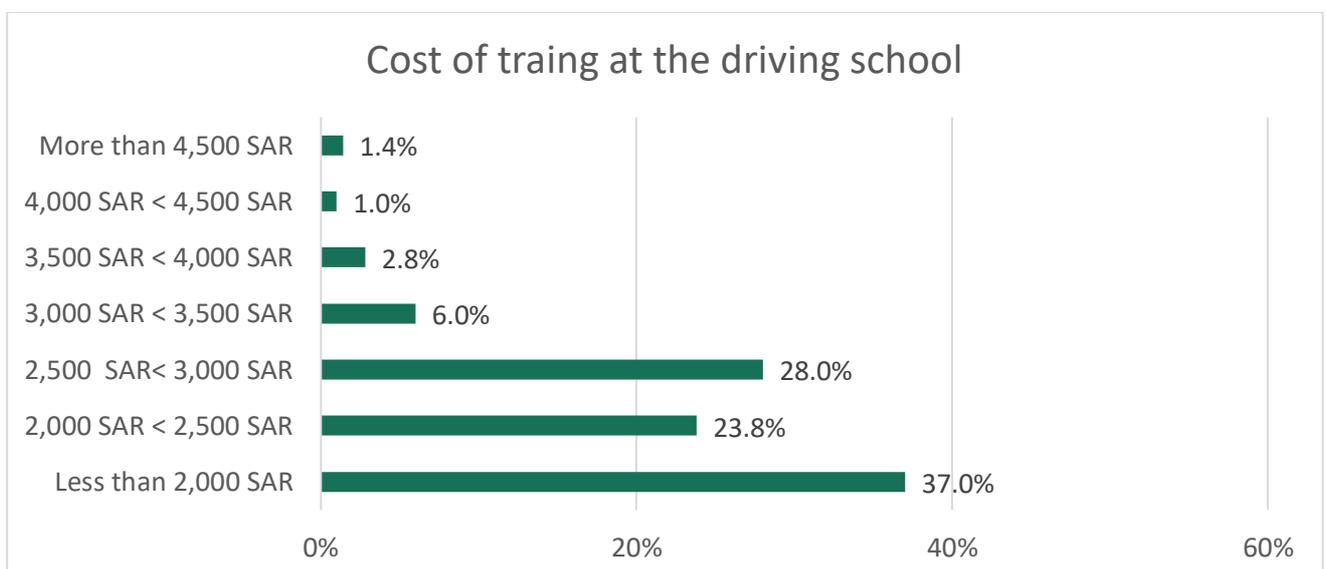
- 15.6% of the participant women stated that their employment status has changed due to the fact that now they drive. This is a very significant finding showing that allowing women driving can actually contribute to women empowerment in the workforce.
- 64.2% of the women who hold a driving license stated that now that can drive, their personal income has increased due to the fact that they found a job or a better job.



4.4 Details for the driving training schools women attend



- As the majority of the participants lives in the Riyadh province, it is obvious that they attended the Saudi Driving School of Princess Noura University (88%). 3.8% got/get their driving training at the Tabuk University Driving School and 3.7% at the Sharg Driving School in Imam Abdulrahman bin Faisal University in Dammam.
- 37% paid less than 2,000 SAR for the driving lessons, 28% paid 2,500 to 3,000 SAR, while 23.8% paid between 2,000 to 2,500 SAR.



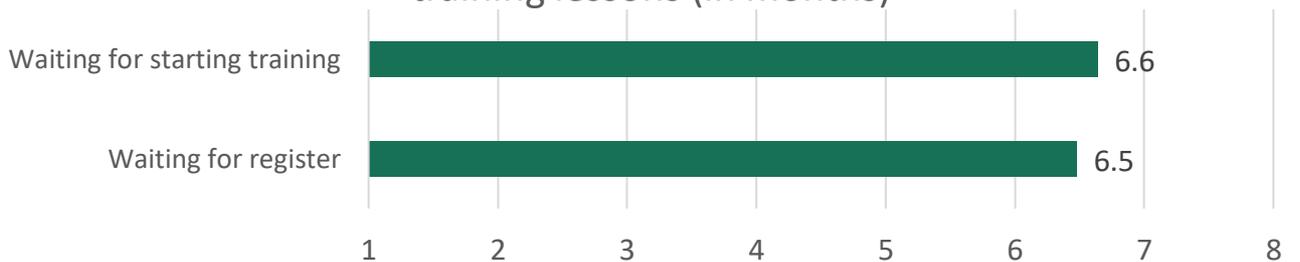
Cost of receiving driving training per driving school

	Less than 2,000 SAR	2,000 SAR < 2,500 SAR	2,500 SAR < 3,000 SAR	3,000 SAR < 3,500 SAR	3,500 SAR < 4,000 SAR	More than 4000 SAR
Saudi Driving School of Princess Noura University in Riyadh	38.6%	24.2%	26.7%	5.7%	2.6%	2.2%
Jeddah Advanced Driving School in King Abdulaziz University	24.6%	25.6%	37.2%	6.8%	3.8%	2.1
Sharg Driving School in Imam Abdulrahman bin Faisal University in Dammam	18%	16.7%	43.3%	12.0%	7.3%	2.7%
Tabuk University Driving School	24.7%	22.9%	39.0%	5.1%	2.9%	5.5%
Qassim University Driving School	33.3%	16.7%	22.2%	11.1%	0.0%	0.0%
Saudi Aramco Driving School	43.9%	14.6%	17.1%	14.6%	2.4%	7.3%
Other	63.9%	14.5%	13.3%	3.6%	2.4%	2.4%

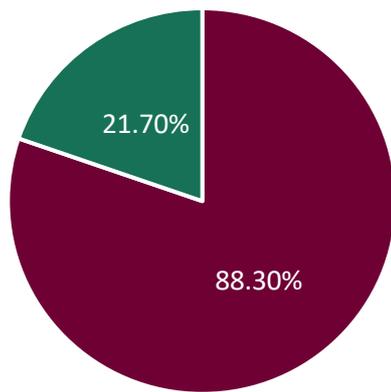


- In most driving schools the majority of the participant women paid up to 2,000 SAR in order to receive their training and get a driving license.
- A considerable percentage of women participants has paid 2,000 SAR to 3,000 SAR for their driving training.
- The highest percentage of women who paid more than 4,000 SAR to receive their training is in the Saudi Aramco driving school (7.3%).
- The average waiting time for registering to a driving school is 6.5 months, while the average waiting time to start the training is 6.6 months. The waiting times are quite high, but it is expected as the demand for issuing a driving license in the Kingdom is high.

Average waiting time for registering and starting driving training lessons (in months)

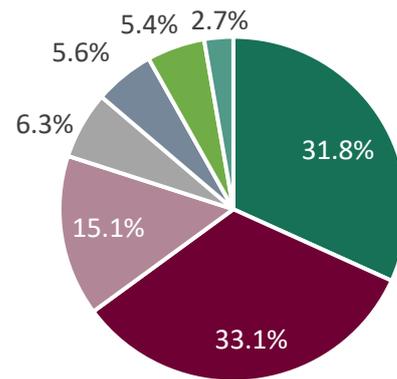


Driving school and private trainer



- Driving school only
- Driving school and private trainer

Cost of private trainer



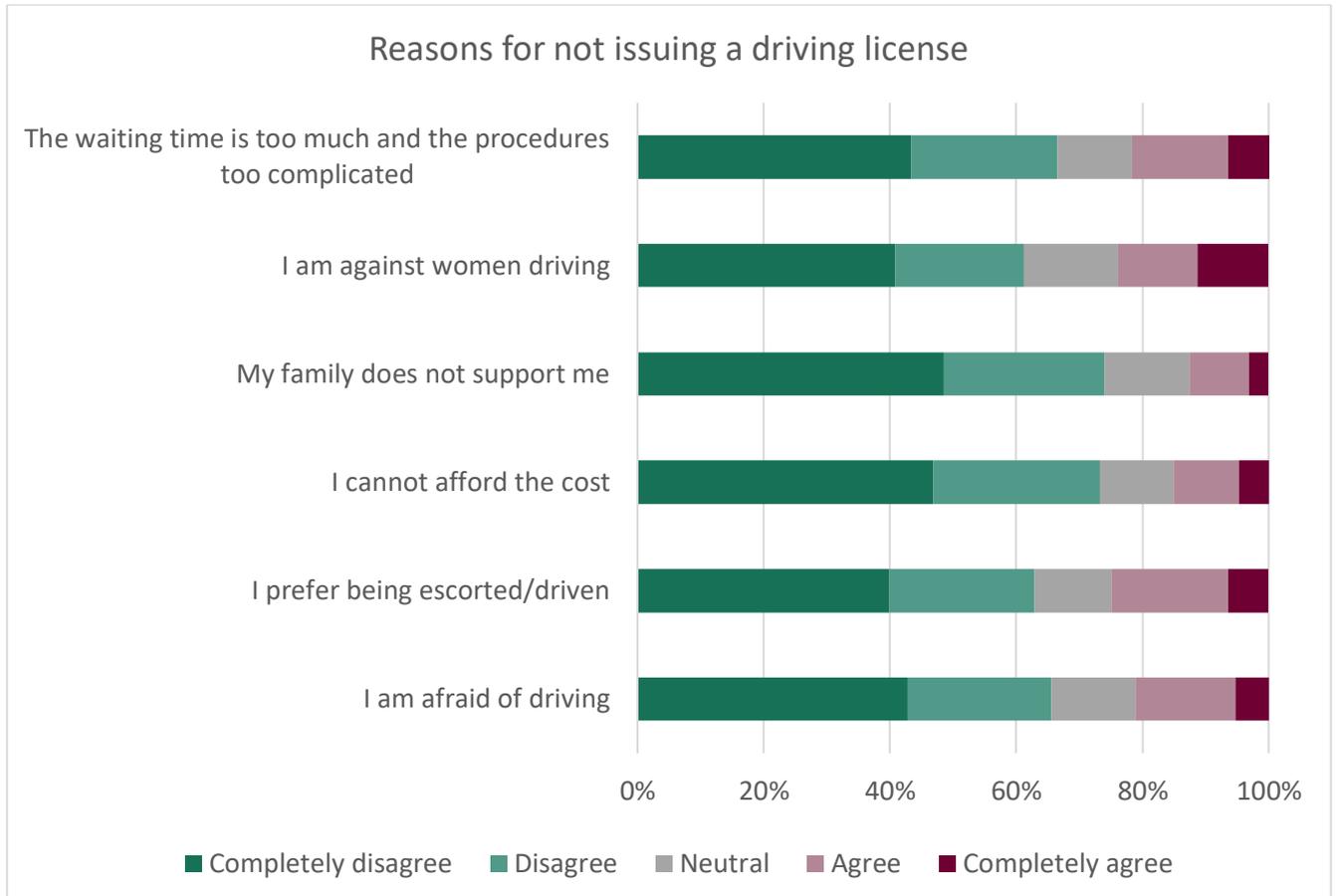
- Less than 500 SAR
- 500 SAR < 1,000 SAR
- 1,000 SAR < 1,500 SAR
- 1,500 SAR < 2,000 SAR
- 2,000 SAR < 2,500 SAR
- 2,500 SAR < 3,000 SAR
- more than 3,000 SAR



- Due to the high waiting time to register to a driving school and start driving lessons, some women decided to get private trainers to save some time. 21.7% of our female sample has hired a private trainer, while they are also registered to a driving school.
- 33.1% of the women who has hired a private trainer have paid 500 to 1000 SAR for this extra training. 31.8% has paid less than 500 SAR for the private trainer.



4.5 Reasons for not issuing a driving license



- The most popular reason for women who do not have a driving license and do not plan to get one is that they prefer to be escorted. 24.8% of these women agreed or completely agreed with this statement.
- The second most popular reason for not wanting to issue a driving license is because they are afraid. 21% of women agree or completely agree with this statement.
- The third most popular reason is that they are against to women driving.

5 Women's travel behaviour

This chapter analyses the travel behaviour of the participant women. In section 5.1, the modal shifts are presented; the primary transport modes that women were using before and after women start driving are analysed in detail (the whole female sample -20,543- is used for the analysis). Section 5.2 analyses the characteristics of women's current travel behaviour (again the whole female sample is used here – 20,543 observations). Section 5.3 presents the attitudes and perceptions of all female participants (20,543) towards daily mobility. Sections 5.4 and 5.5 focus only on the women who have a driving license (13,045 observations) and present statistics about their travel behaviour, and their attitudes and perceptions towards driving and their lifestyle accordingly.



Chapter highlights

Modal shifts

- Before women start driving, 61.4% of female participants were using a household private car as a passenger as their primary transport mode. After women started driving, only 39.7% of the female participants use the same mode.
- 37.7% of the female participants use a household private car as drivers after women started driving.
- The biggest modal shift is noticed in the household private car – as a passenger. 22.7% of women who were using a household private car as a passenger before women start driving, they have now become drivers of a private household car.
- The use of ridehailing has dropped significantly (by 13.9%) after women have started driving. The highest drop is noticed in Riyadh (17.5% decrease).
- The province that household private car – as a passenger use is the highest before women start driving, is Asir (71.7%) followed by Qassim (69.4%).
- The highest percentage of women driving a household private car is noticed in Riyadh (45.3%), followed by Qassim (29.9%), and Ash Sharqiyah (26.7%)
- 26.0% of household private car – as a passenger - users was 36 to 45 years old. After women started driving this percentage dropped to 23%.

Travel behaviour of all female participants

- The average number of trips per week using a household private car as drivers is 6.3, while as passengers 5.9.
- The average travel time for one-way trips is about the same for all the car-based modes (household car either as a driver or a passenger, taxi and ridehailing; about 25 minutes).



Travel behaviour of all female participants *(continue)*

- Most of the participant women pay up to 1,000 SAR for their transport per month. 37.7% pays 500 to 1,000 SAR, while 31.7% pays up to 500 SAR.
- The monthly travel expenses of women are mainly paid by themselves (53.4%).
- The most popular trip purposes for using their primary transport mode is work/education and entertainment (78.2%). The second most popular trip purpose is running errands.

Women's attitudes and perceptions towards their daily mobility

- When comparing the attitudes and perceptions towards daily mobility of women who have or are about to have a driving license to the women who do not have a driving license, no considerable differences are noticed.
- The only considerable difference is noticed in the statement "I am happy with being driven", where those who have a license disagree with the statement, while those who do not have a license, they neither agree nor disagree.

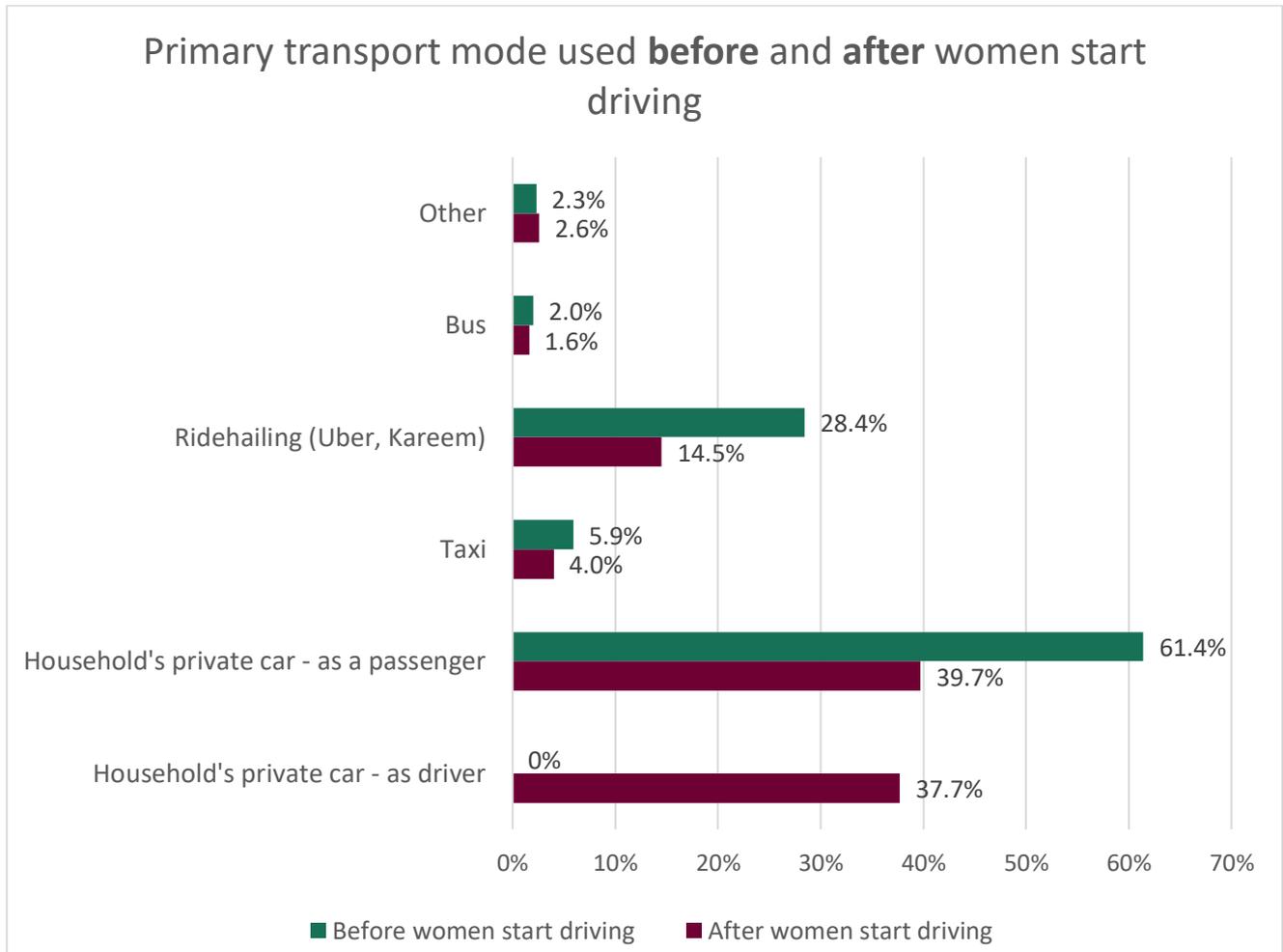
Female drivers travel behaviour

- 74.7% of the participant women who already hold a driving license, drive frequently (on a daily basis or several times per week). 23.2% of them drive occasionally (once in a while), while 2.2% only in emergencies.
- 56.5% of them, drive their siblings; 50.4% drive their kids, while 43.5% drive their parents.
- The most popular trip purpose for women driving is for work / education (73.3%).

Female driver's attitudes and perceptions towards driving and wellbeing

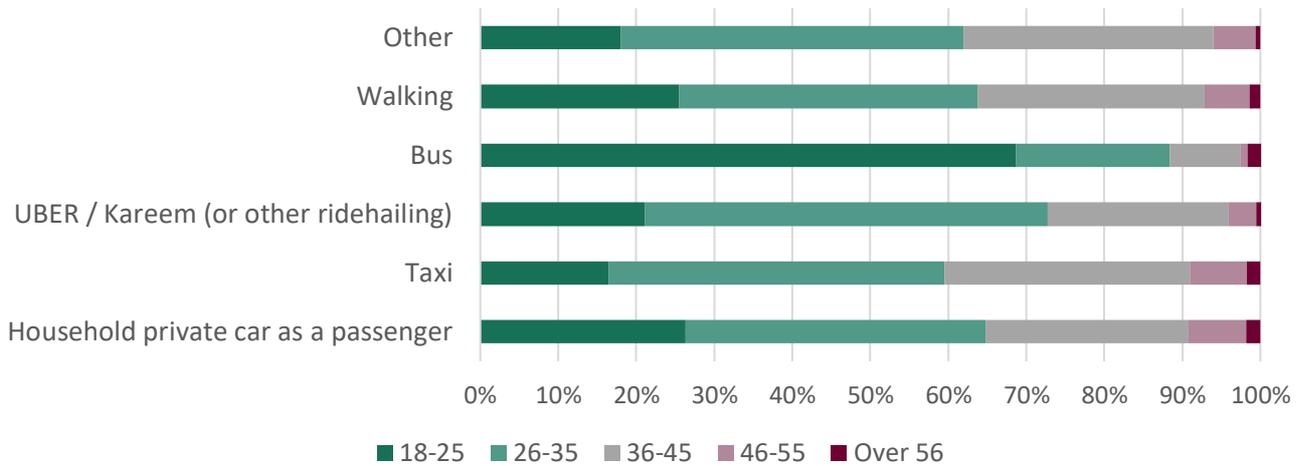
- The majority of the women who drive completely agree with the statements that they feel independent, happy, confident and that they are proud of themselves.
- 63.4% of the women who drive, completely agrees with the statement that now they can drive to their activities without being dependent on someone else to drive them.

5.1 Modal shifts: Primary transport mode used before and after women start driving

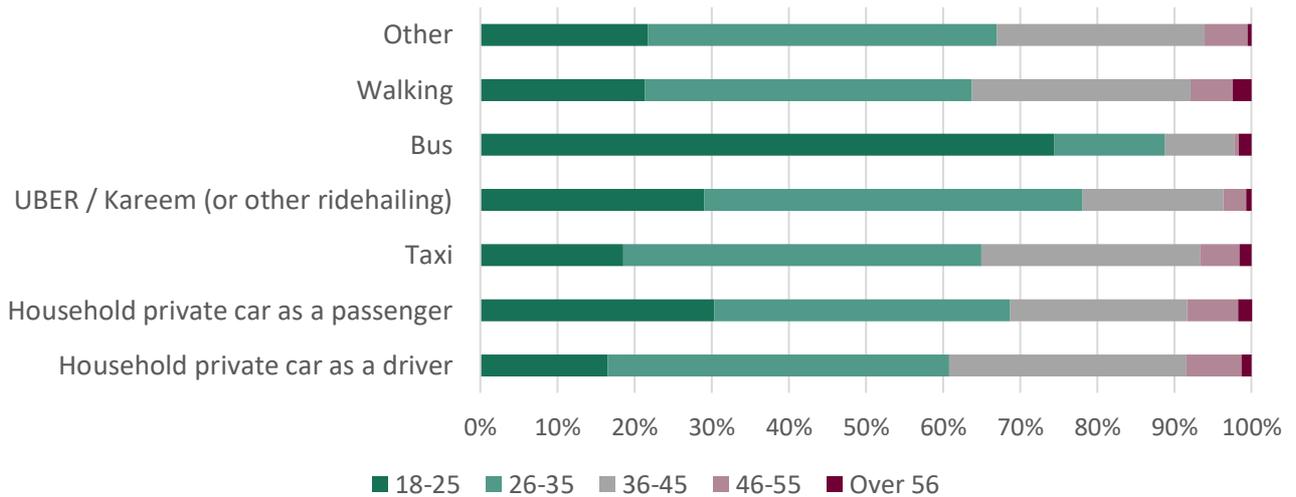


- Before women start driving, 61.4% of female participants were using a household private car as a passenger as their primary transport mode. 5.9% were using taxi, while 28.4% were using ridehailing (UBER / Kareem).
- After women started driving, 37.7% of the female participants use a household private car as driver as their primary transport mode. 39.7% use a household private vehicle as a passenger, while only 14.5% use ridehailing (UBER / Kareem), and 4% taxi.
- The biggest decrease after women started driving has been noticed in the percentage of “household private car – as a passenger.
- It is worth-noting that the use of ridehailing has also dropped significantly (by 13.9%) after women have started driving.

Primary transport mode used **before** women start driving per age

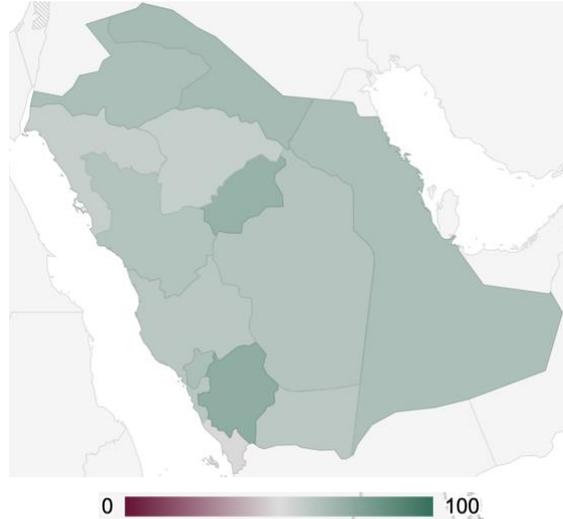


Primary transport mode used **after** women start driving per age

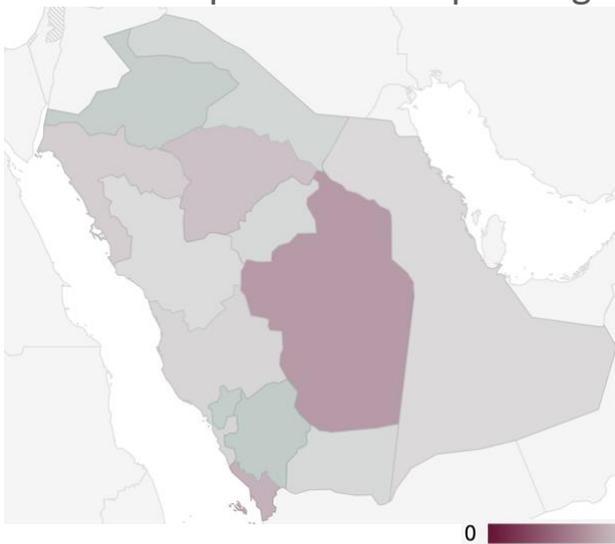


- 26.0% of household private car – as a passenger - users was 36 to 45 years old. After women started driving this percentage dropped to 23%.
- 44.3% of women who drive a household private car is between 26 to 35 years. 30.7% is between 36 to 45 years old, while 16.5% is between 18 to 25 years old.
- Both before and after women start driving, ridehailing (Uber / Kareem) is used the most by the age group of 26 to 35 and 18 to 25 years old. The younger generation is quite familiar with technology and smartphones and it seems to be easy and attractive to use this mode of transport.
- 51.6% of ridehailing users was 26 to 35 % years old before women start driving. This percentage dropped to 49% after women started driving.

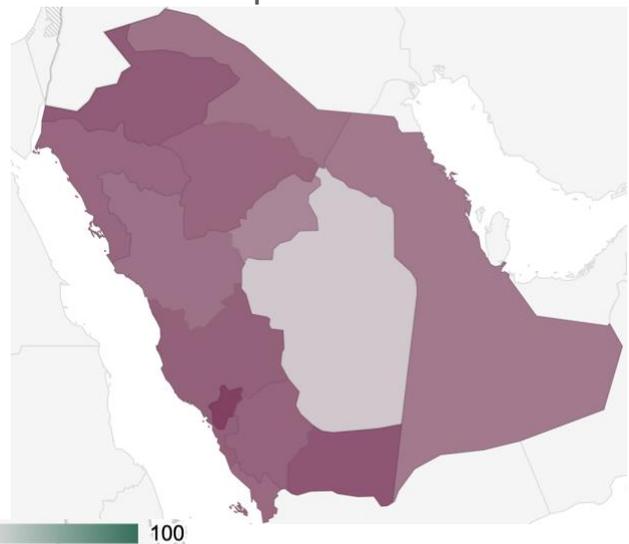
Primary transport mode **before** women start driving:
household private car as a passenger



Primary transport mode **after**
women start driving:
household private car as passenger

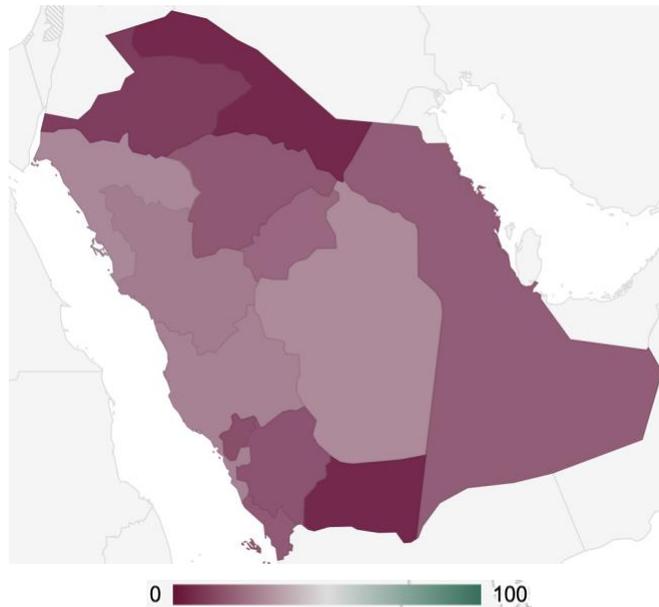


Primary transport mode **after**
women start driving:
household private car as driver

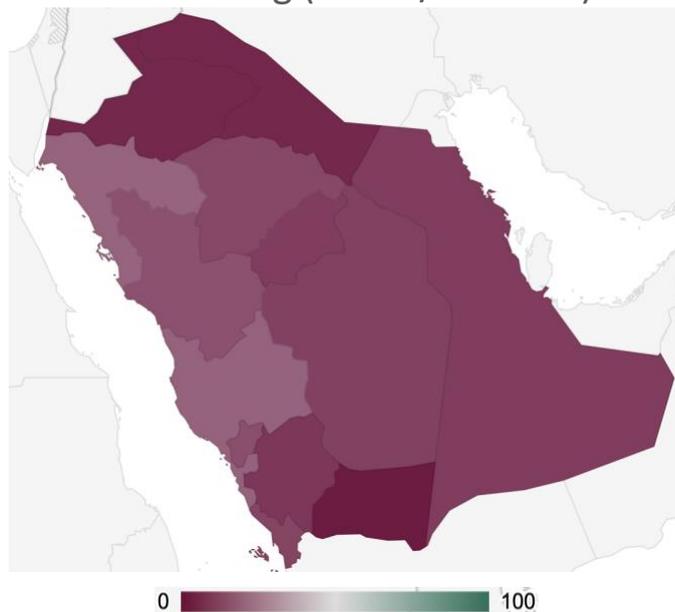


- Based on our female sample, the province that household private car – as a passenger use is the highest before women start driving, is Asir with 71.7% of women using this mode. The second province with the highest score is Qassim with 69.4%.
- After women started driving, household private car – as a passenger usage is still the highest in Asir (57.9%), followed by Al Bahah (56.7%) and Al Jawf (56.4%).
- After women started driving, the highest percentage of women driving a household private car is noticed in Riyadh (45.3%), followed by Qassim (29.9%), and Ash Sharqiyah (26.7%).
- The lowest percentage of women driving a car as their primary transport mode is noticed in Al Bahah (13.3%), in Narjan (18.5%), and in Al Jawf (20%).

Primary transport mode **before** women start driving:
Ridehailing (UBER / Kareem)



Primary transport mode **after** women start driving:
Ridehailing (UBER / Kareem)



- Based on our female sample, before women start driving, ridehailing was the most popular primary transport mode in Riyadh (30.9%), followed by Tabuk (30.2%), and Makkah (28.9%).
- However, after the lifting of the ban on women driving, the usage of ridehailing in Riyadh dropped to 13.4% for our sample.
- After women started driving, ridehailing is most popular in Tabuk with 21.9%, and in Makkah with 21.7%. But compared to the percentages before women start driving, the usage of ridehailing has dropped in both provinces.

Modal shifts

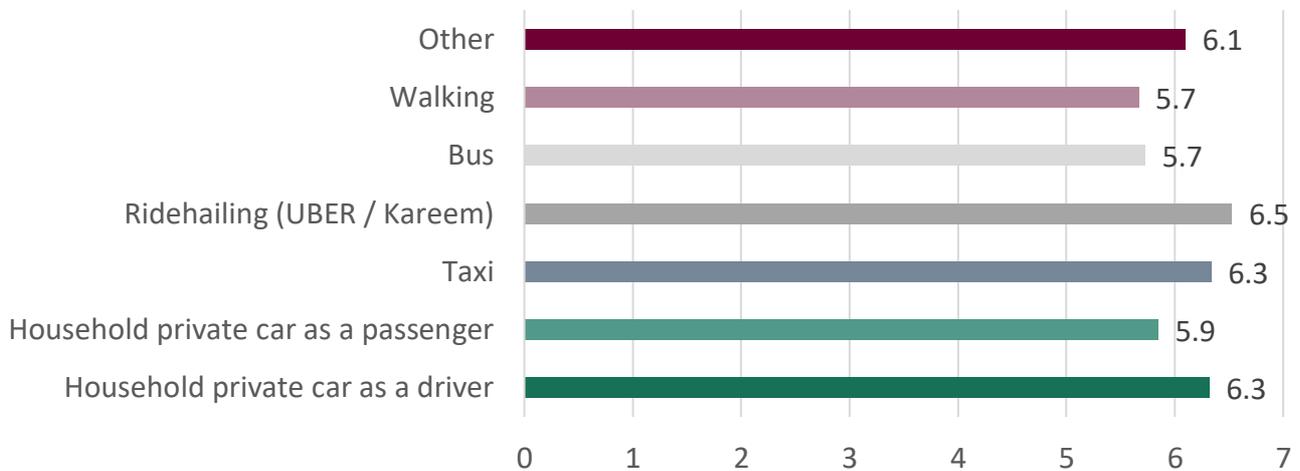
From	Switched to	
Household's private car - as a passenger 61.40%	Household's private car - as driver	22.72%
	Household's private car - as a passenger (has not changed)	35.02%
	Taxi	0.57%
	Uber/Kareem	2.17%
	Bus	0.21%
	Other	0.7%
Taxi 5.90%	Household's private car - as driver	1.91%
	Household's private car - as a passenger	0.69%
	Taxi (has not changed)	2.52%
	Uber/Kareem	0.55%
	Bus	0.03%
	Other	0.17%
Ridehailing (Uber / Kareem) 28.40%	Household's private car - as driver	12.07%
	Household's private car - as a passenger	3.31%
	Taxi	0.76%
	Uber/Kareem (has not changed)	11.41%
	Bus	0.13%
	Walking	0.74%
Bus 2.00%	Household's private car - as driver	0.35%
	Household's private car - as a passenger	0.30%
	Taxi	0.06%
	Uber/Kareem	0.11%
	Bus (has not changed)	1.16%
	Other	0.03%
Other 2.30%	Household's private car - as driver	0.66%
	Household's private car - as a passenger	0.34%
	Taxi	0.08%
	Uber/Kareem	0.24%
	Bus	0.03%
	Other (has not changed)	0.96%



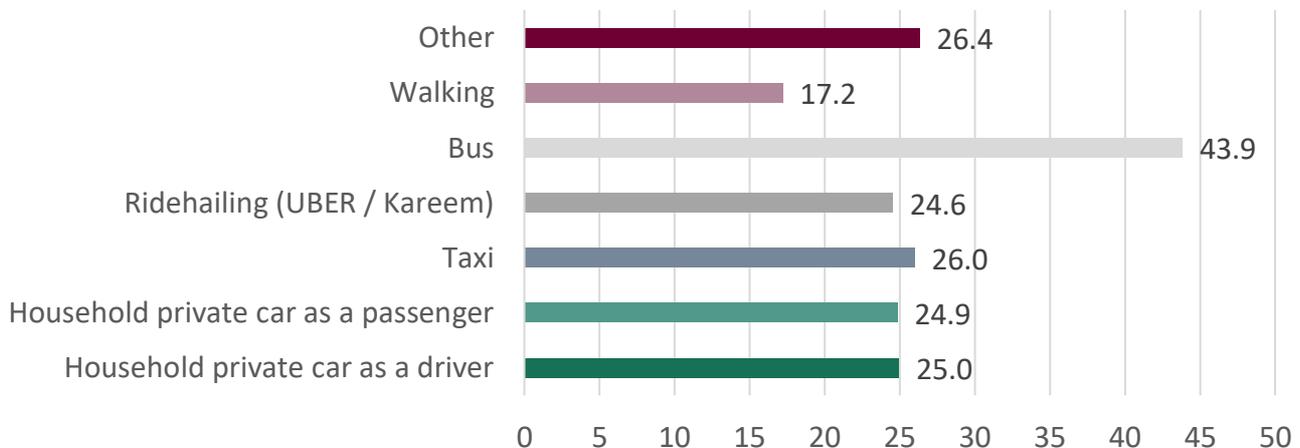
- The biggest modal shift is noticed in the household private car – as a passenger. 22.7% of women who were using a household private car as a passenger before women start driving, they have become drivers of a private household vehicle after the lift of the ban.

5.2 Characteristics of all women's current travel behaviour: number of trips, travel time and expenses

Average number of trips per week per transport mode

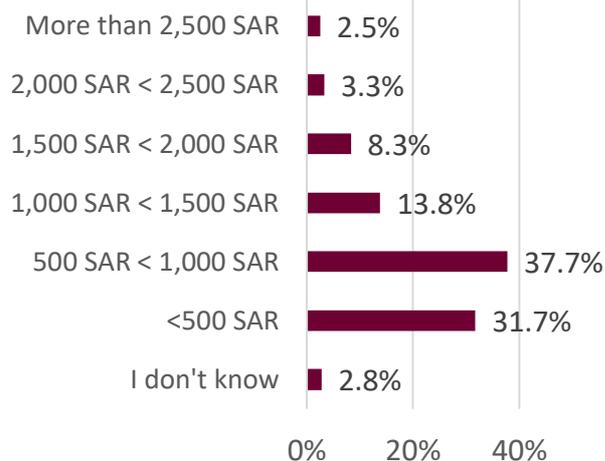


Average travel time (in minutes) per mode for an one-way trip

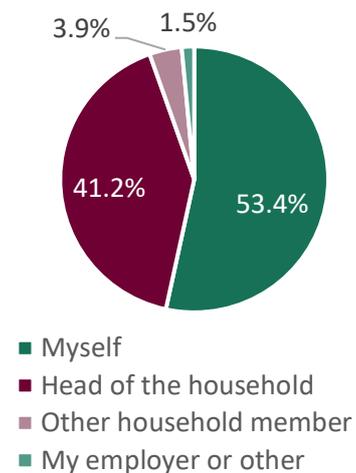


- The average number of trips per week using a household private car as drivers is 6.3, while as passengers 5.9.
- Participant women who use ridehailing, conduct 6.5 one-way trips per week on average.
- More or less the average number of one-way trips conducted in a week is the same for all the primary transport modes.
- The average travel time for one-way trips is about the same for all the car-based modes (household car either as a driver or a passenger, taxi and ridehailing).
- The highest average travel time for one-way trips is noticed for bus (43.9 min); that is absolutely plausible since bus makes frequent stops and the travel speed is lower.

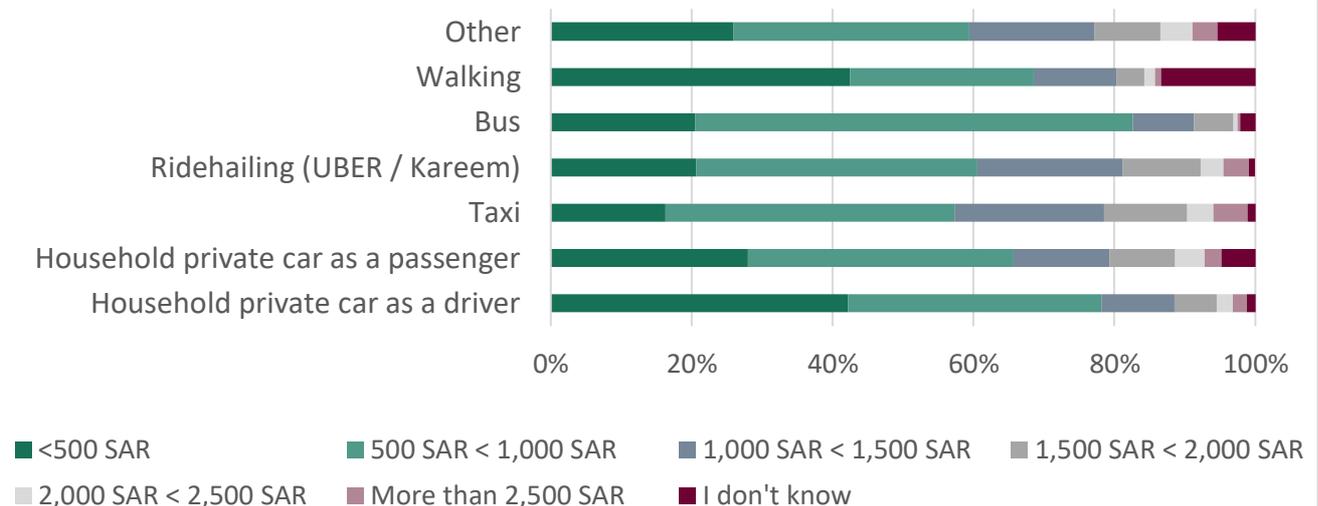
Monthly travel expenses



Person who covers the travel expenses

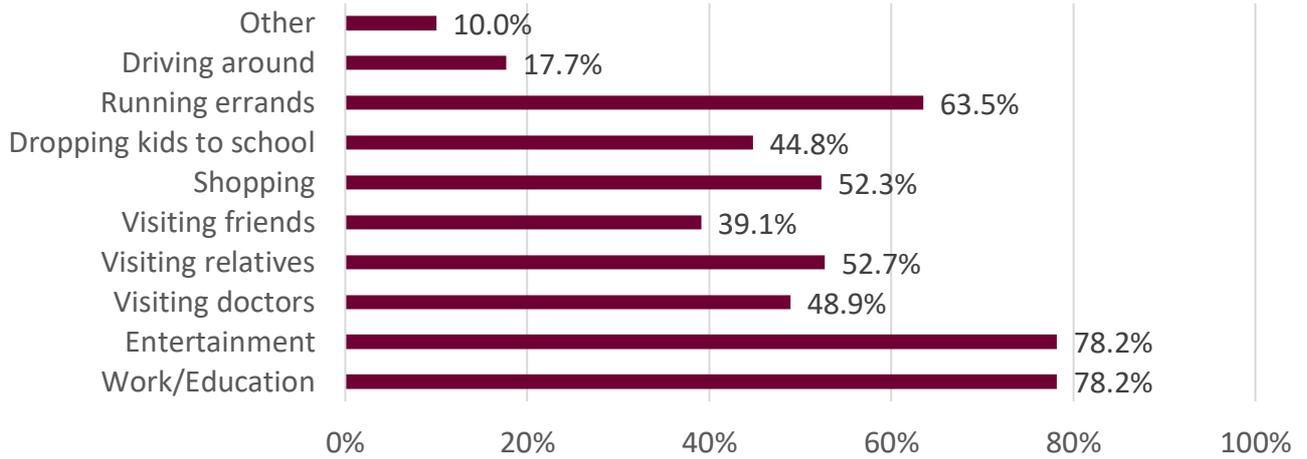


Monthly travel expenses per transport mode

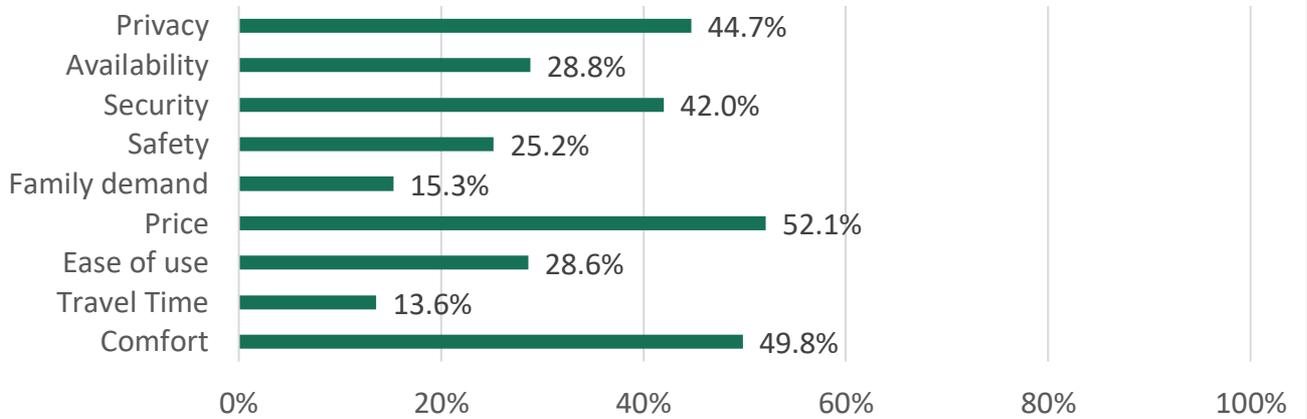


- Most of the participant women pay up to 1,000 SAR for their transport per month. 37.7% pays 500 to 1,000 SAR, while 31.7% pays up to 500 SAR.
- The monthly travel expenses of women are mainly paid by themselves (53.4%). For the 41.2% of our female sample the travel expenses are covered by the head of their household.
- Surprisingly, the 62.1% of the bus users pay 500 to 1,000 SAR per month. The cost of using the bus seems to be higher compared to other transport modes. This may be due to the frequency the women use the bus, or due to the fact that may cover longer distances.
- 42.2% of women who drive a car, pay up to 500 SAR per month, while 35.9% pay 500 to 1,000 SAR.
- 20.7% of ridehailing users pay up to 500 SAR per month, 39.8% pay 500 to 1,000 SAR, while 20.7% pay 1,000 to 1,500 SAR.

Trip purposes for using the current primary transport mode

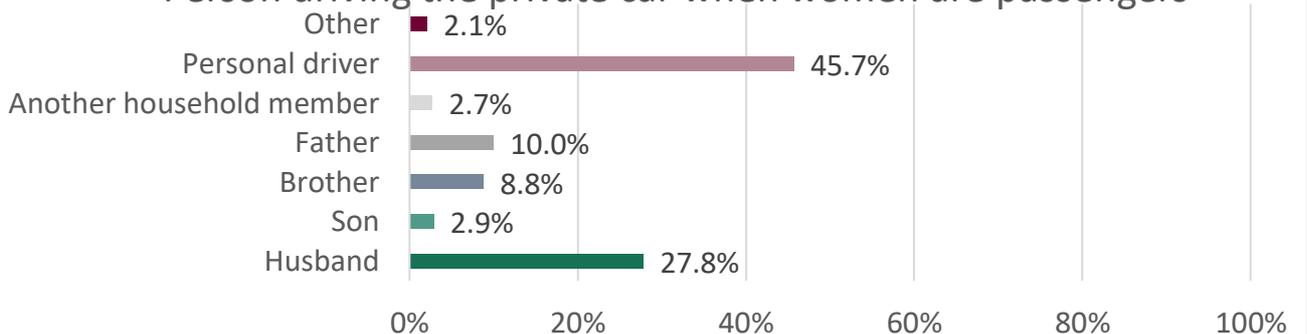


Reasons for choosing the primary transport mode

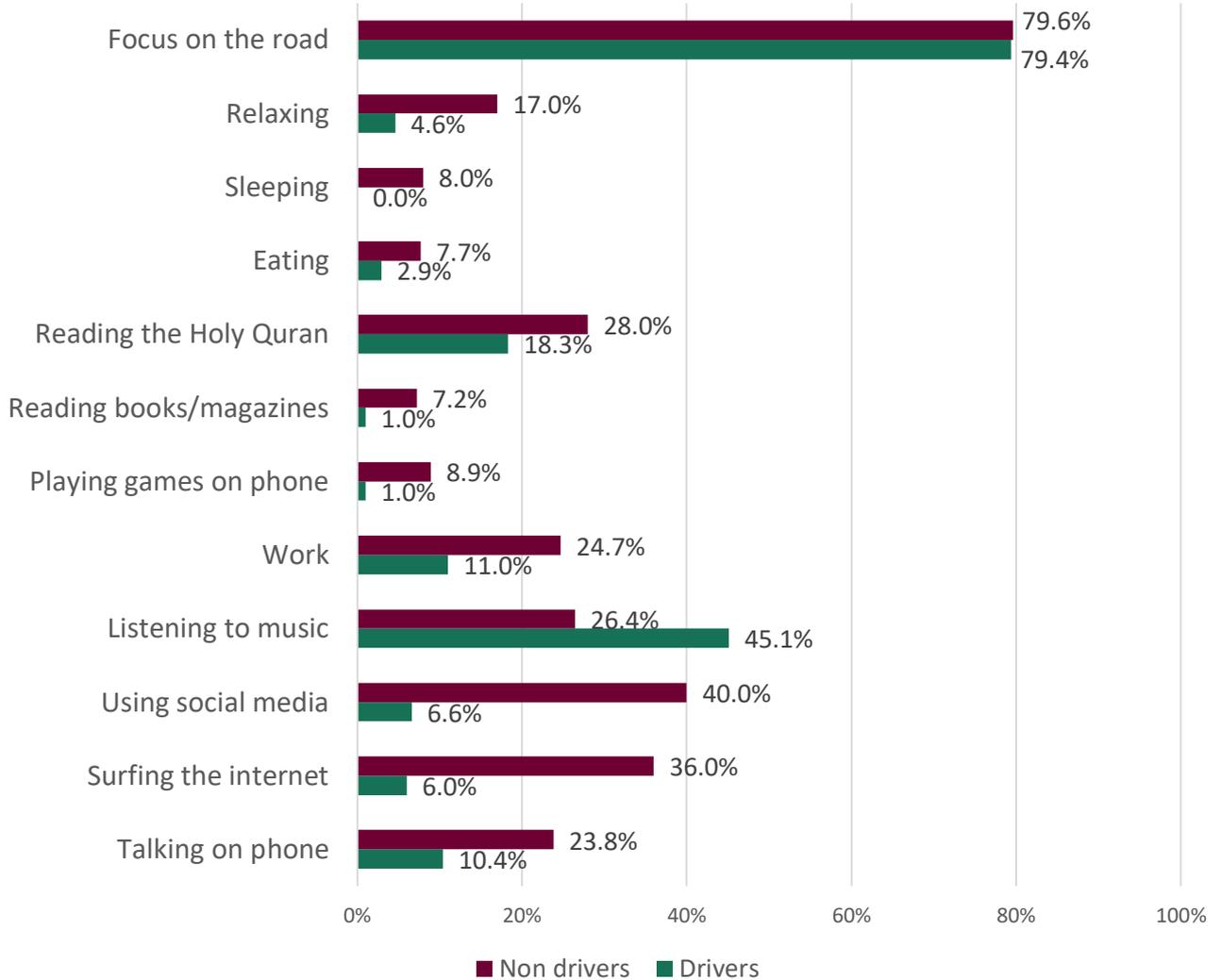


- The most popular trip purposes for using their primary transport mode is work/education and entertainment (78.2%). The second most popular trip purpose is running errands.
- The most popular reason for using their primary transport mode is price, that has been chosen by the 52.1% of the female participants. The second reason is comfort, and the third is privacy.
- When women are passengers of a household private car, then the car is usually be driven by their personal driver (45.7%), or by their husband (27.8%).

Person driving the private car when women are passengers

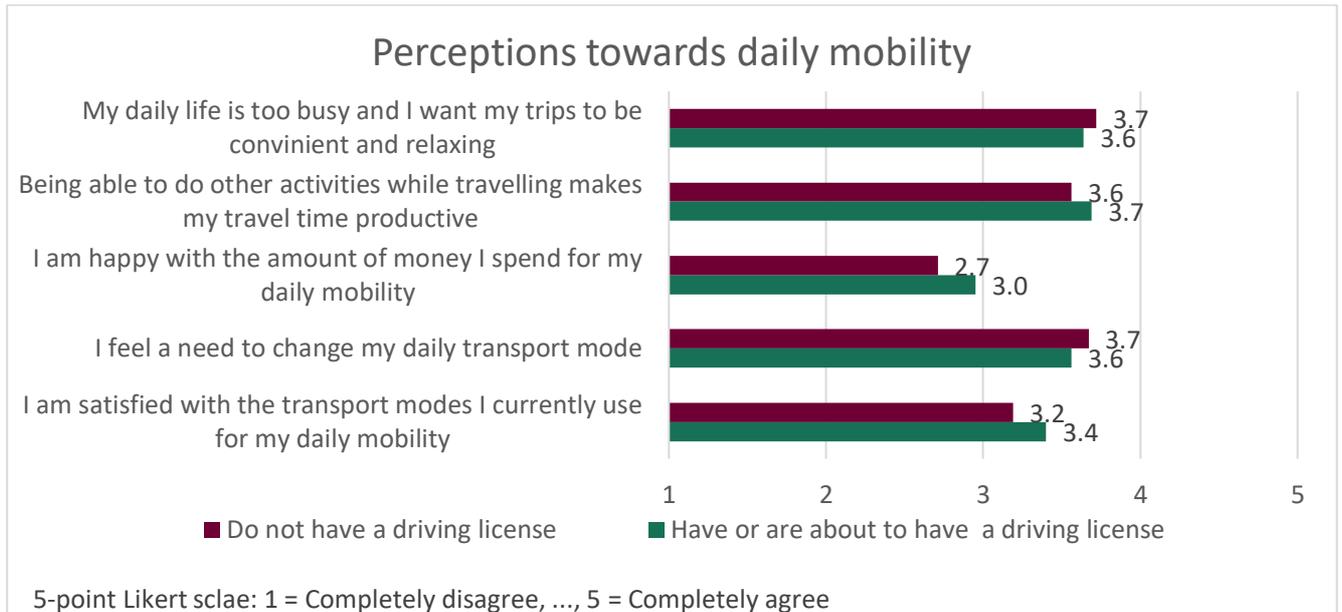


Activities women do while travelling

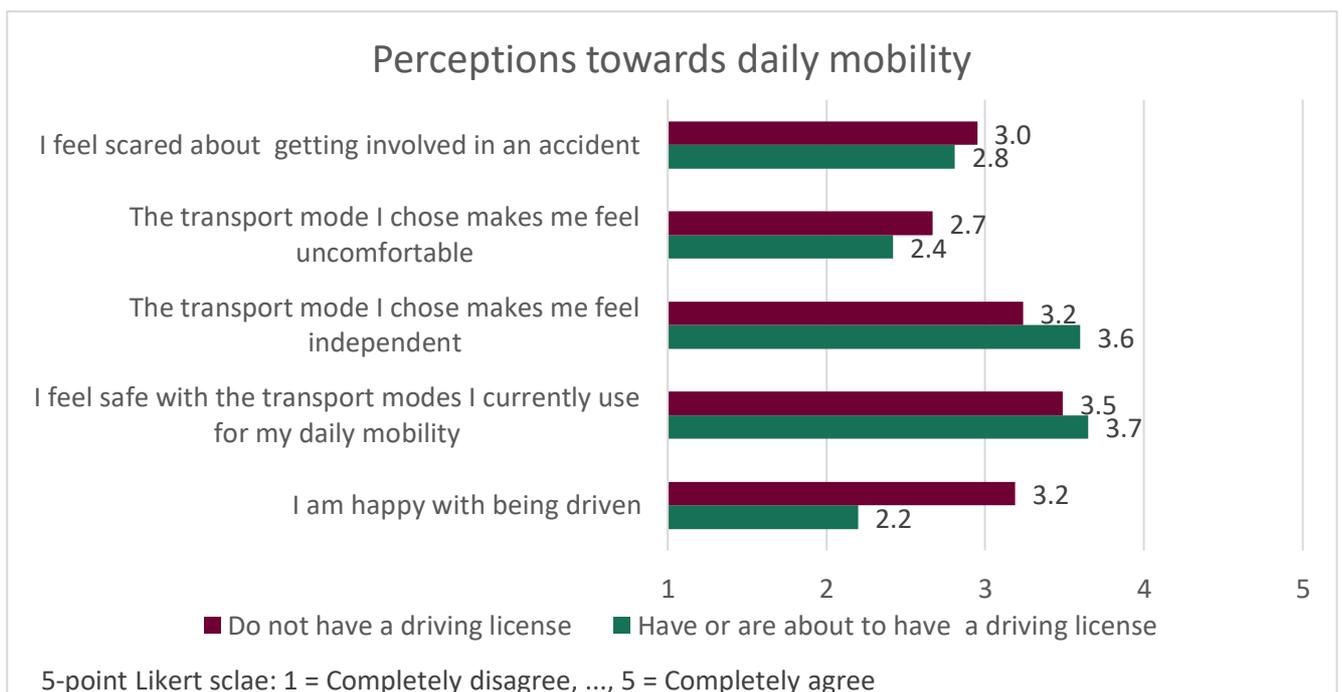


- When women were asked what they usually do while travelling, most of them -both those who drive and those who do not drive - declared that they focus on the road (79.4% and 79.6% accordingly).
- The second most popular activity for those who drive is listening to music. While for the women who do not drive, the second most popular activity is using social media.
- 36% of the women who do not drive stated that they surf the web, while there is also a 6% of women who drive that do the same activity.
- Surprisingly, 18.3% of the women who drive, declared that they read the Holy Quran. They may do this when they stop at the traffic lights, or they may listen someone reading the Holy Quran on the radio.
- In general, it seems that women who drive make several activities while they drive that may destruct their attention from driving safely.

5.3 Women's attitudes and perceptions towards their daily mobility

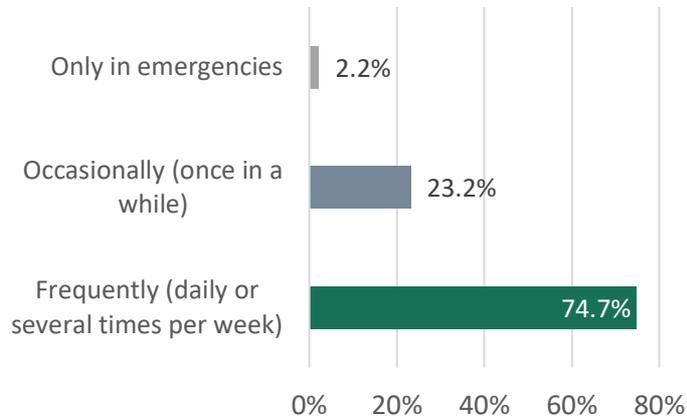


- No considerable differences are noticed when we compare the attitudes and perceptions towards daily mobility of the women who have or are about to have a driving license to the women who do not have a driving license.
- The only considerable difference is noticed in the statement "I am happy with being driven". Those who have a license disagree with the statement (average score is 2.2), while those who do not have a license, they neither agree nor disagree (average score is 3.2).
- Both women who have a driving license and women who do not have one stated that they neither agree nor disagree with the statement about satisfaction with the transport mode they currently use for their daily mobility.

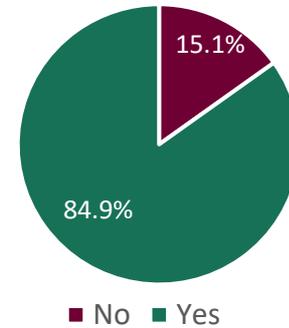


5.4 Female driver's travel behaviour

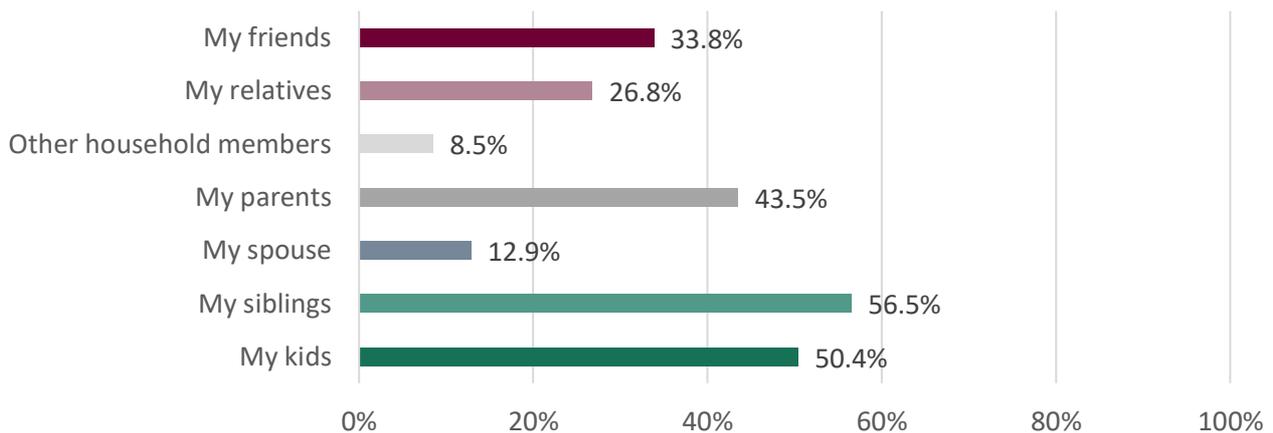
Frequency of driving



Driving other household members

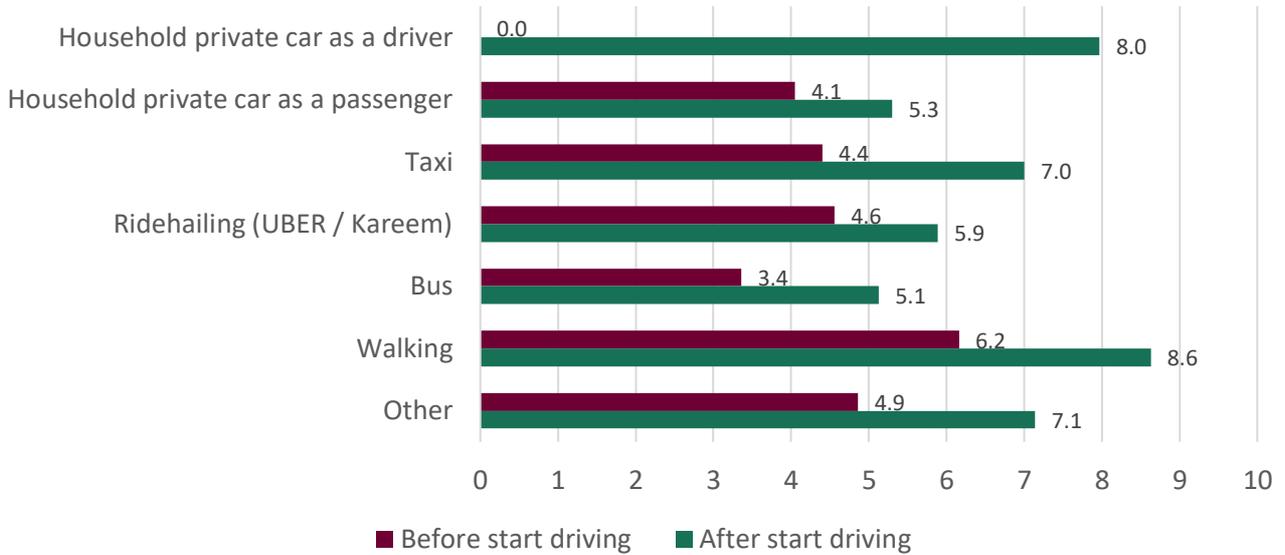


Persons the women drivers drive

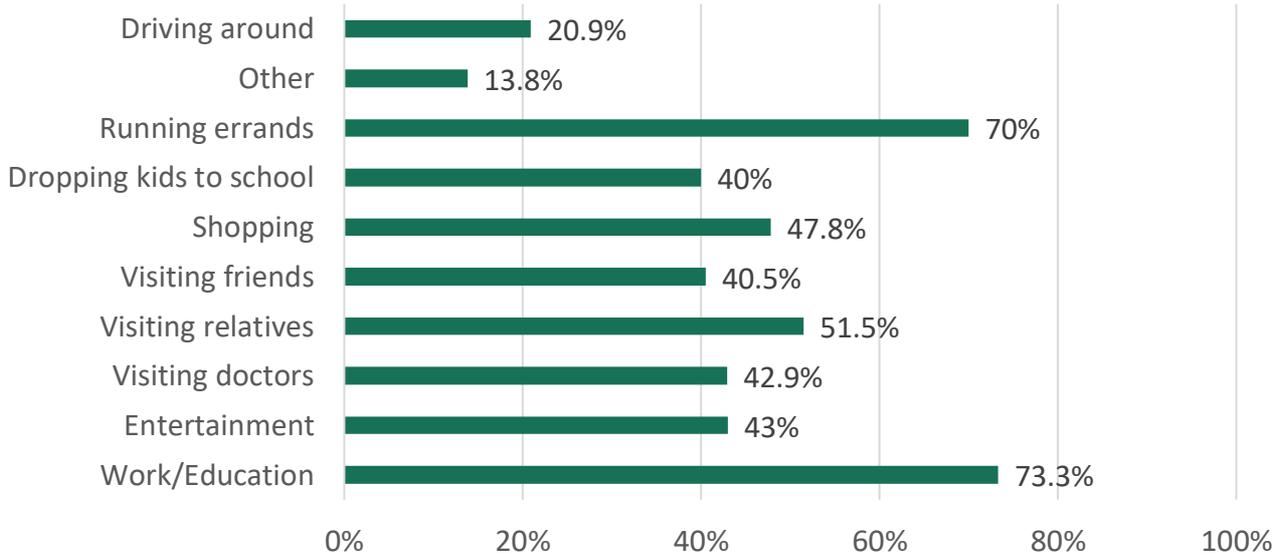


- The majority of the participant women who already hold a driving license, drive frequently (74.7%; on a daily basis or several times per week). 23.2% of them drive occasionally (once in a while), while 2.2% only in emergencies.
- The impressive percentage of 84.9% of the women who hold a driving license they usually drive another person.
- 56.5% of the women who hold a driving license, drive their siblings; 50.4% drive their kids, while 43.5% drive their parents.

Average number of one-way trips that women drivers do in a typical week



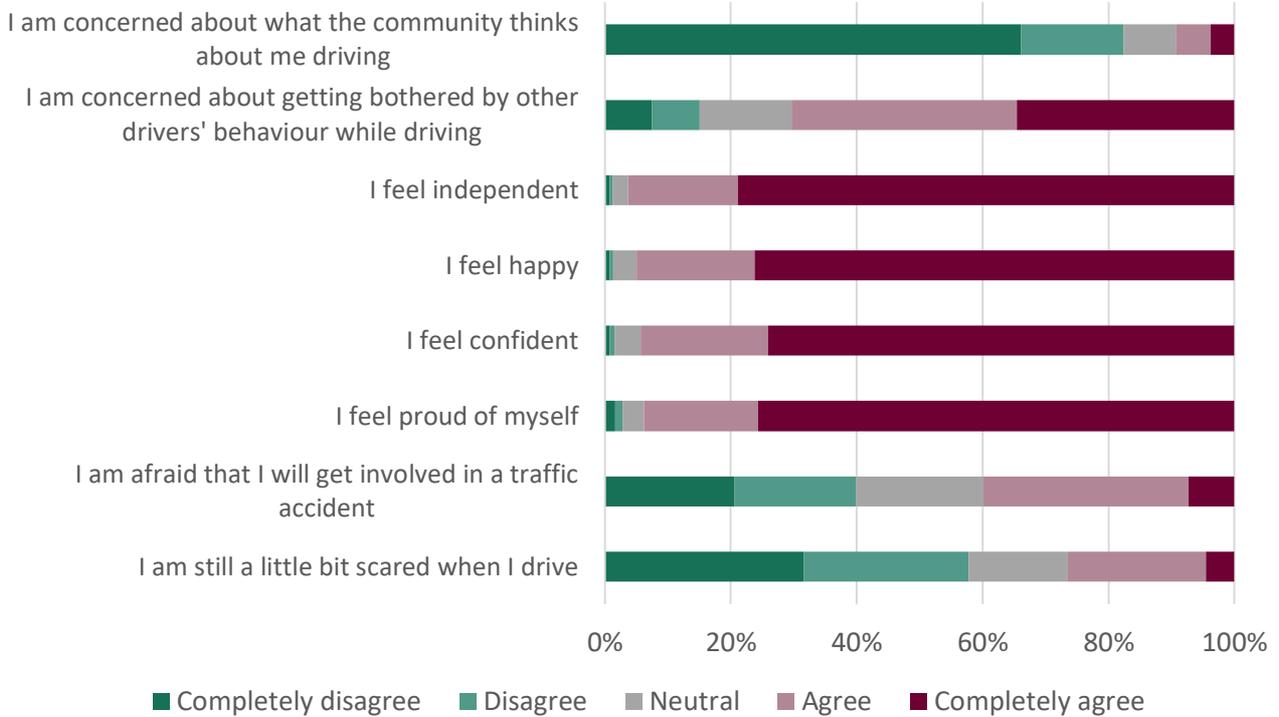
Driving purposes



- The average number of trips (one-way) that women who hold a driving license conduct per week by driving a household private car is 8.
- In general, it is noticed that participant women made less trips before women started driving regardless the transport mode.
- The most popular trip purpose for women driving is for work / education (73.3%). The second most popular purpose is for running errands (70%), and the third is for visiting friends (51.5%).

5.5 Female driver's attitudes and perceptions towards driving and wellbeing

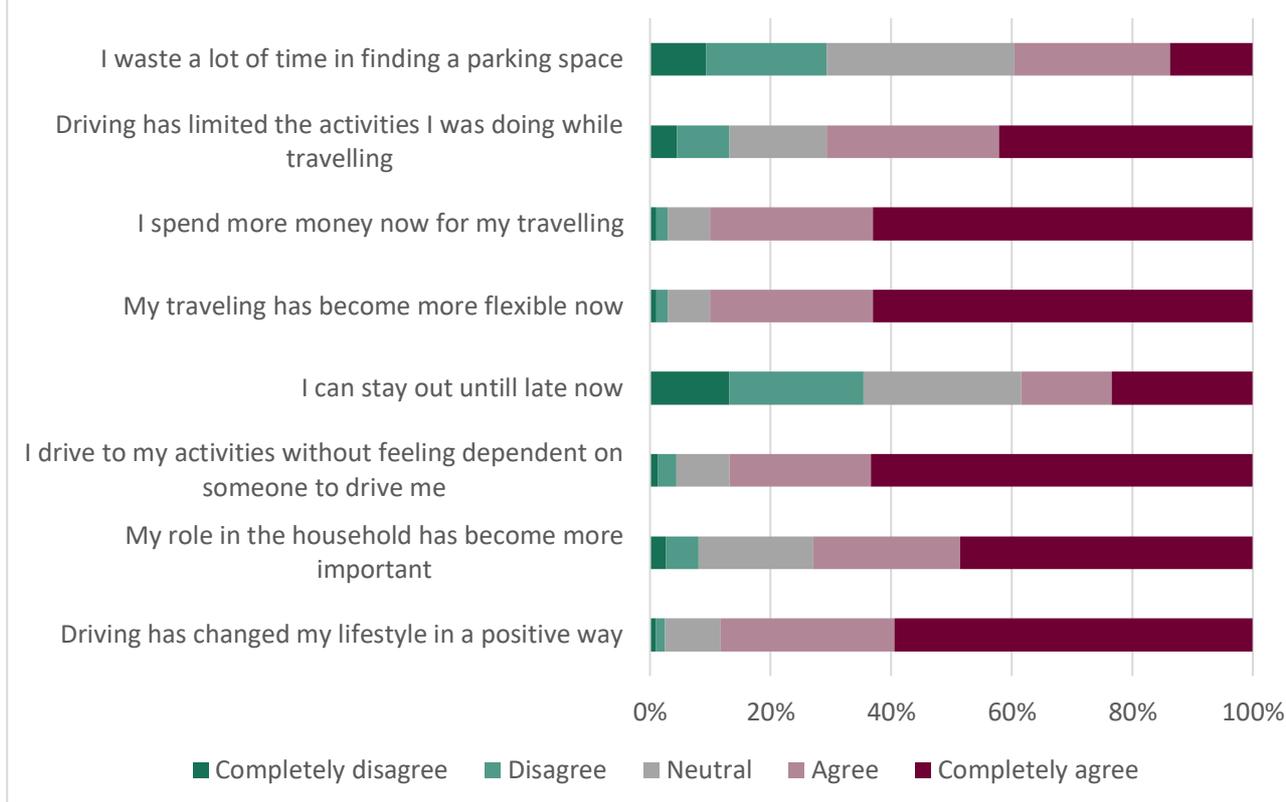
Now that you actually drive within the Kingdom, to what extent do you agree with the below statements?



- The majority of the women who drive completely agree with the statements that they feel independent, happy, confident and that they are proud of themselves.
- 66.1% of them completely disagree with the statement regarding being concerned about what the community thinks about them driving.



To what extent do you agree with these regarding changing your life style?



- 63.4% of the women who drive, completely agrees with the statement that now they can drive to their activities without being dependent on someone else to drive them. 23.4% agrees with this statement, while only a minor percentage disagrees.
- In addition, the majority of the female drivers completely agree (63%) or agree (27.1%) with the statement that travelling has become more flexible now.
- Women who drive also stated that now they spend more money for their travelling. When this statement is cross-analysed with the number of trips women conducted before and after the lifting of the ban, then it is noticed that the number of their trips has now been increased.
- Women who drive also stated that driving has changed their lifestyle in a positive way. 59.4% and 28.8% completely agree and agree accordingly with this statement.
- However, they also agreed to the fact that now that they drive, the number of activities that they can do to make their travel time productive has been limited.

6 Women's preferences for cars

Chapter 6 presents the preferences of participant women who have or are about to have a driving license for cars. Section 6.1 presents information for women who have already purchased a car, are planning to purchase a car and do not planning to purchase a car (sample used for the analyses: 18,633 observations). Section 6.2 presents the car preferences of women who already have a car or are planning to purchase one (sample used: the 17,571 women who answered that they have a car or are planning to get one). Section 6.3 concludes the chapter by presenting the reasons why some of the participant women who have or are about to have a driving license indicated that they are not planning to buy a car (observations used for the analysis: 1,062).



Chapter highlights

Car purchase intention

- 73.5% of the women who have a driving license or are about to have one, reported that they will purchase a car for themselves in the future; 20.8% of the women reported that they have already purchased a car for themselves, and 5.7% of the women are not planning on purchasing a car.

Preferences for cars

- 81.7% of women who have a driving license or will have a driving license reported that they have a brand new car or they are planning on purchasing a brand new one.
- Women from households with higher income levels seem to prefer purchasing brand new cars.
- Regarding the budget allocated for purchasing a car, 39.8% of the women who have or are about to have a driving license reported that the budget is less than 50,000 SAR, 42.5% that is from 50,000 to 100,000 SAR, and 17.7% that is more than 100,000 SAR.
- 66.1% of the women reported that they (will) cover the cost of purchasing a car by themselves, 28% the head of the household, and 5.9% other household member, someone else.
- 71.2% of the women reported that the car is or will be registered on their name, and 28.8% registered on somebody else.
- Regarding the type of the car, 27.7% of the women selected sedan, 23.8%, SUV, 40.1% small city car, 8.2% a sports car, and 0.2% a pickup truck.
- More than 70% of the women reported that criteria such as safety, price, stability, and fuel consumption are completely important when it is to purchase a car.



Preferences for cars *(continue)*

- The most important sources of information when a woman is to purchase a car are customer reviews or word of mouth (family/friends) with 87.3% and 87.4% respectively.

Reasons for not planning on purchasing a car

- The most common reason for not planning purchasing a car is that they cannot afford it (73.7%). 29.8% of the women who are not planning on purchasing a car reported that it is because they use an existing car of their household.

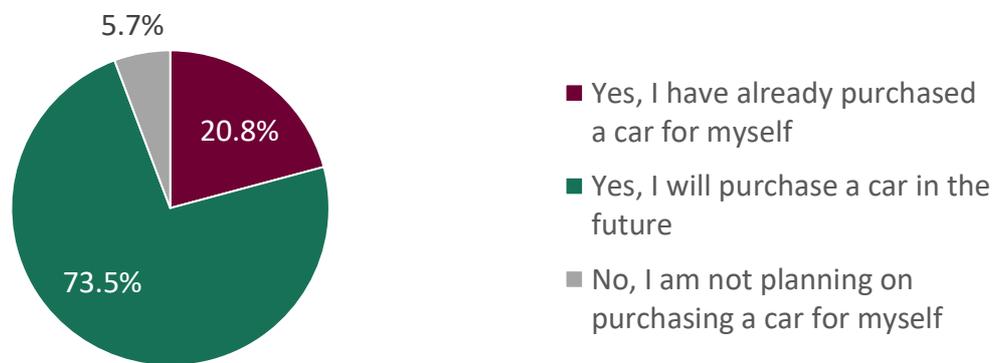


6.1 Car purchase intention of women who have or are about to have a driving license

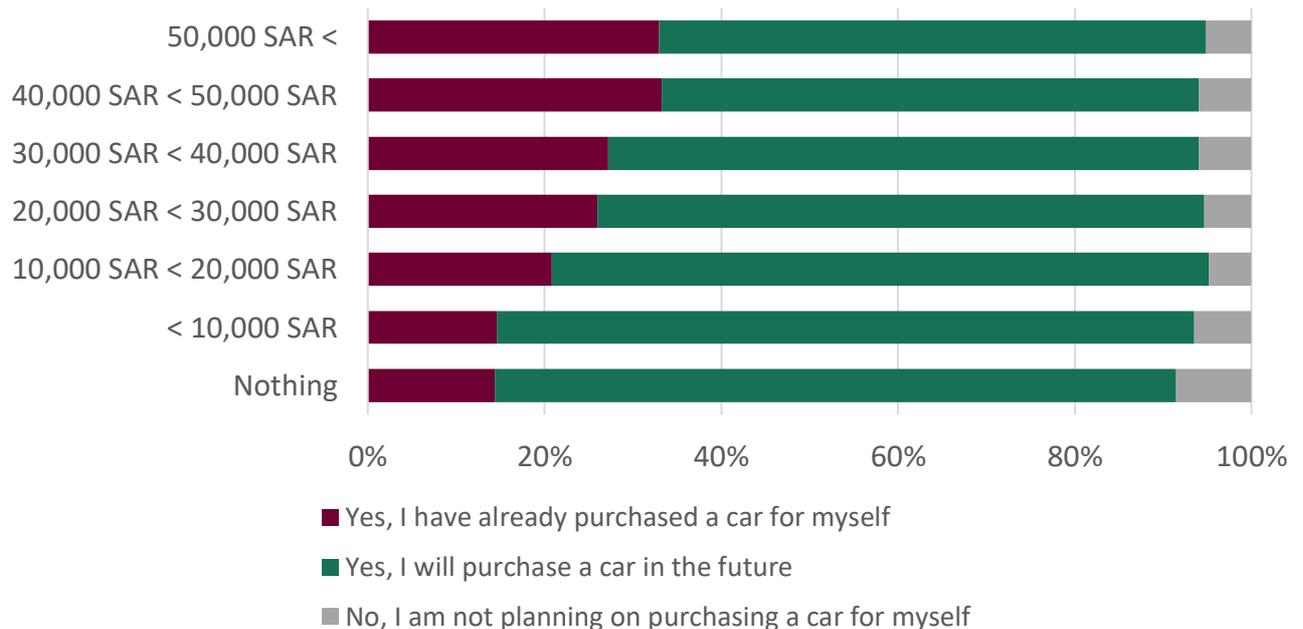


- 73.5% of the women who have a driving license or are about to have one, reported that they will purchase a car for themselves in the future; 20.8% of the women reported that they have already purchased a car for themselves, and 5.7% of the women are not planning on purchasing a car.
- Regarding the planning of purchasing a car per household income, it is revealed that as the household income increases, women tend to have already purchased a car for themselves.

Are you planning to purchase a car for yourself?

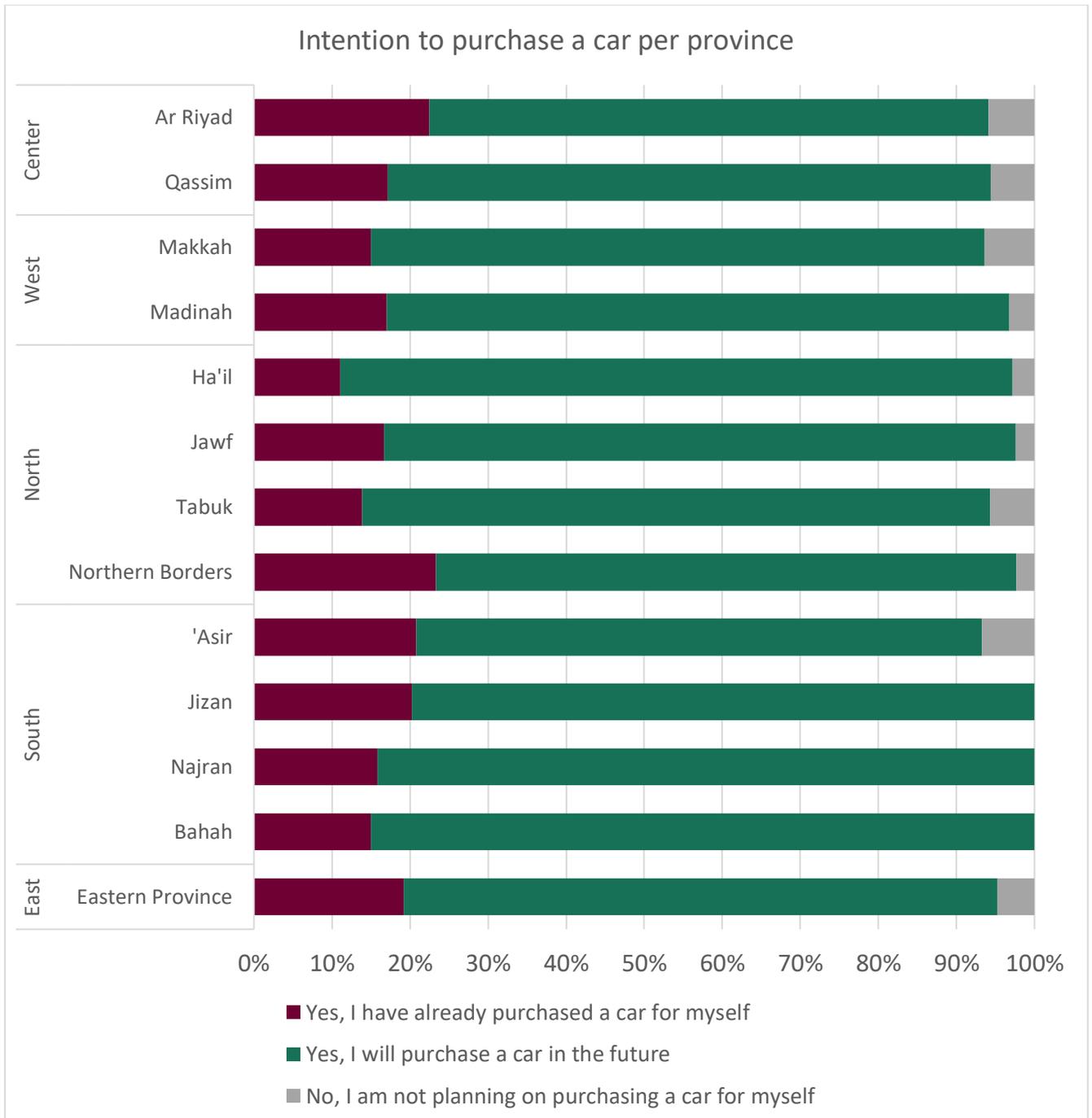


Intention to purchase a car per household monthly income





- In the Northern Borders province, 23.3% of the participant women who have or are about to have a driving license stated that they have already purchased a car for themselves, while 74.4% stated that they would like to purchase one in the future.
- 85% of the female participants who have or are about to have a driving license and live in the Bahah province reported that they will purchase a car in the future.

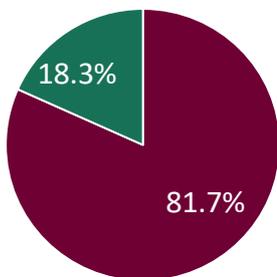


6.2 Preferences for cars of women who have purchased or are about to purchase a car



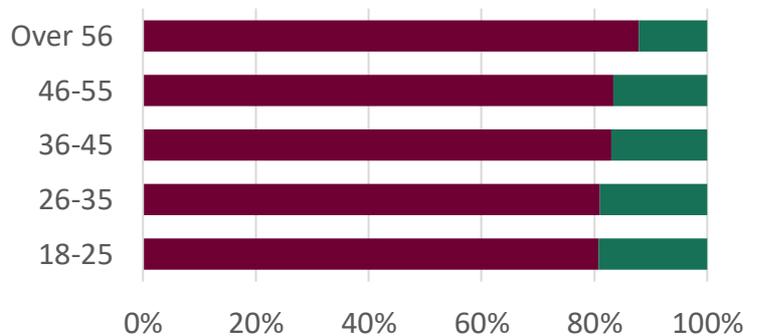
- 81.7% of women who have a driving license or will have a driving license reported that they have a brand new car or they are planning on purchasing a brand new one.
- Regarding the age groups, it is revealed that older women tend to purchase a brand new car more than younger women.
- When the household monthly income is taken into account, households with higher income levels tend to prefer purchasing brand new cars.

Condition of purchased or to be purchased car



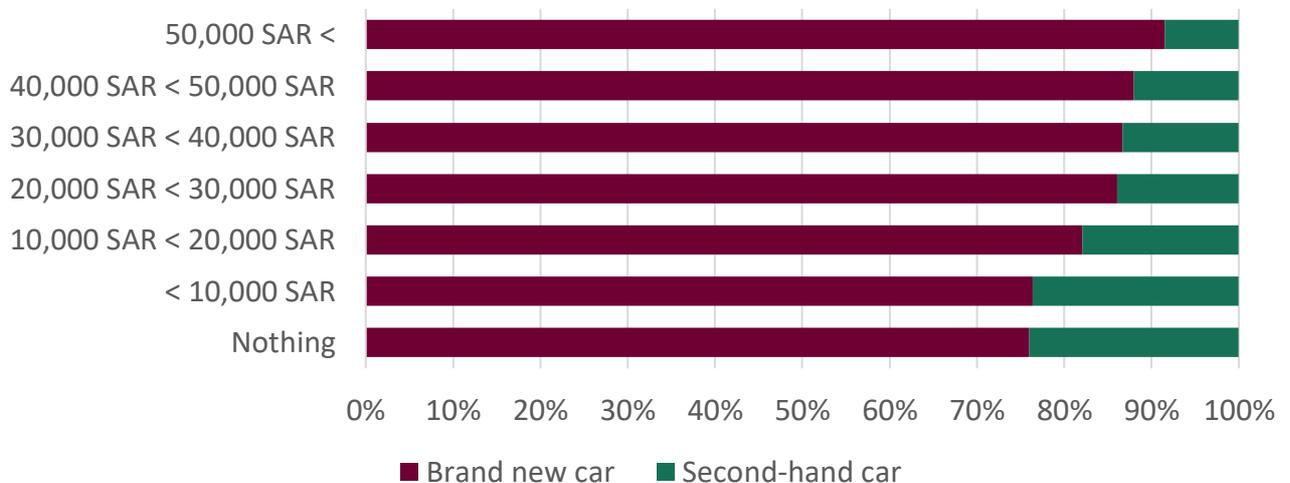
■ Brand new car
■ Second-hand car

Condition of purchased or to be purchased car per age-group



■ Brand new car ■ Second-hand car

Condition of purchased or to be purchased car per household monthly income

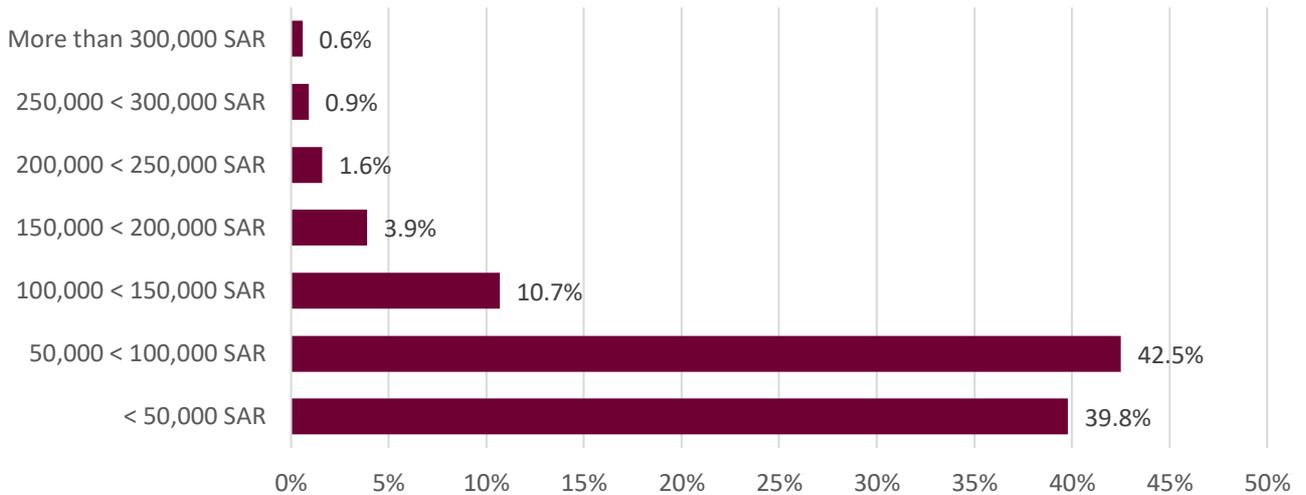


■ Brand new car ■ Second-hand car

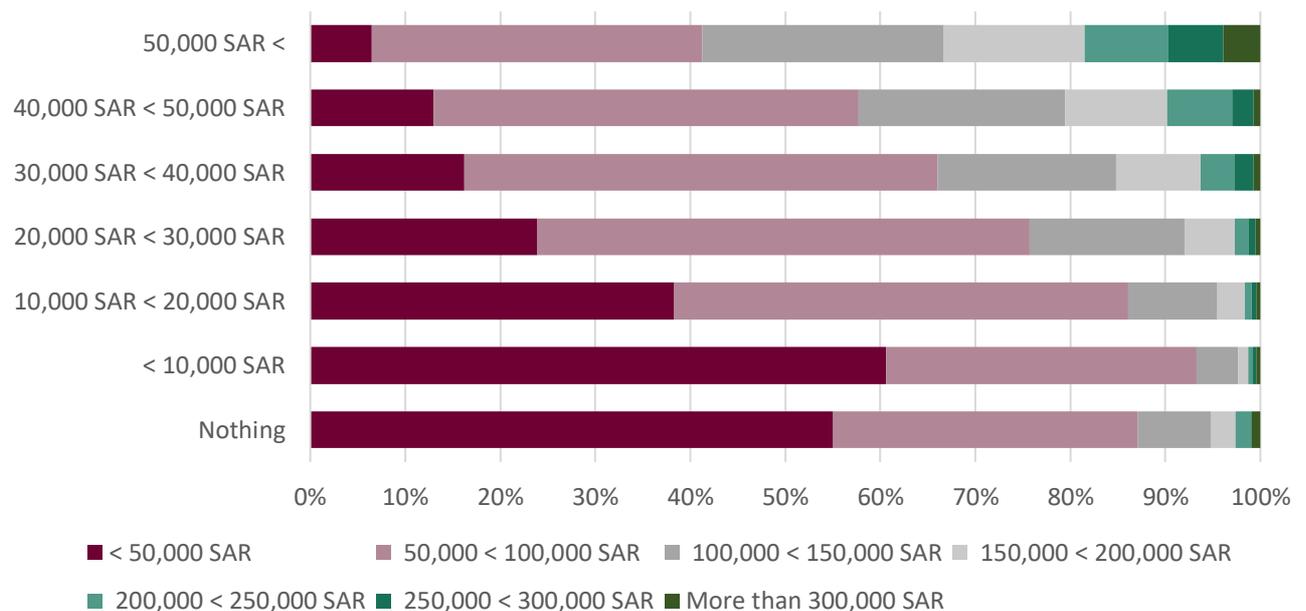


- Regarding the budget allocated for purchasing a car, 39.8% of the women who have or are about to have a driving license reported that the budget is less than 50,000 SAR, 42.5% that is from 50,000 to 100,000 SAR, and 17.7% that is more than 100,000 SAR.
- When the household income is taken into account, it is revealed that when a woman comes from a household with higher income, the allocated budget for purchasing a car is higher. 60.6% of women from households with income 10,000 to 20,000 SAR reported a budget less than 50,000 SAR, whereas only 6.5% of women from households with income higher than 50,000 SAR reported a budget less than 50,000 SAR.

Budget allocated for purchasing the car



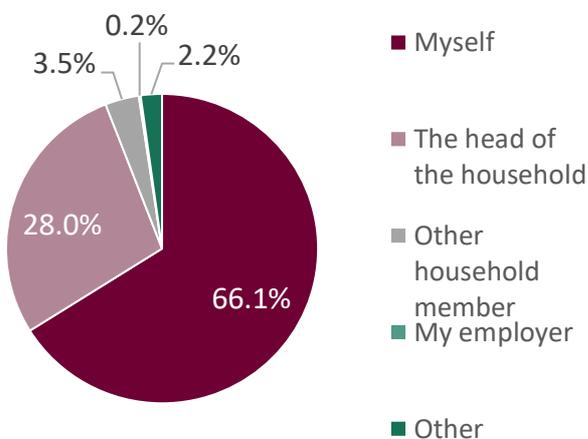
Budget allocated for purchasing the car per household monthly income



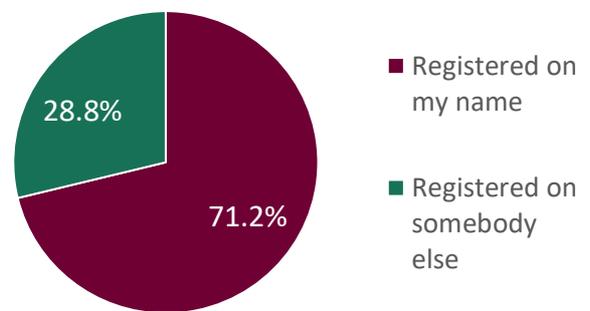


- When the women were asked about the person who covers the cost of purchasing the car, 66.1% reported that they cover the cost by themselves, 28% the head of the household, and 5.9% other household member, the employer or someone else.
- Regarding the ownership of the car, 71.2% of the women reported that the car is or will be registered on their name, and 28.8% registered on somebody else.
- The majority of the women, regardless their households' monthly income, reported that they cover the cost of purchasing the car by themselves. The majority of the women regardless their households' income level, reported that the car is or will be registered on them.

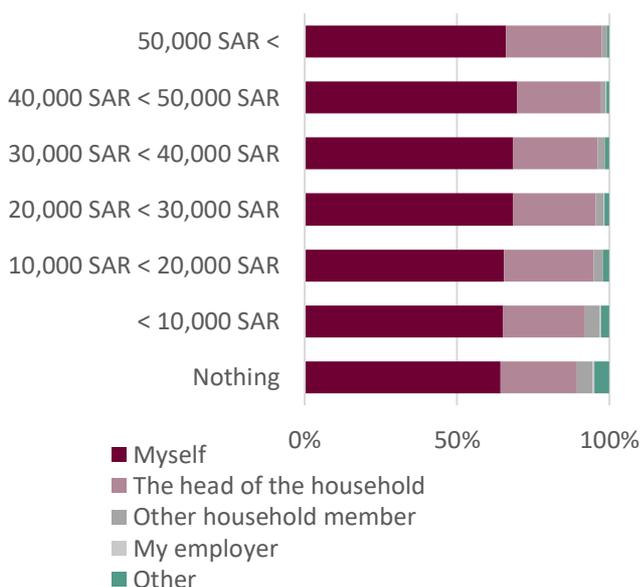
Person covering the cost of purchasing the car



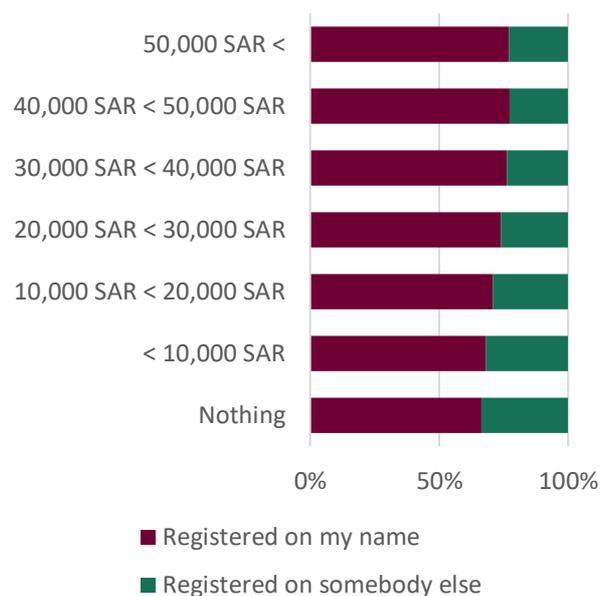
Ownership of the car



Person covering the cost of purchasing the car per household monthly income



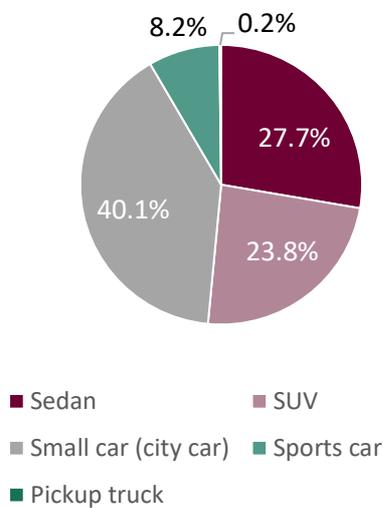
Ownership of the car per household monthly income



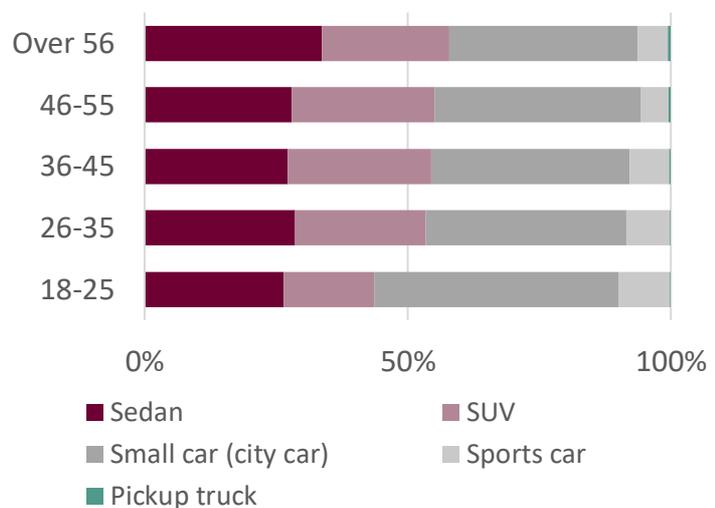


- Regarding the type of the car, 27.7% of the women selected sedan, 23.8%, SUV, 40.1% small city car, 8.2% a sports car, and 0.2% a pickup truck.
- When the age of the women was taken into account, it showed that the women over 56 years of age prefer a sedan or a small car with 33.7% and 35.8% respectively. The majority of the women with aged 18 to 25 prefer a small city car (46.5%), and 26.4% a sedan.
- Regarding the household monthly income, the majority of women from households with no income to 20,000 SAR income choose a small car, whereas the majority of women from households with more than 40,000 SAR income choose a sedan or SUV.

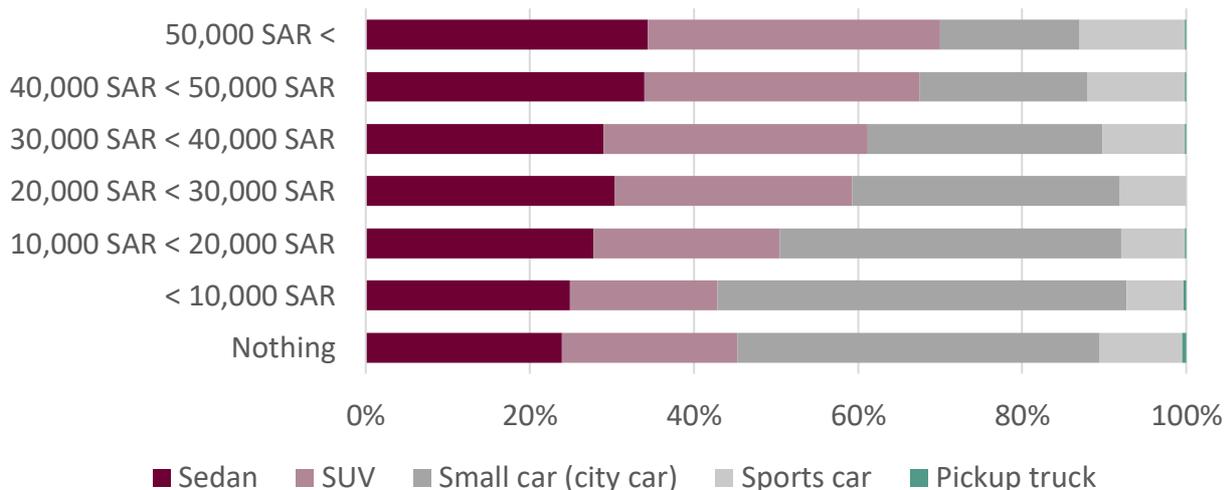
Type of car purchased or to be purchased



Type of the car purchased or to be purchased per age group



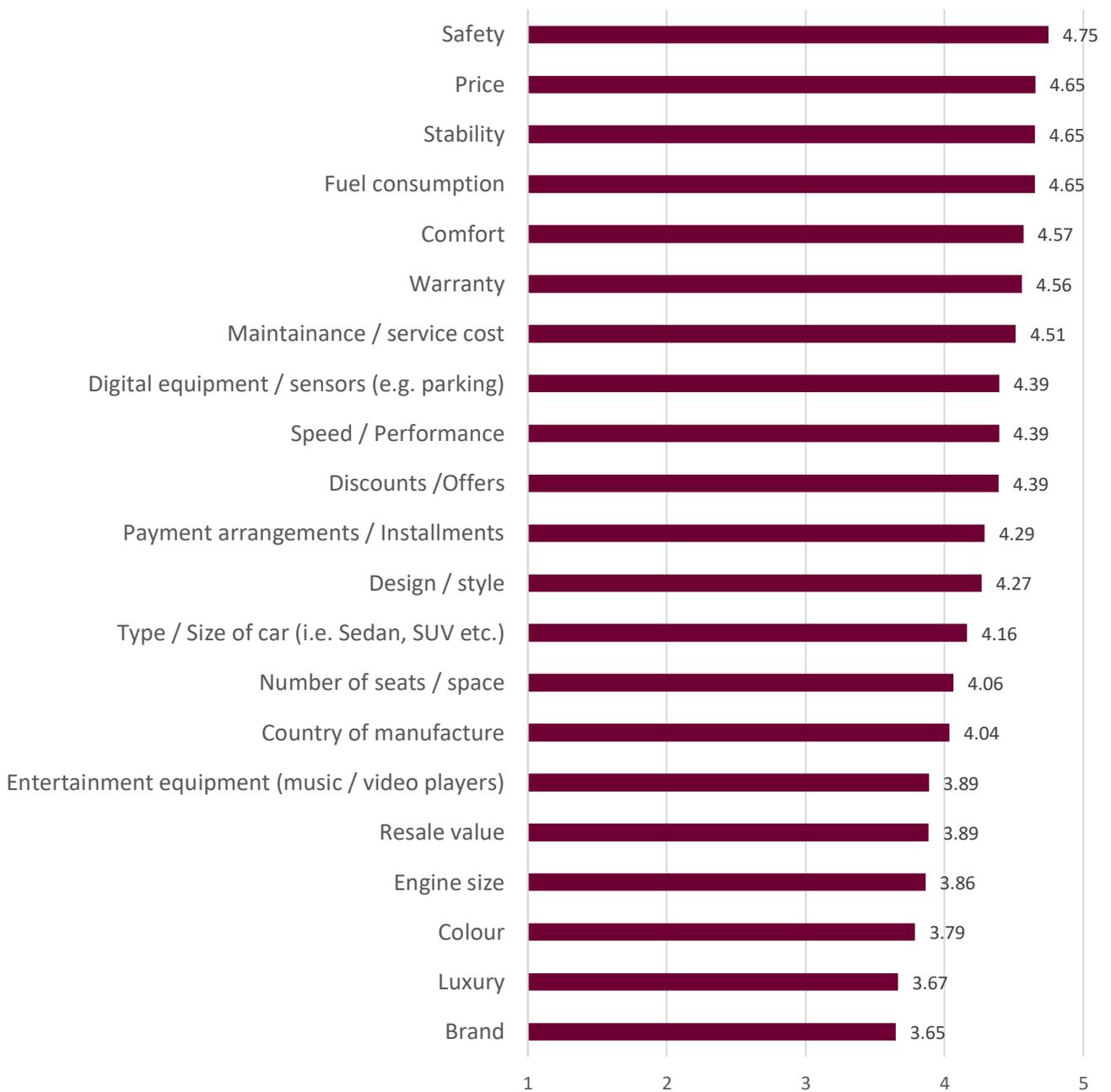
Type of the car per household income





- Women were asked to rate the importance of criteria that take into account when purchasing a car. According to the results, more than 70% of the women reported that criteria such as safety, price, stability, and fuel consumption are important. Criteria like brand, luxury and colour were less important.
- When the age of women was taken into account, the results remained the same but there were small differences between the age groups within each criterion.

Level of importance of criteria for purchasing a car



Average values 5-point Likert scale: 1 = Not important at all, ..., 5 = Completely important



- When the age of women who have a driving license or are about to have one is taken into account, the results remain more or less the same. There are only small differences between the age groups within each criterion.

Level of importance for criteria taken into account when it is to purchase a car per age group

	18-25	26-35	36-45	45-55	56<
Brand	3.4	3.6	3.8	3.8	3.8
Colour	3.7	3.8	3.9	3.8	3.8
Comfort	4.6	4.6	4.6	4.6	4.6
Country of manufacture	3.8	4.0	4.2	4.2	4.3
Digital equipment / sensors (e.g. parking)	4.3	4.4	4.5	4.5	4.6
Discounts /Offers	4.3	4.4	4.5	4.5	4.4
Design / style	4.2	4.3	4.3	4.3	4.3
Engine size	3.8	3.8	4.0	4.0	4.1
Entertainment equipment (music / video players)	4.0	3.9	3.8	3.6	3.5
Fuel consumption	4.6	4.6	4.7	4.7	4.6
Luxury	3.5	3.7	3.8	3.7	3.6
Maintenance / service cost	4.5	4.5	4.6	4.6	4.5
Number of seats / space	3.9	4.1	4.2	4.1	4.0
Payment arrangements / Installments	4.3	4.3	4.3	4.2	4.2
Price	4.7	4.6	4.7	4.6	4.6
Resale value	3.7	3.9	4.1	4.1	4.2
Safety	4.7	4.7	4.8	4.8	4.8
Speed / Performance	4.3	4.4	4.5	4.5	4.3
Stability	4.6	4.6	4.7	4.7	4.7
Type / Size of car (i.e. Sedan, SUV etc.)	4.0	4.2	4.3	4.2	4.2
Warranty	4.5	4.5	4.6	4.6	4.7

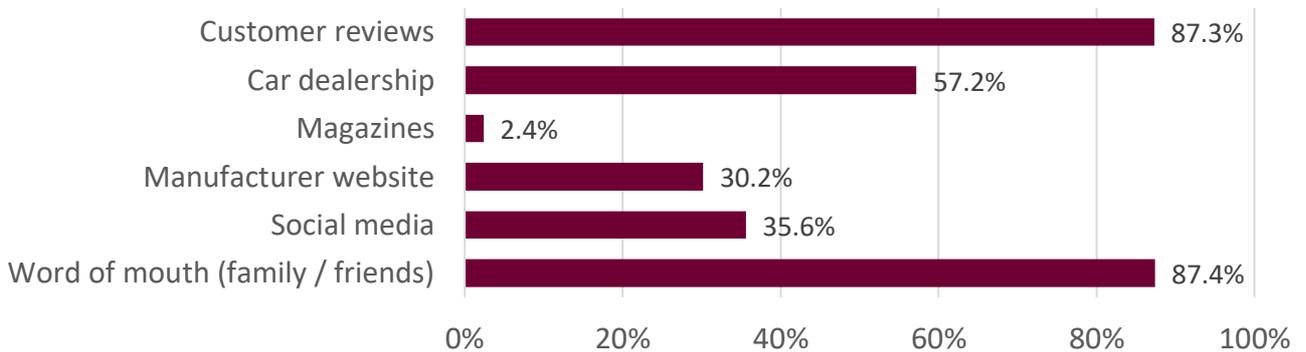
Average values 5-point Likert scale: 1 = Not important at all, ..., 5 = Completely important



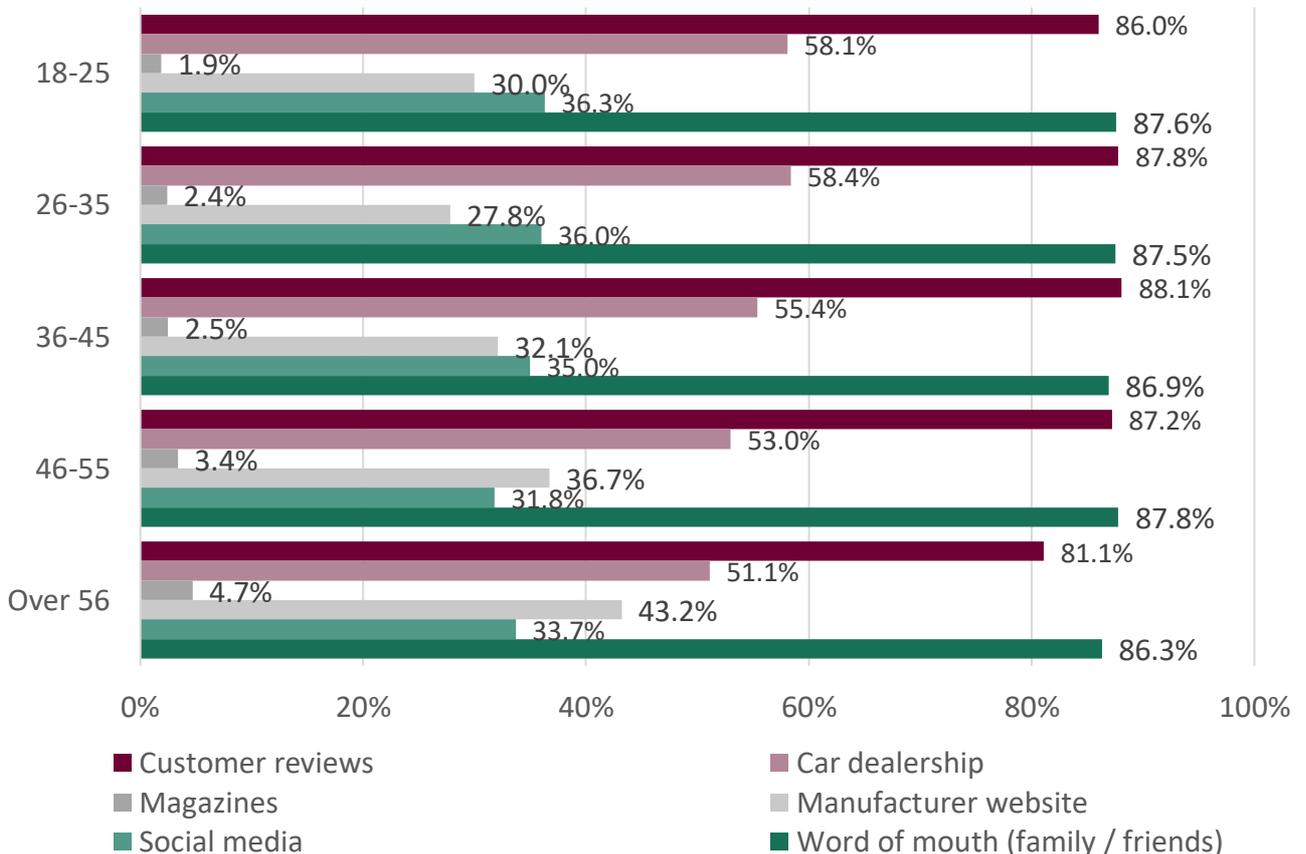


- Women who have or are about to have a driving license, were asked to choose the most important sources of information when it is to purchase a car. The results showed that the majority of women are based on customer reviews or word of mouth (family/friends) with 87.3% and 87.4% respectively. Only 2.4% chose magazines.
- When the age of women is taken into account, the general pattern remained the same; only minor differences are noticed across the age groups. For instance, women over 56 years of age find more important the manufacturer website than the women aged 18-25.

Important sources of information for purchasing a car



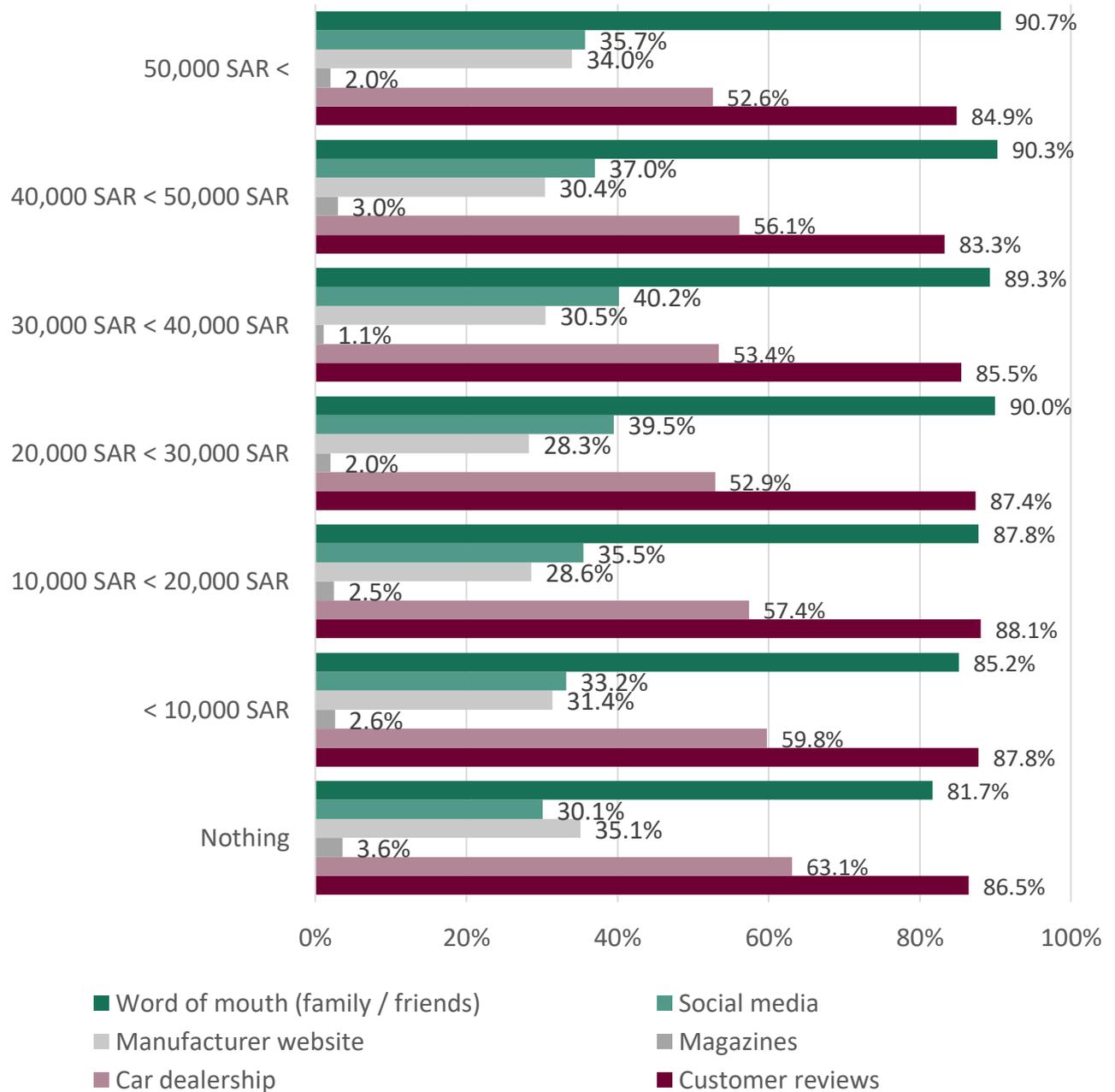
Important sources of information for purchasing a car per age group





- When the monthly household income of women who have or are about to have a driving license, is taken into account, the general pattern remains again the same. There are only small differences across the levels of income within each source. For instance, women from households with no or less than 10,000 SAR income, value more the car dealership than women with household income over 50,000 SAR.

Important sources of information for purchasing a car per monthly household income

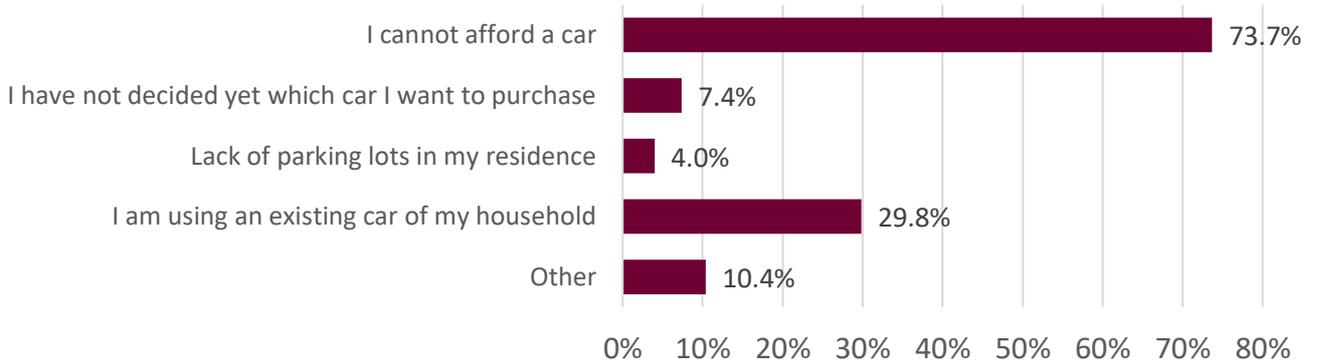


6.3 Reasons women do not plan to purchase a car

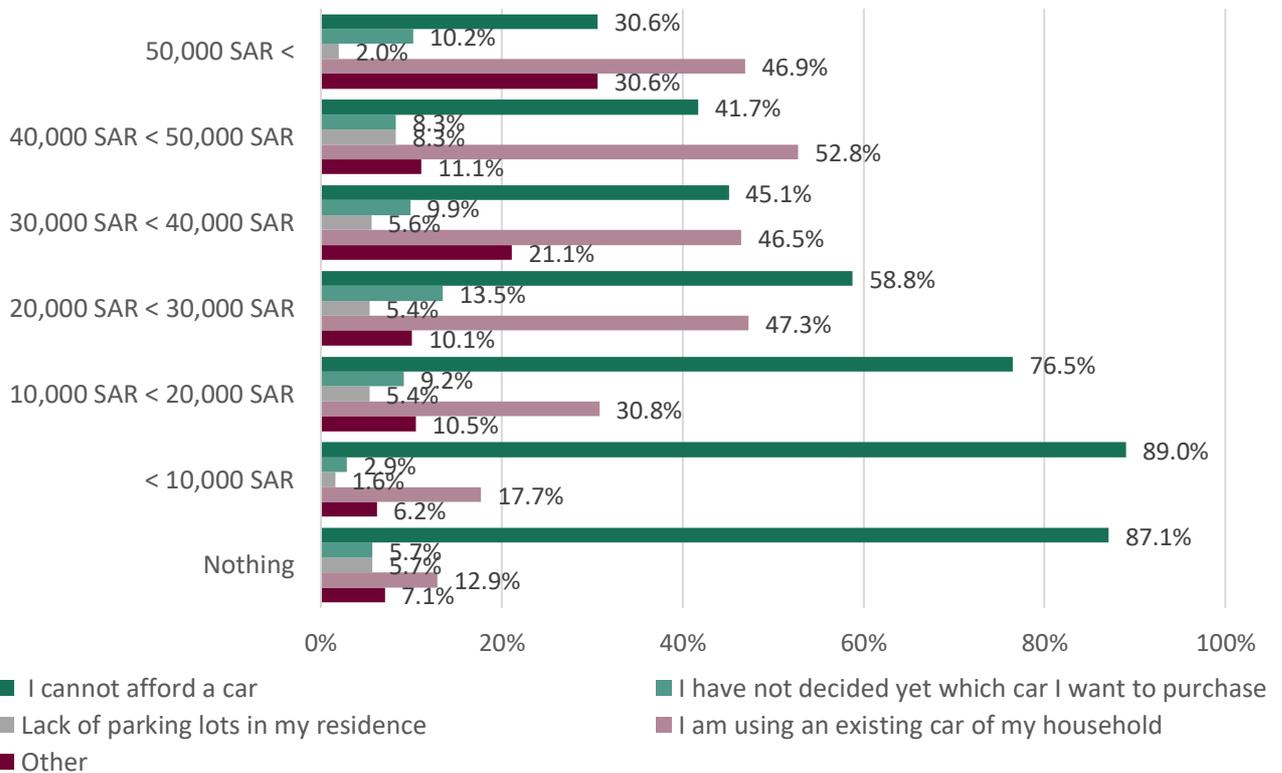


- The most common reason for not planning on purchasing a car is that they cannot afford it (73.7%). 29.8% of the women who are not planning on purchasing a car reported that it is because they use an existing car of their household.
- When the household income is taken into account, it is revealed that the majority of women from households with income from nothing to 30,000 SAR reported that they could not afford purchasing a car. For women from households with monthly income more than 30,000 SAR, the most common reason is lack of parking space in their residence.

Reasons for not planning on purchasing a car



Reasons for not planning on purchasing a car per household income



7 Attitudes towards the social impact of women driving

Chapter 7 looks at the differences and similarities between men and women's attitudes towards the social impact of women driving. Section 7.1 compares the attitudes of the participant women and men towards the social impact of women driving (the whole sample is used for the analysis: 29,639 observations). Section 7.2 identifies the differences and commonalities of women who have or are about to have a driving license and women who do not plan to issue a driving license (sample: the 20,543 women participants). Section 7.3 analyses statements about how driving makes women feel (sample: 29,639 observations).



Chapter highlights

Attitudes towards social impact of women driving – comparison between women and men

- In general, it is not noticed any extreme difference between women and men attitudes towards the social impact that women driving may have.
- Differences are noticed in statements like:
 - “I am afraid that women may be abuses while driving” with men to neither agree nor disagree (2.7), and women disagree (1.9).
 - “Driving enables women to act in emergencies”, where men agree (4.1) and women completely agree (4.7).
 - “Women are capable of taking driving responsibilities”, with men to be between neutral and agree (3.6), while women completely agree (4.6).

Attitudes towards the social impact of women driving – comparison between women who have or are about to have a license and those who do not have one

- When the attitudes towards the social impact are analysed based on if the participant woman has (or is about to have) a driving license or not, the differences in the levels of agreement are minor.
- The only considerable difference, is noticed for the statement “My family encourages women to drive”, where women who have or are about to have a driving license completely agree (4.6), while women who do not have a driving license just agree with this (3.8).

Attitudes towards how driving makes women feel – comparison between women and men

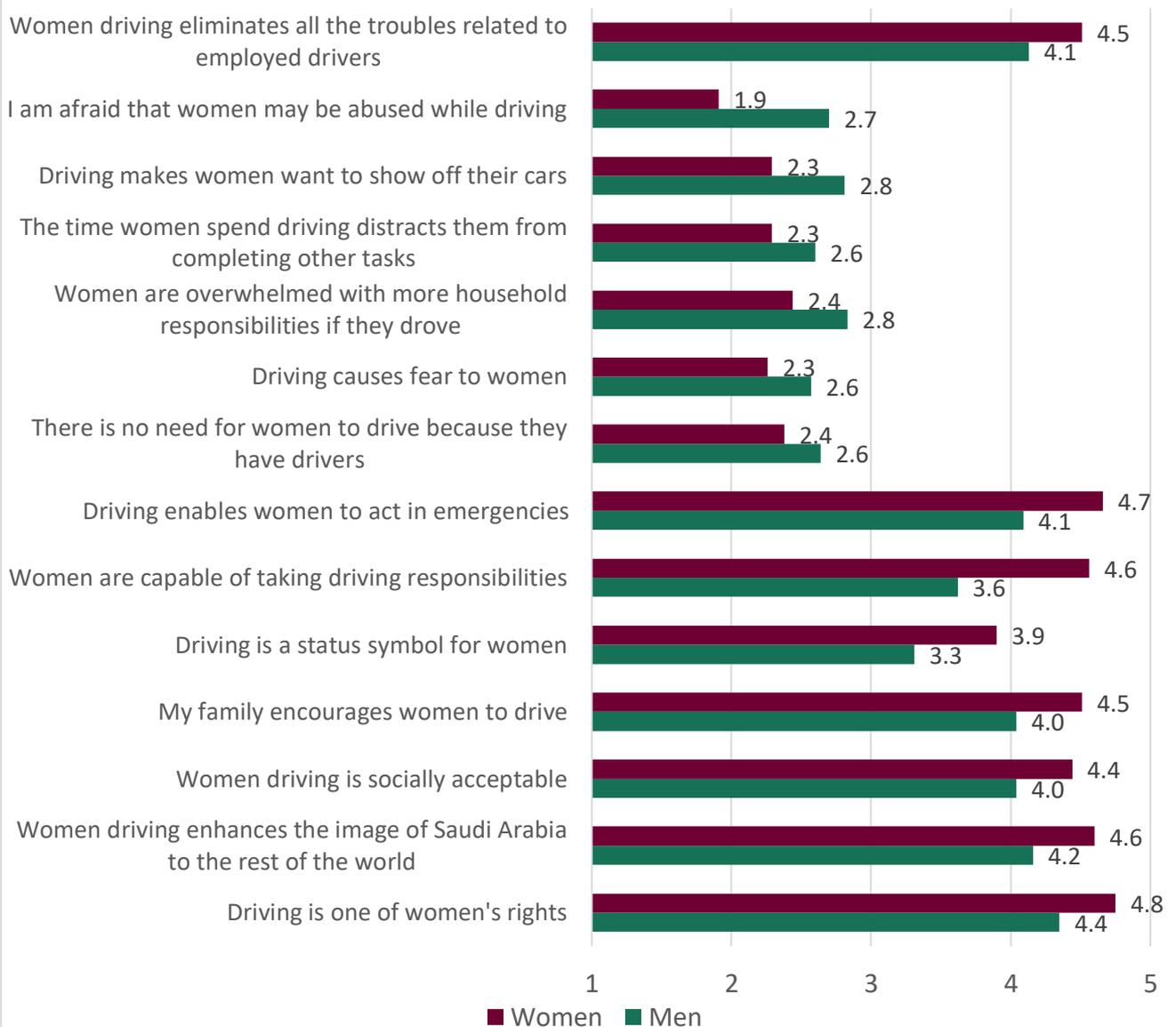
- In terms of how driving makes women feel, it seems that there are minor differences when the feelings are analysed based on the gender. Women participants disagree with the statement that driving makes women feel stressed (2.8), while men seem to be neutral (2.4).

7.1 Attitudes towards the social impact of women driving – comparison between women and men



- In general, it is not noticed any extreme difference between women and men attitudes towards the social impact that women driving may have.
- Differences are noticed in statements like:
 - “I am afraid that women may be abused while driving” with men to neither agree nor disagree (2.7), and women disagree (1.9).
 - “Driving enables women to act in emergencies”, where men agree (4.1) and women completely agree (4.7).
 - “Women are capable of taking driving responsibilities, with men to be between neutral and agree, while women completely agree.

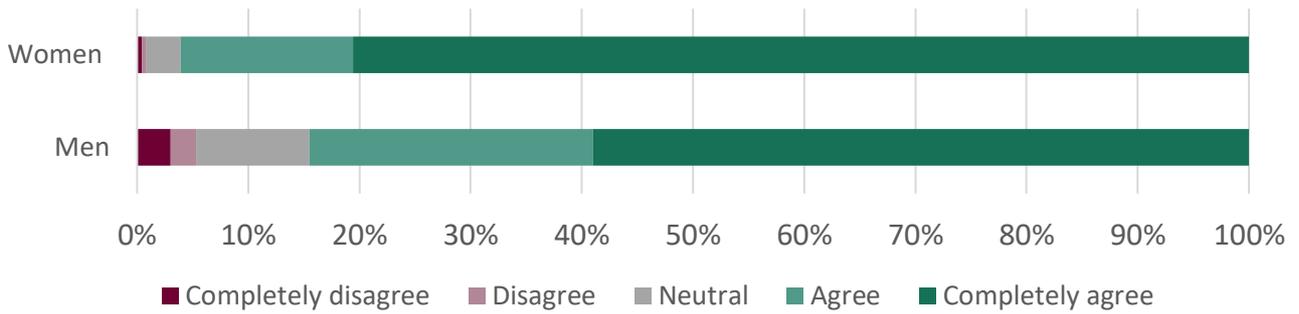
Attitudes towards the social impact of women driving - Comparison between women and men



5-point Likert scale: 1 = Completely disagree, ..., 5 = Completely agree

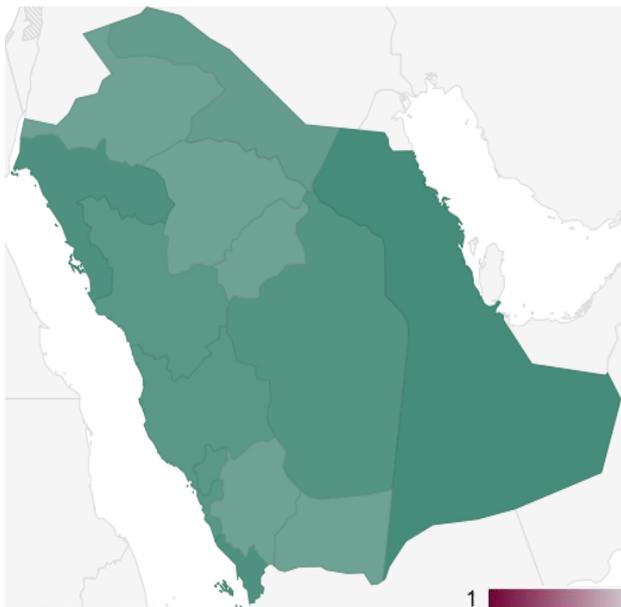
“Driving is one of women's rights”

Opinion based on gender

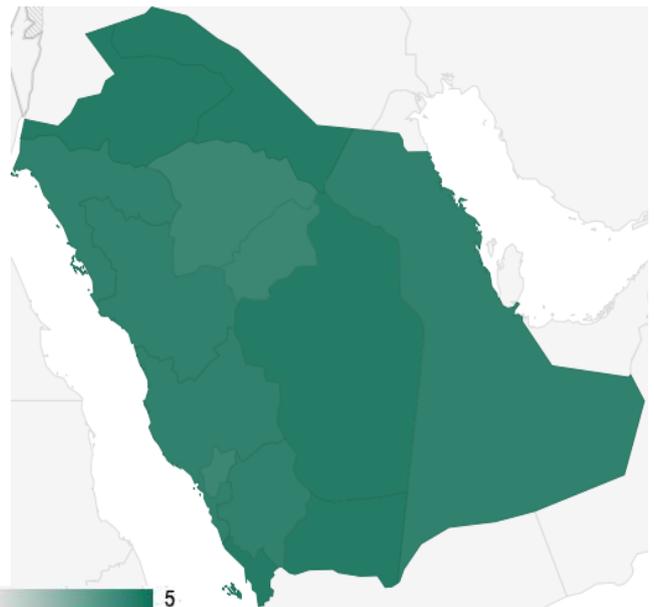


- 59% of men completely agree with the statement that “Driving is one of women’s right”, while the 80.5% of the participant women completely agrees with this.
- When this statement is analysed per province, it seems that there are no considerable differences across women and men from different provinces.
- Men who received education outside the Kingdom have a higher percentage to completely agree with this statement compared to those who received education inside the Kingdom.

Men

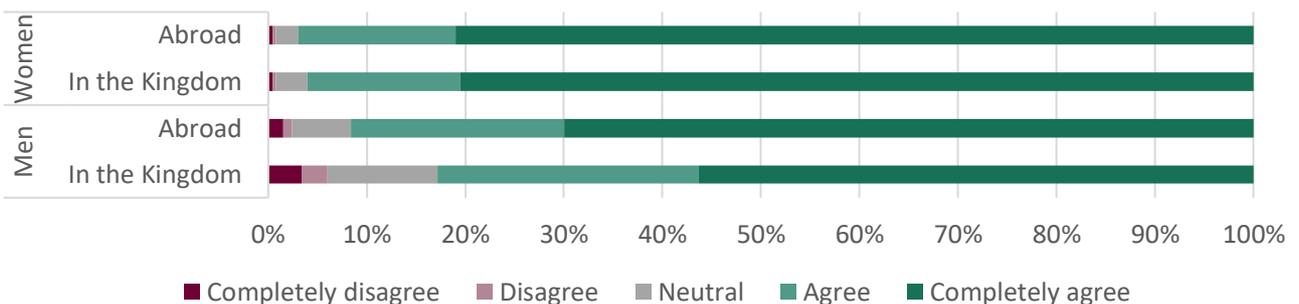


Women

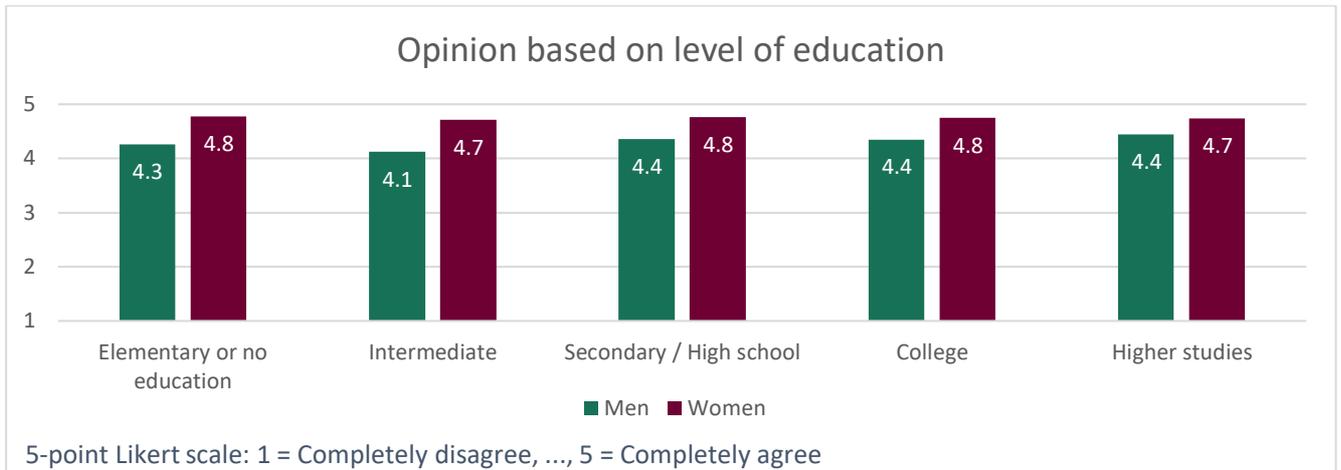


Average values for each province; 5-point Likert scale: 1=Completely disagree, ... , 5=Completely agree

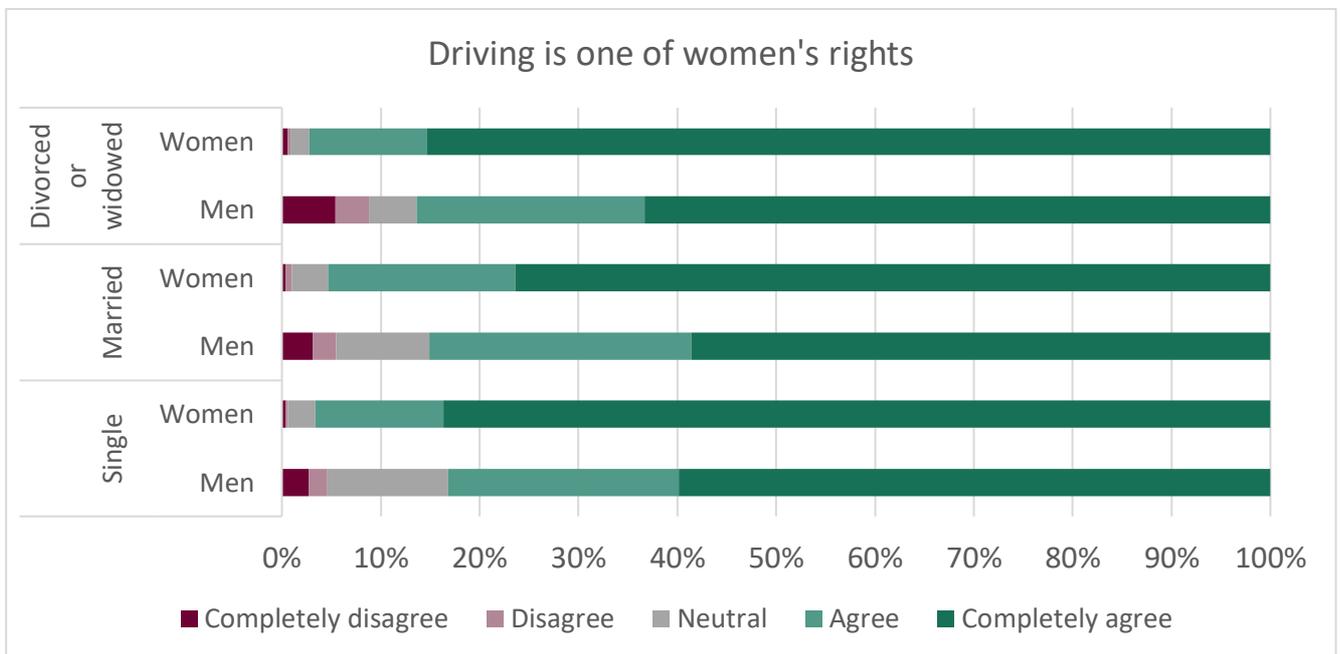
Opinion based on place education received



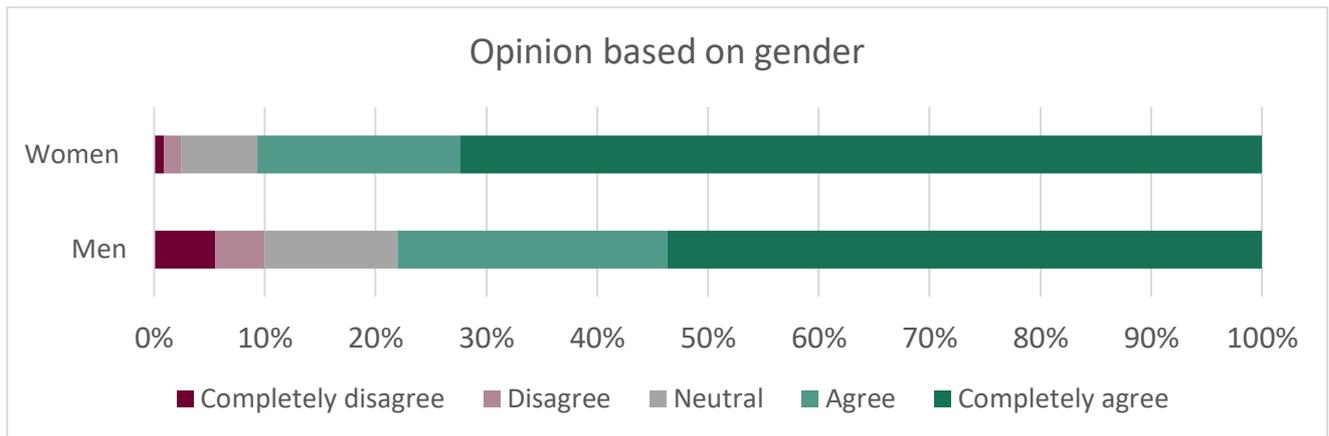
“Driving is one of women's rights”



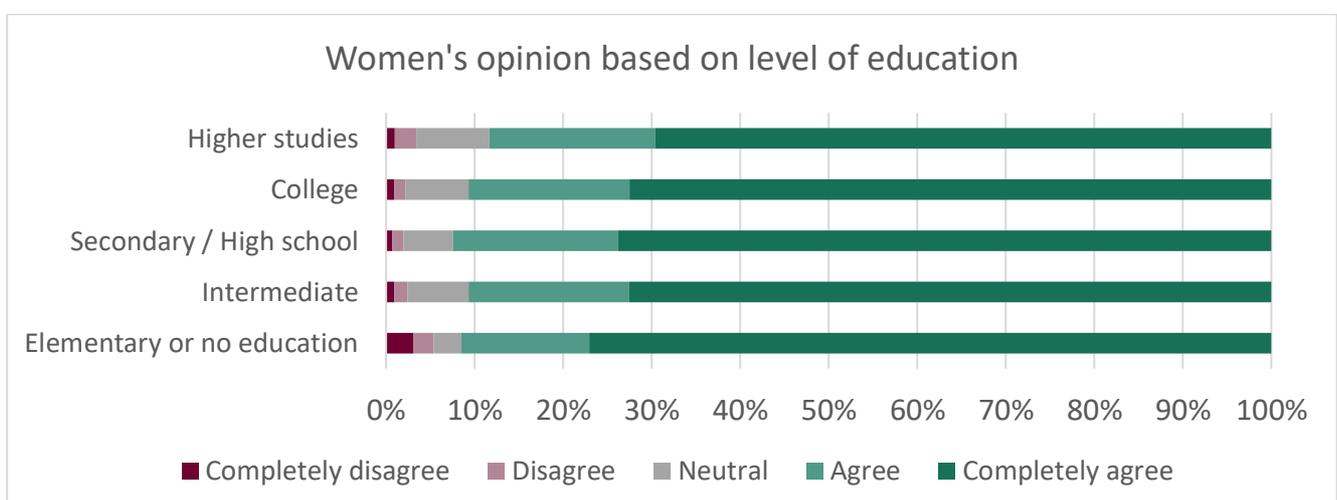
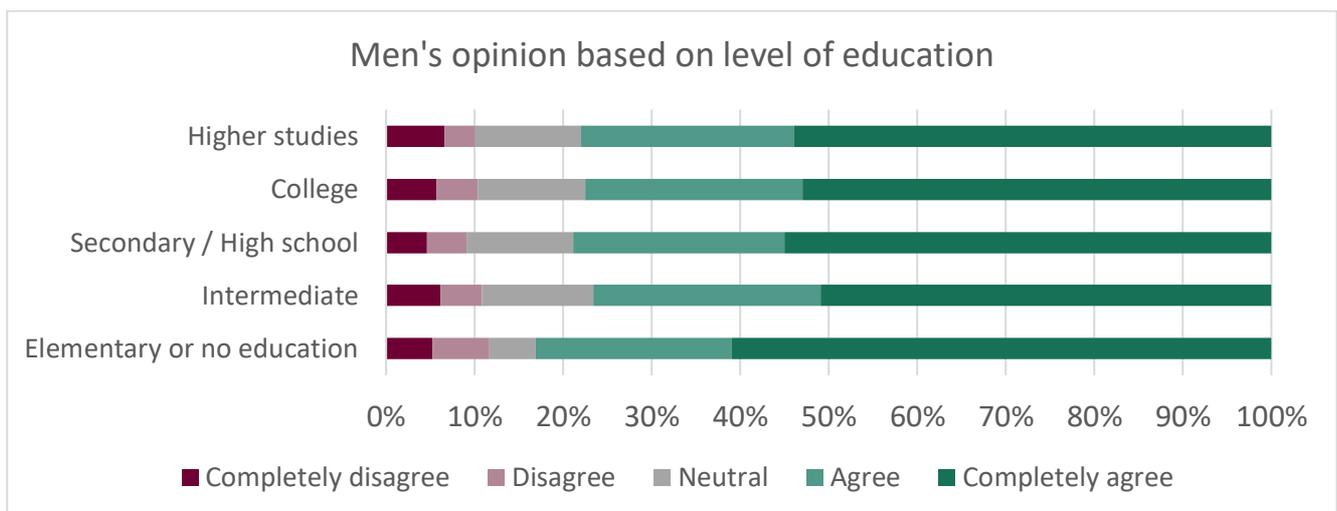
- When the statement “Driving is one of women’s rights” is analysed based on the level of education of women and men, no considerable differences are noticed. This means that regardless the educational level, both women and men believe that driving is a right of women.
- When this statement is analysed by marital status there are considerable differences between women and men. 85.3% of divorced or widowed women completely agree with this statement, while 63.3% of the widowed/divorced men completely agree with this. The same pattern applies when married and single women and men are compared.



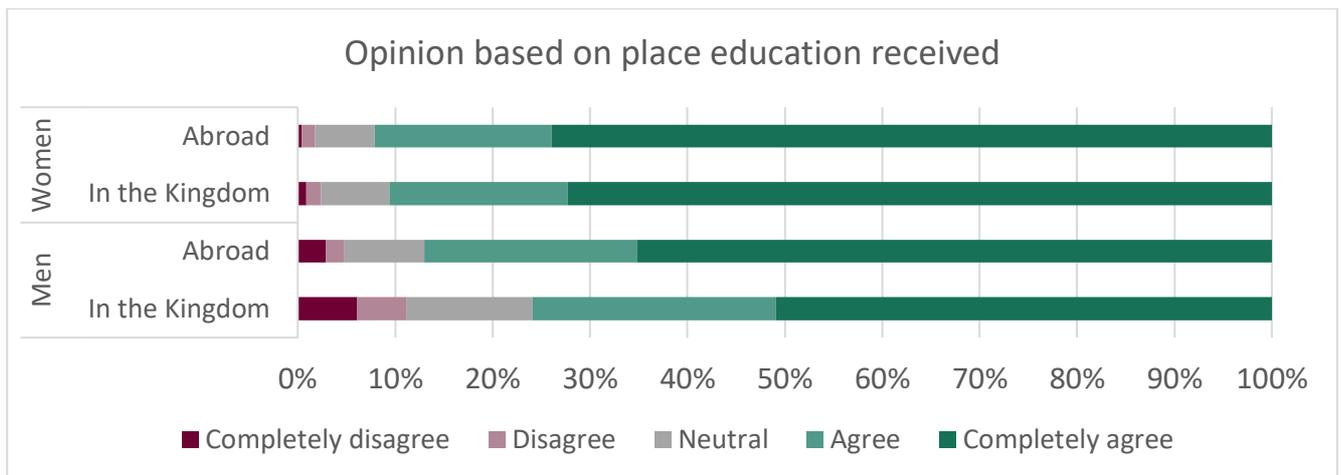
“Women driving enhances the image of Saudi Arabia to the rest of the world”



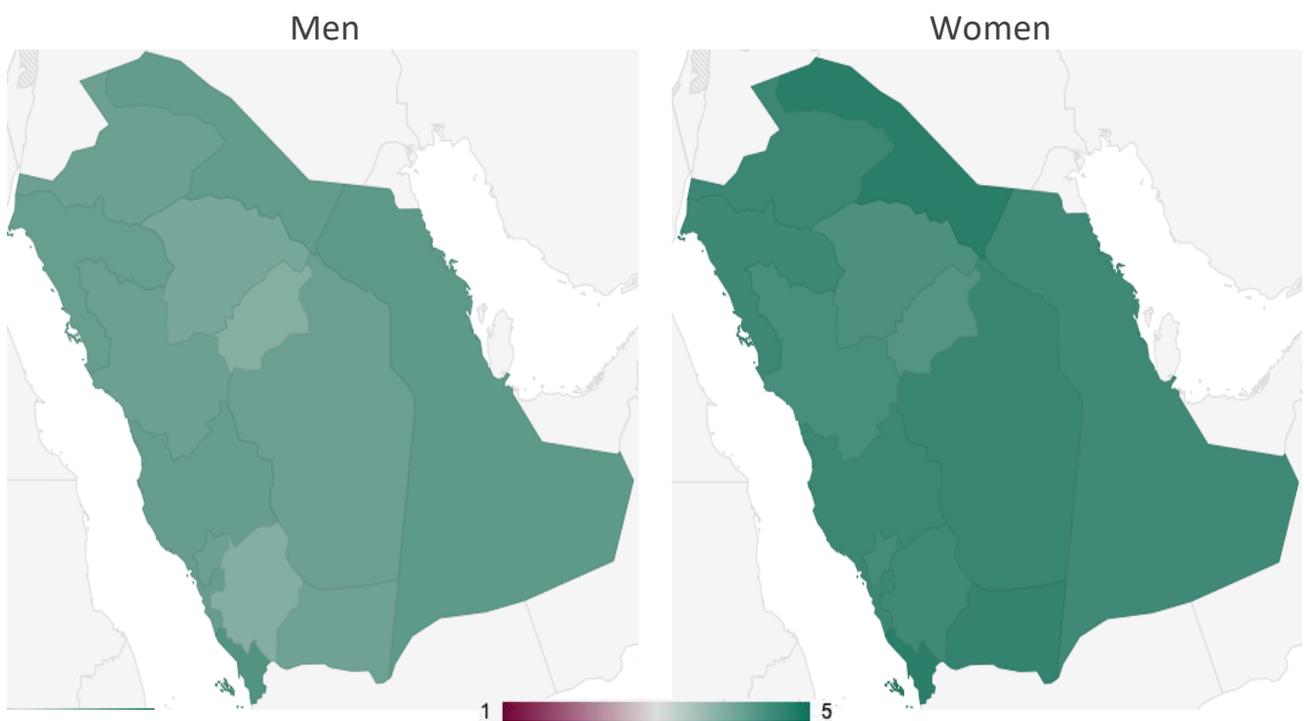
- Both women and men agree on average with the statement “Women driving enhances the image of Saudi Arabia to the rest of the world”. However, 72.4% of women completely agree with this, while 53.7% of the male participants agree with this.
- When this statement is cross-analysed with the level of education, it seems that more male participants with elementary or no education completely agree with this statement (61%) compared to those who have higher education (54%). The same pattern is noticed for women.



“Women driving enhances the image of Saudi Arabia to the rest of the world”

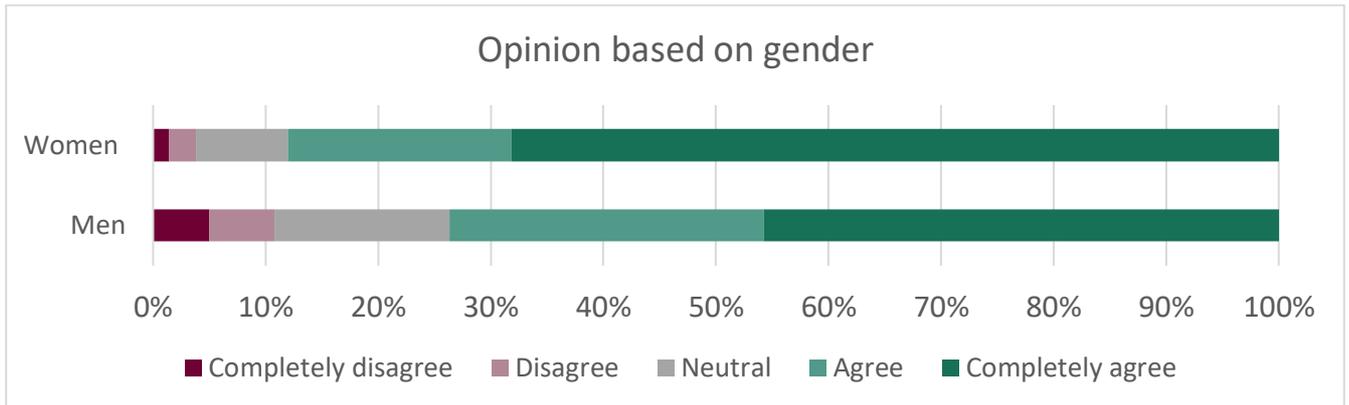


- When the statement “Women driving enhances the image of Saudi Arabia to the rest of the world” is analysed based on the place education was received, it is noticed that for women there is no difference. However, there is a difference for men; 65.2% of the male participants who received their education abroad completely agrees with this statement, while the 50.9% of the males who received their education within the Kingdom agree with this statement.
- When the statement is analysed based on the province the participants live, it is found that men who live in Qassim and Asir provinces have a lower agreement score compared to those who live in other provinces.

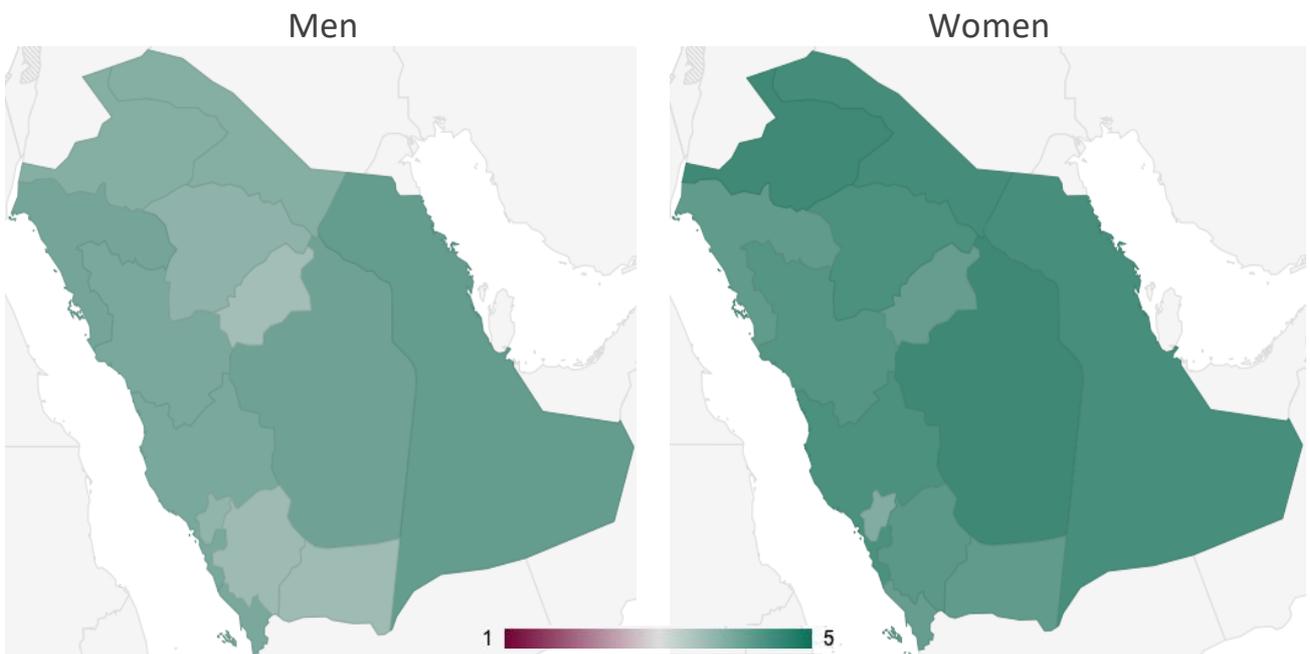


Average values for each province; 5-point Likert scale: 1=Completely disagree, ... , 5=Completely agree

“My family encourages women to drive”



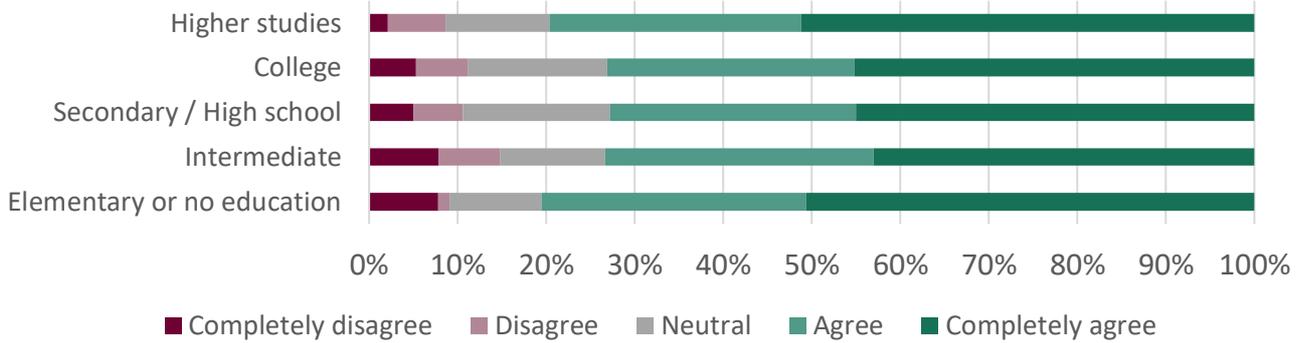
- 68.2% of the participant women completely agree with the statement “My family encourages women to drive”, while 45.7% of the men do so.
- Geographically, the participant men who live in Eastern province have the highest agreement score compared to those who live in other provinces.



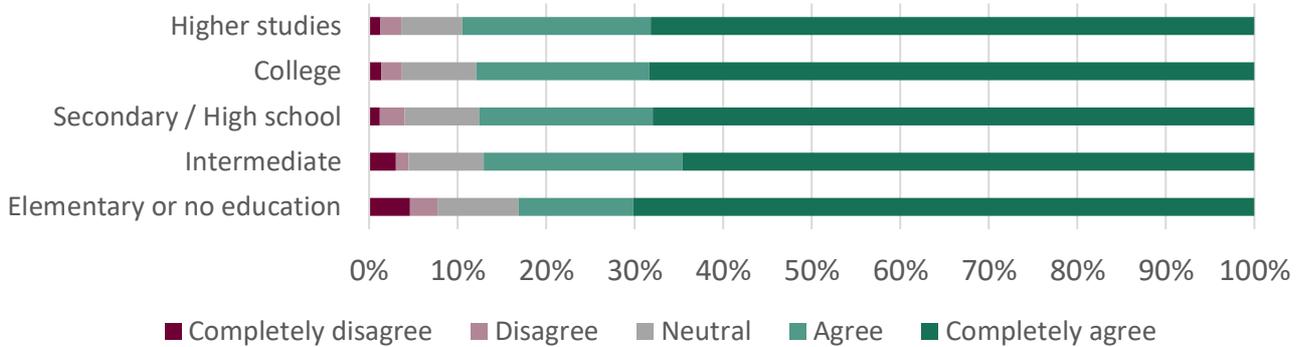
Average values for each province; 5-point Likert scale: 1=Completely disagree, ... , 5=Completely agree

“Women are capable of taking driving responsibilities”

Men's opinion based on level of education

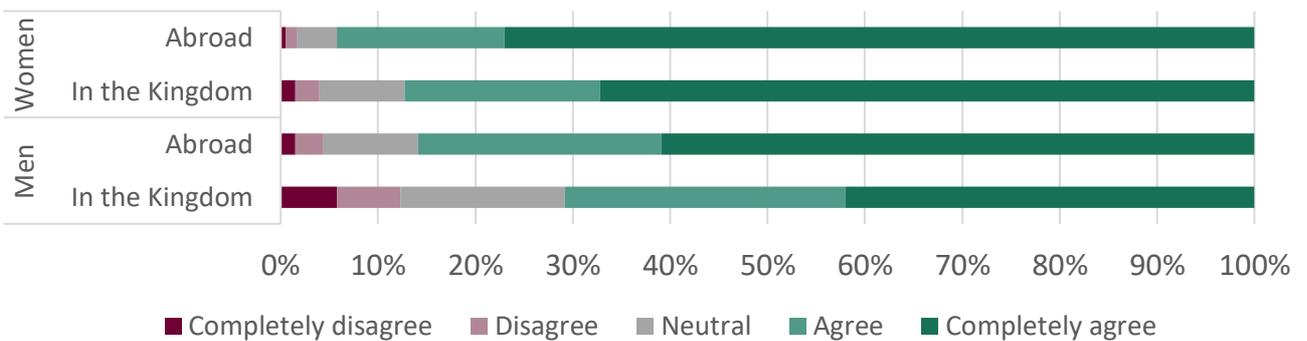


Women's opinion based on level of education

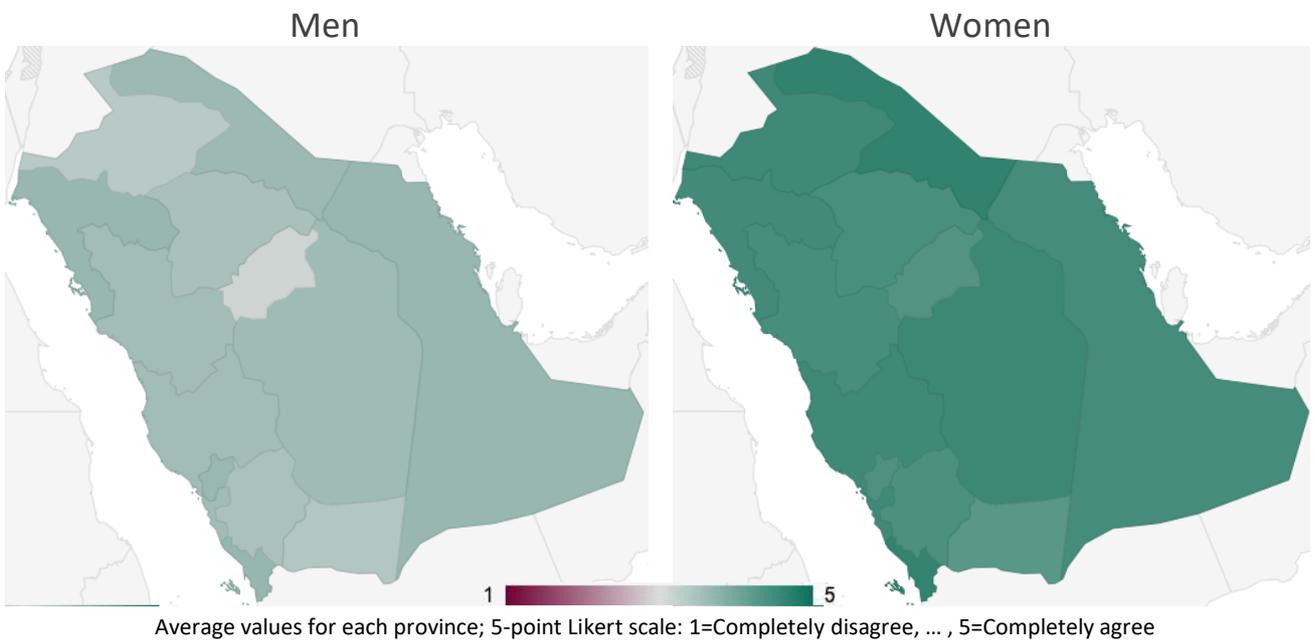
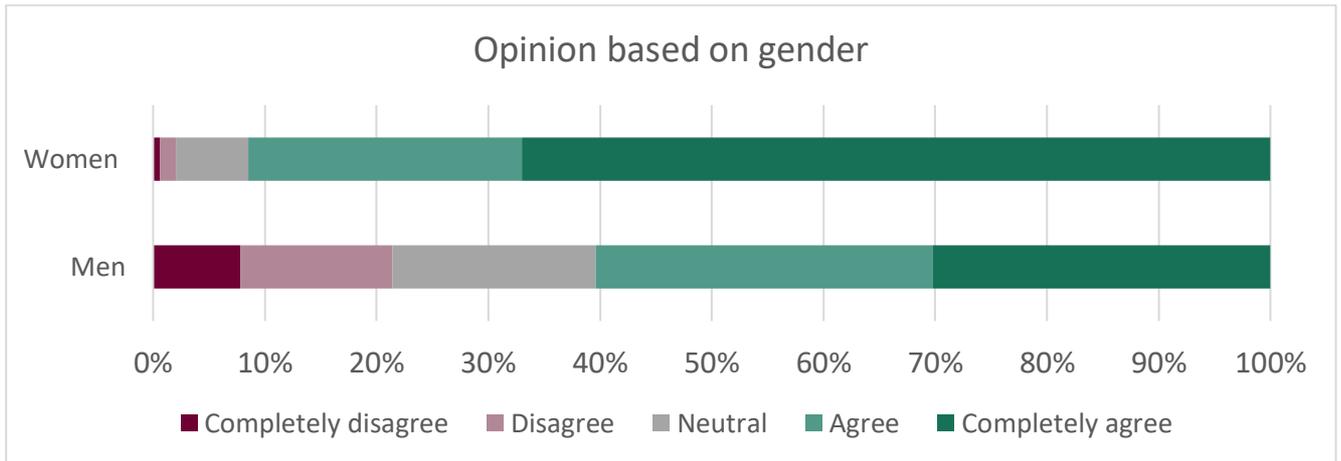


- By analysing the statement “My family encourages women to drive” by the level of education of women and men, no considerable differences are noticed. However, differences are noticed between men and women.
- Differences exist when the statement is analysed by the place education received. 77% of women who received their education abroad completely agree with this statement, while 67% of women who received their education within the Kingdom do so.

Opinion based on place education received

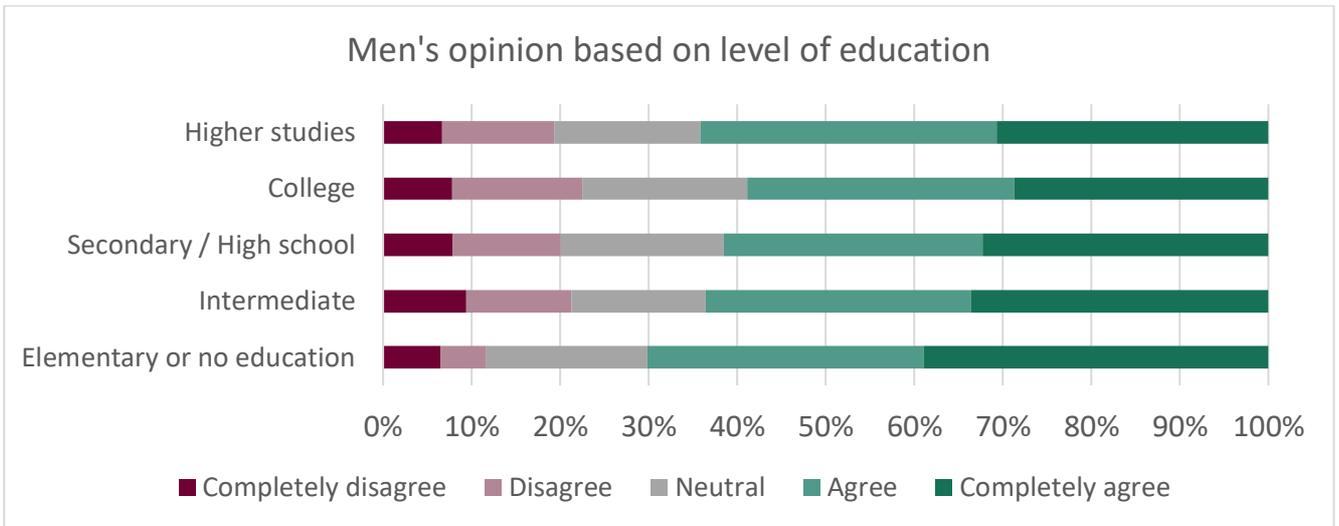


“Women are capable of taking driving responsibilities”

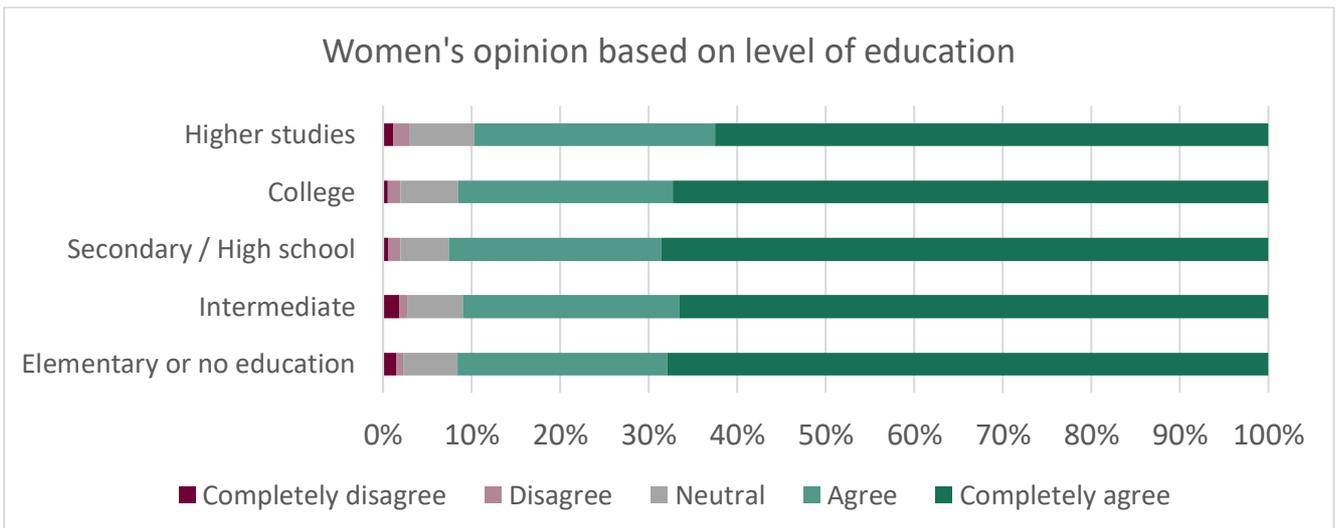


- A big difference between male and female participants is noticed for the statement “Women are capable of taking driving responsibilities”. 66.9% of women completely agree with this statement, while only 30.2% of men completely agrees with this.
- The male participants who live in the Qassim province score the lowest agreement level.

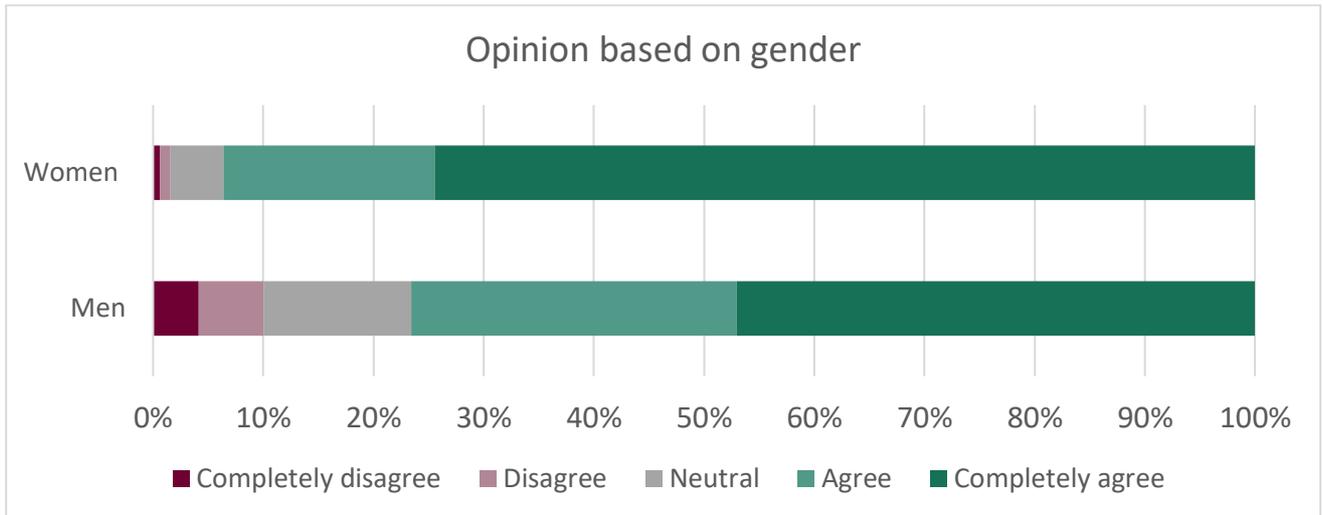
“Women are capable of taking driving responsibilities”



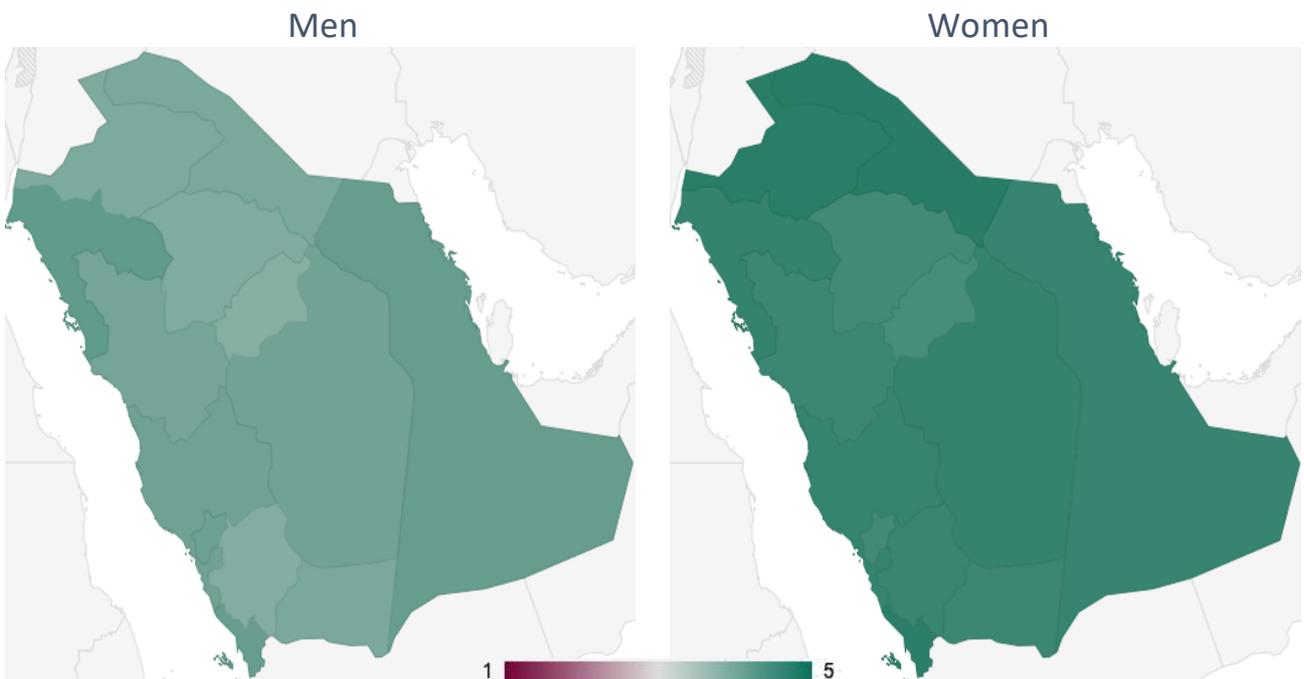
- When the statement “Women are capable of taking driving responsibilities” is analysed by the level of education of participants men and women, it is indicated that men with the lowest education (elementary or no education) have the highest score of agreement to this statement; however the difference compared to the other educational levels is low.
- For women no considerable differences are noticed across the different educational levels.



“Driving enables women to act in emergencies”

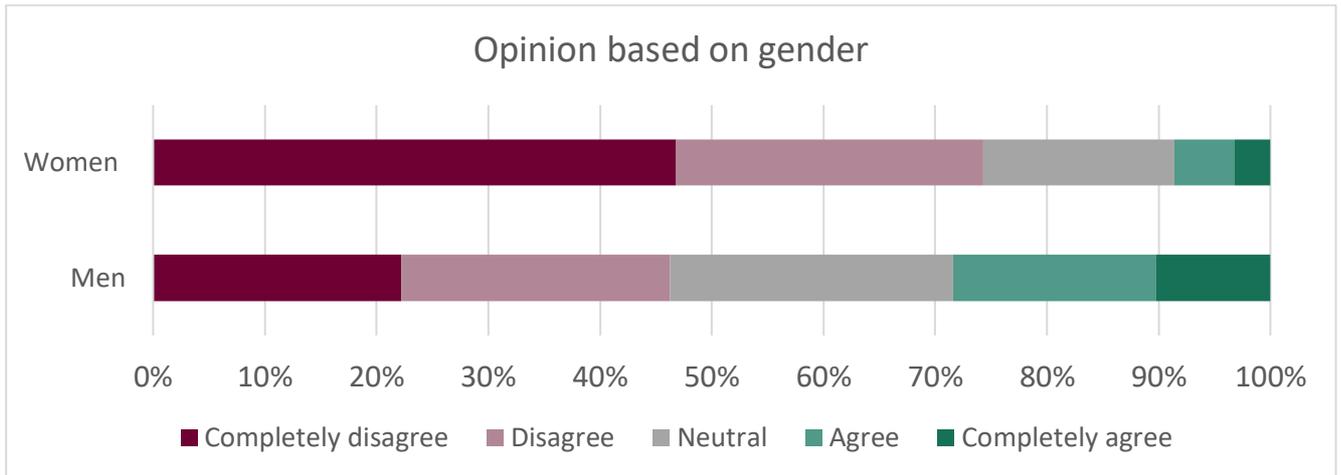


- 74.5% and 19.2% of the participant women completely agree and agree accordingly with the statement “Driving enables women to act in emergencies. Only 47% and 29.5% of the participant men completely agree and agree accordingly with this statement.
- Men who live in the Tabuk province seem to have the highest level of agreement with this statement.

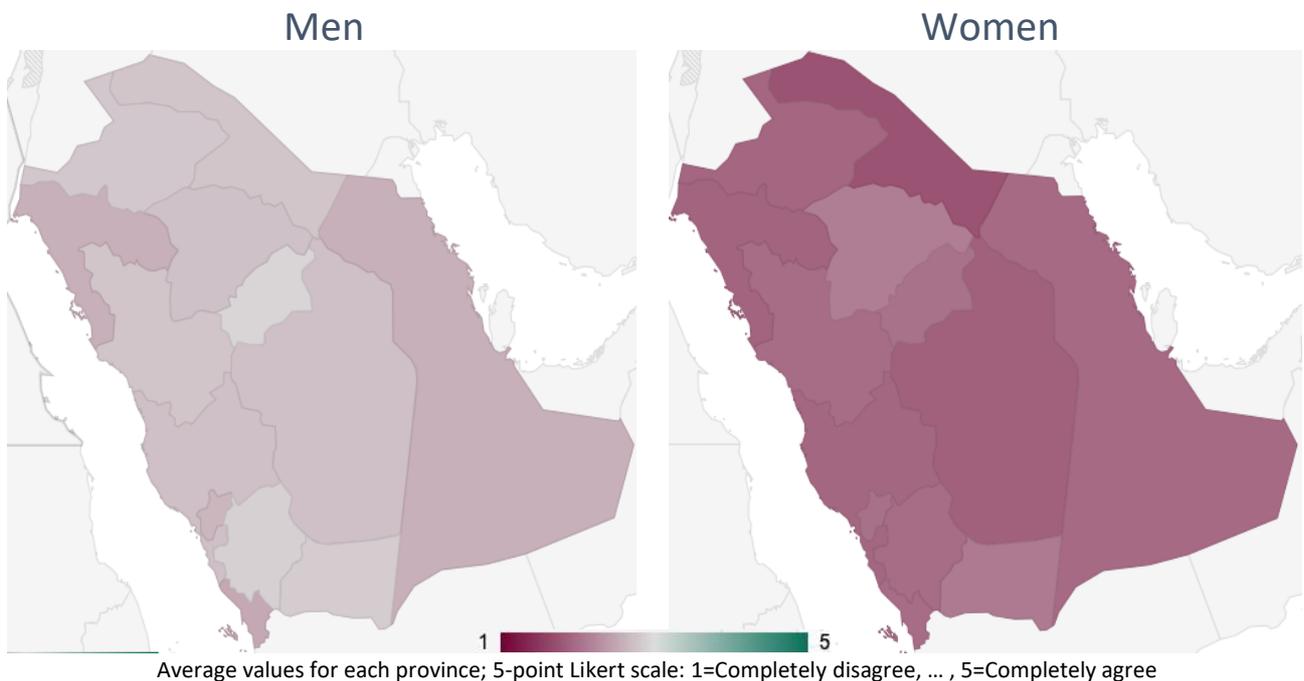


Average values for each province; 5-point Likert scale: 1=Completely disagree, ... 5=Completely agree

“I am afraid that women may be abused while driving”

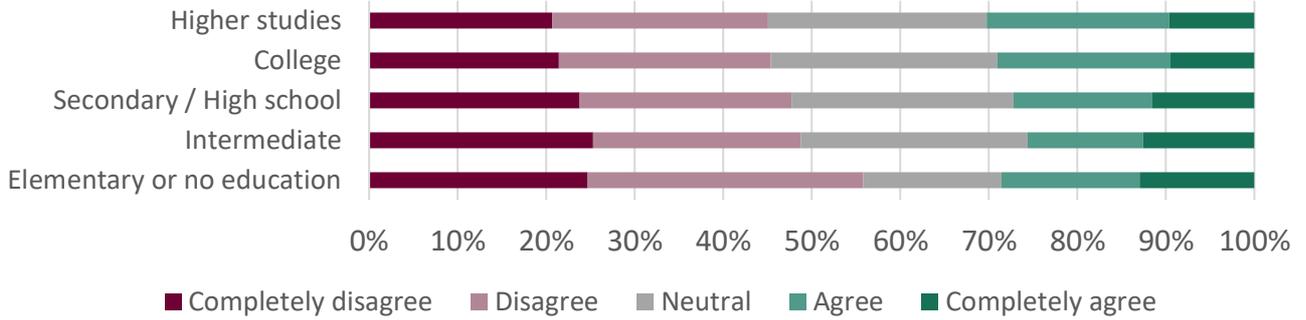


- 46.8% and 27.5% of the participant women completely disagree and disagree accordingly with the statement “I am afraid that women may be abused while driving”, while 22.2% and 24% of men does the same accordingly.
- When this statement is analysed by the province the participants live, it is found out that men who live in Qassim and Asir provinces are neutral towards this statement, while males who live in Eastern Province, Tabuk and Jazan have the highest disagreement levels.

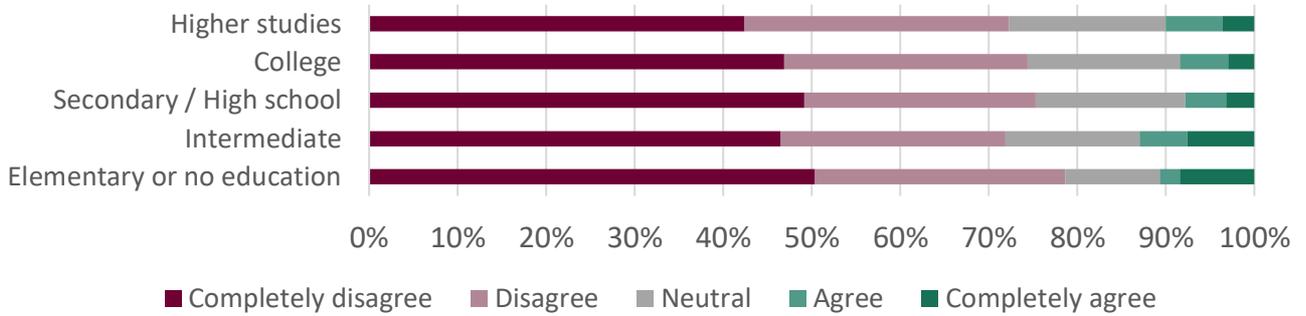


“I am afraid that women may be abused while driving”

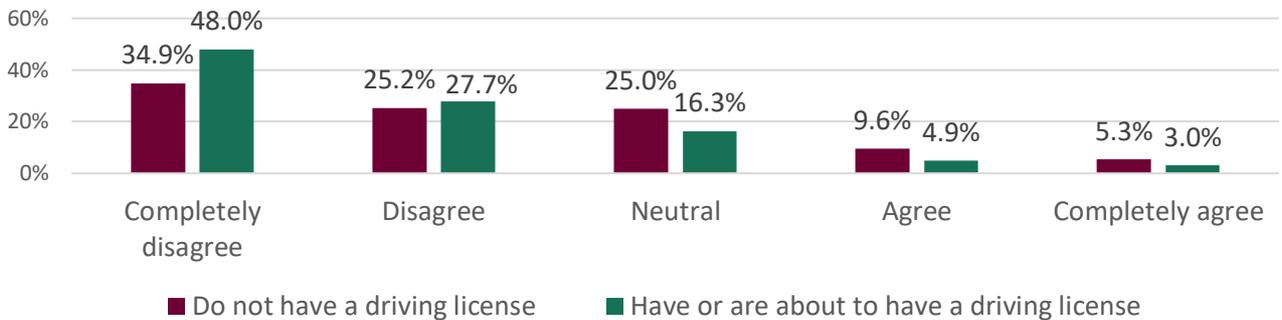
Men's opinion based on level of education



Women's opinion based on level of education

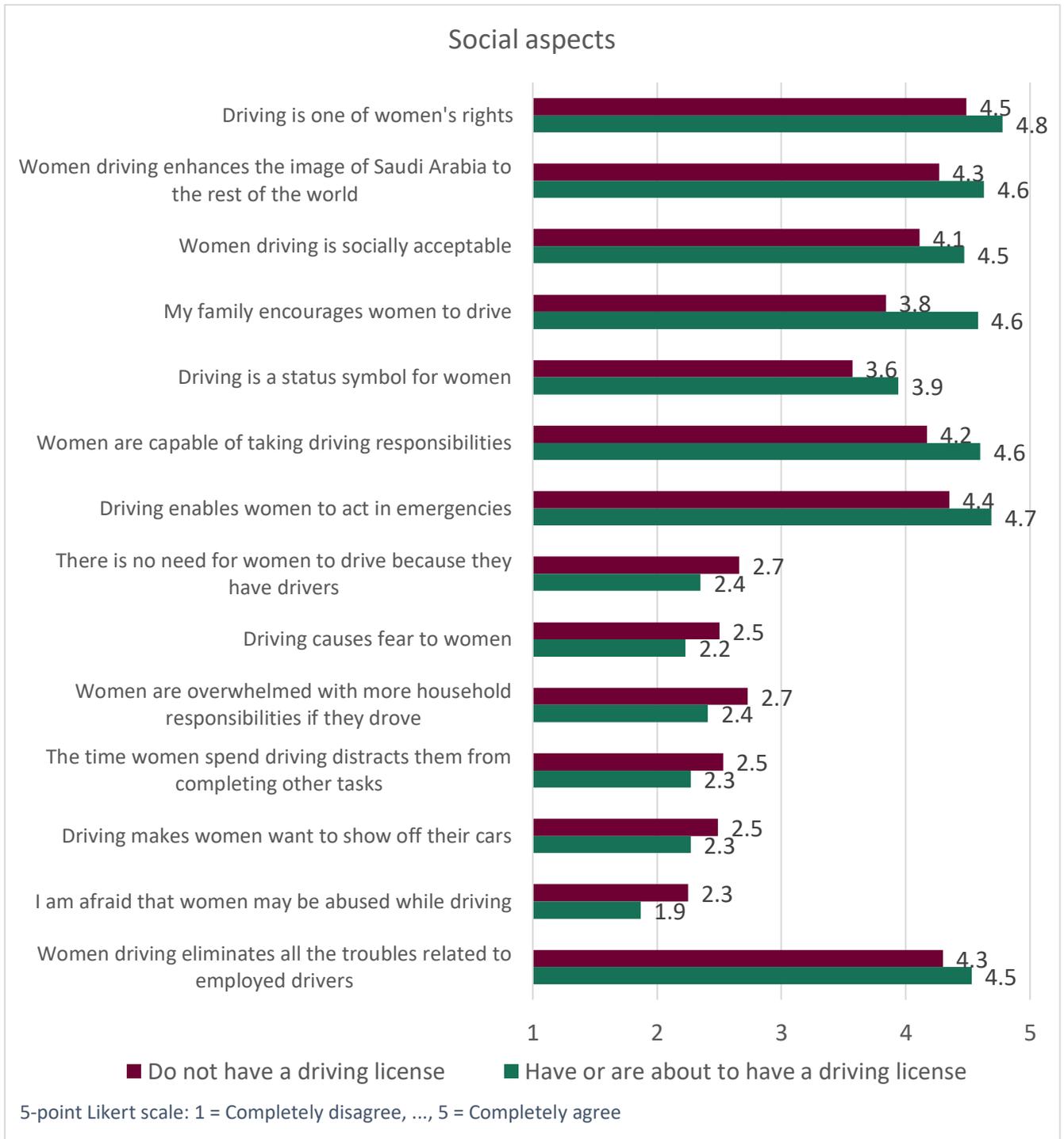


Women's opinion based on driving license possession



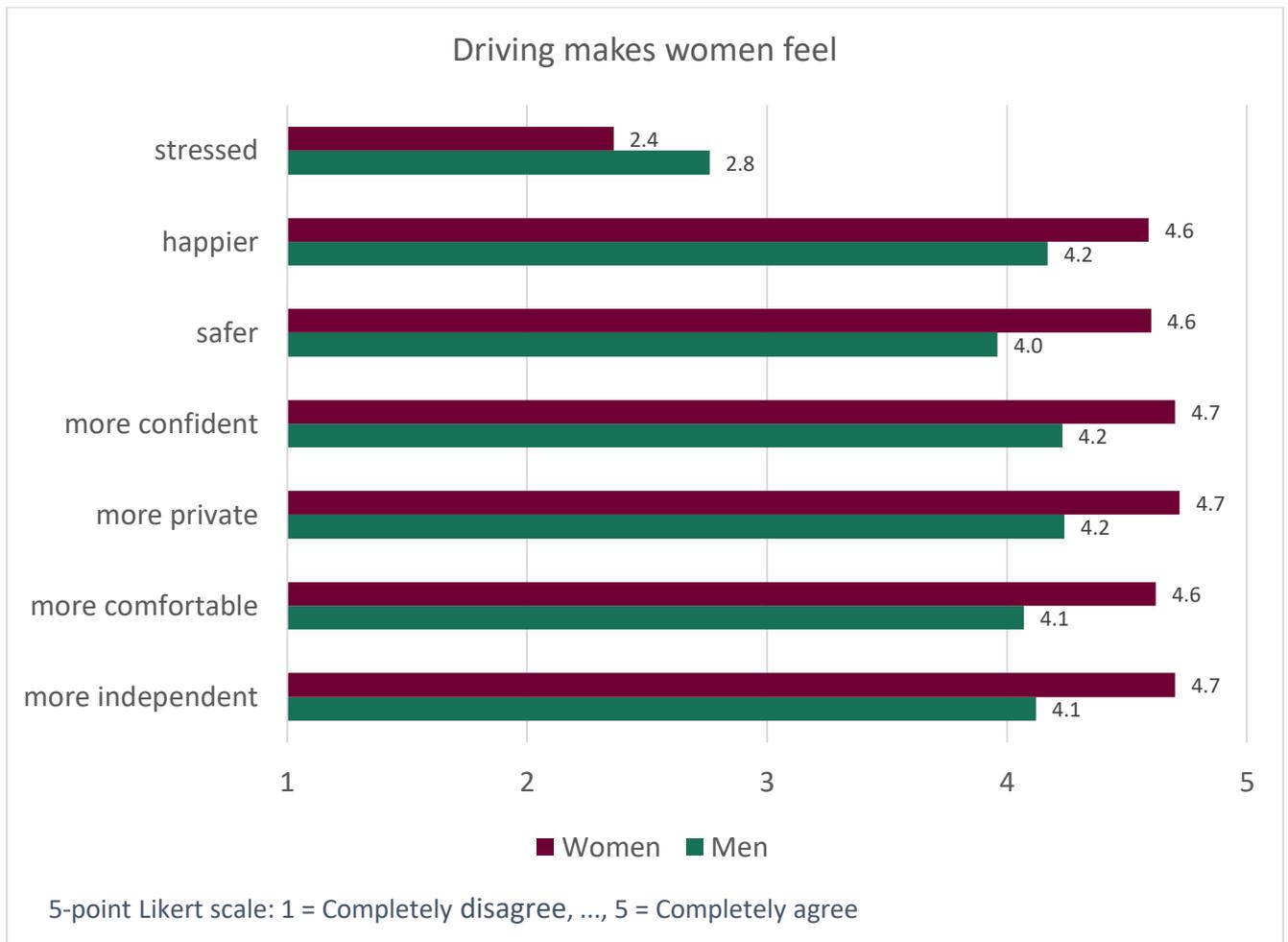
- When the statement “I am afraid that women may be abused while driving” is analysed based on the educational level of the male and female participants, it is noticed that there are no differences across the educational levels; there are only differences when males and females are compared.
- The 48% of participant women who have or are about to have a driving license completely disagree with this statement, while the 34.9% of the women who do not have a driving license disagree with this.

7.2 Attitudes towards the social impact of women driving – comparison between women who have or are about to have a license and those who do not have one



- When the attitudes towards the social impact are analysed based on if the participant woman has (or is about to have) a driving license or not, the differences in the levels of agreement are minor.
- The only considerable difference, is noticed for the statement “My family encourages women to drive”, where women who have or are about to have a driving license completely agree (4.6), while women who do not have a driving license just agree with this (3.8).

7.3 Attitudes towards how driving makes women feel – comparison between women and men



- In terms of how driving makes women feel, it seems that there are minor differences when the feelings are analysed based on the gender. Women participants disagree with the statement that driving makes women feel stressed (2.8), while men seem to be neutral (2.4).
- Female participants completely agree with the statement that driving makes women feel more confident (4.7), while men agree (4.2).
- The same pattern is noticed for the statement “Driving makes women feel more independent, with women tending to completely agree (4.7), while men just agree (4.1).

8 Attitudes towards the economic & environmental impact of women driving

This chapter presents the attitudes of participants towards the economic and the environmental impact of women driving. Section 8.1 focuses on men's and women's opinions towards economic impact of women driving (sample: 29,639 observations). Section 8.2 presents the attitudes of participant towards the environmental impact of women driving like infrastructure needs, environmental pollution and electric cars. Statements are broken down by gender, province and other relevant socio-demographic characteristics (sample: 29,639 observations).



Chapter highlights

Attitudes towards the economic impact of women driving - comparison of men and women

- There are small differences between men's and women's attitudes towards the economic impact of women driving (in line with Chapter 7 – social impact).
- The highest differences between men and women are in the statements: "Women driving contributes to achieving the objectives of Vision 2030", "Women driving contributes to the reduction of the volume of international labour remittances", "Women driving increases female's empowerment in the Kingdom", "Women driving reduces women's household's monthly expenses for transportation", and "Women driving creates new female job opportunities"
- The majority of men and women completely agree with the statement that women driving contributes to increasing income rates in the Kingdom with 40.6% and 57.5% respectively. However, the percentage of men disagreeing or completely disagreeing is 13.4%, whereas for women is only 3.6%.
- Regarding the statement "Women driving increases female's empowerment in the Kingdom", the majority of men and women completely agree with 47% and 65% respectively. However, the percentage of men disagreeing or completely disagreeing is 9.2%, whereas for women is only 1.6%.
- Regarding the statement "Women driving reduces women's household's monthly expenses for transportation", the majority of men and women completely agree with 45.7% and 63.1% respectively. However, the percentage of men disagreeing or completely disagreeing is 13%, whereas for women is 4.8%.

- Regarding the statement “Women driving creates new female job opportunities”, the majority of men and women completely agree with 50.8% and 66.9% respectively. However, the percentage of men disagreeing or completely disagreeing is 7.1%, whereas for women is 1.6%.

Attitudes towards the environmental impact of women driving - comparison of men and women

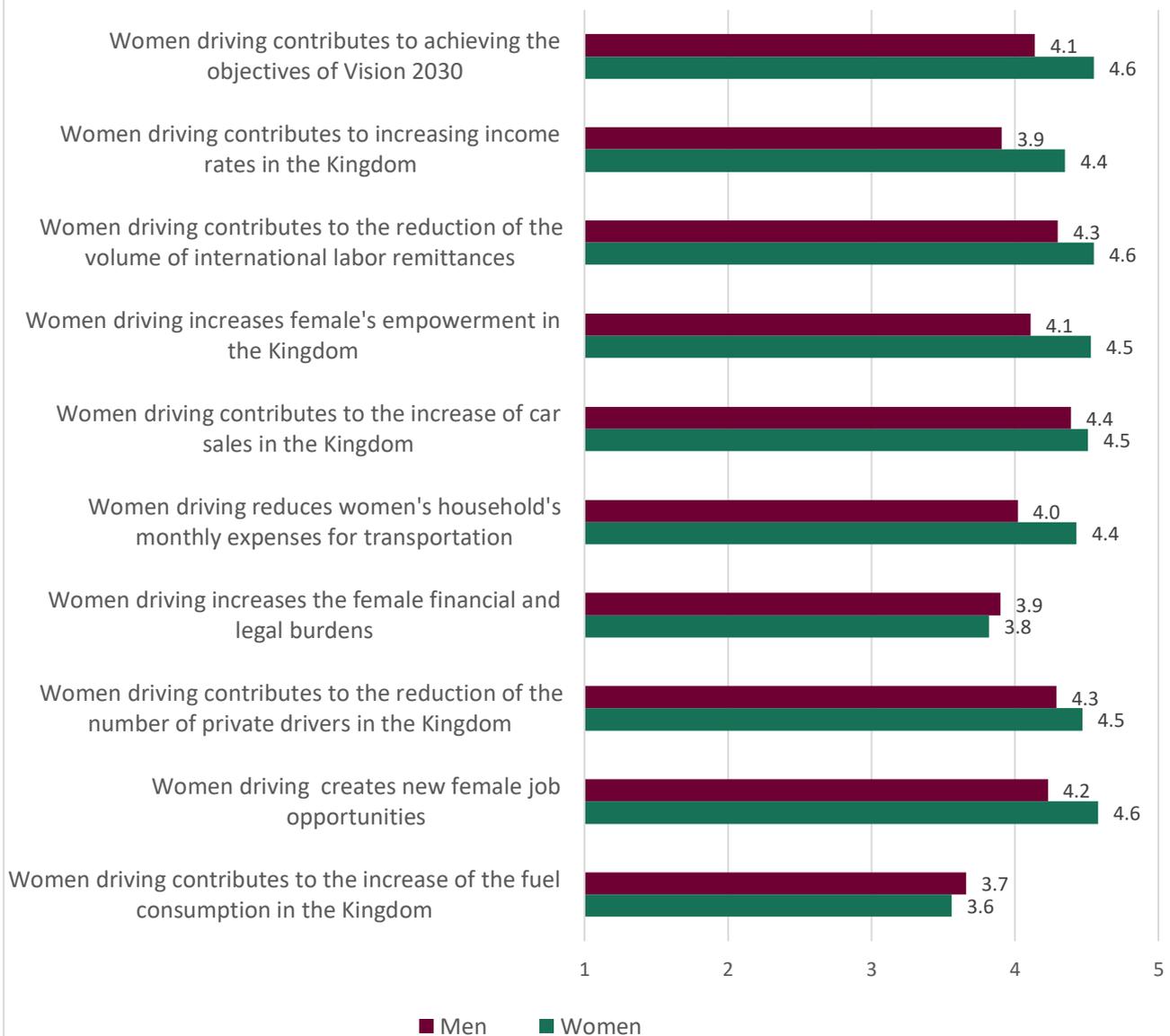
- The results show that men rated higher than women two out of three statements on environmental aspects.
- The highest difference between men and women is in the statement “Women driving contributes to the increase of environmental pollution”.
- Both men and women have almost the same rate on the statement of “Women driving contributes to the increase of the number of electric cars in the Kingdom”.
- Regarding the statement “The infrastructure is not sufficient to support women driving”, the majority of men and women agree or completely agree with 44.3% and 32.9% respectively.
- On the statement “Women driving contributes to the increase of environmental pollution”, the majority of men and women disagree or completely disagree with 48.4% and 68% respectively.
- For the statement “Women driving contributes to the increase of the number of electric cars in the Kingdom”, the majority of men and women are neutral with 39.4% and 44.5% respectively.

8.1 Attitudes towards the economic impact of women driving - comparison of men and women



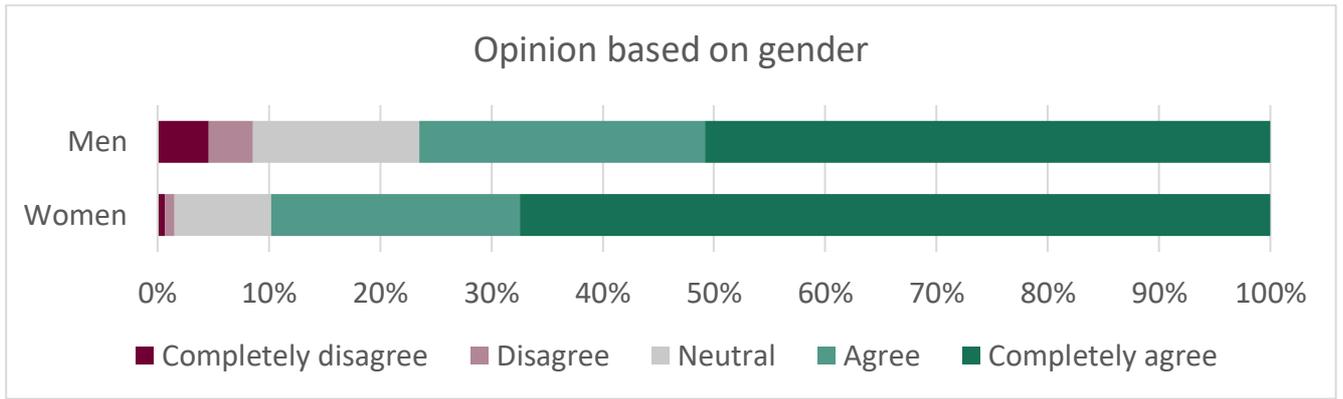
- There were small differences between men's and women's attitudes towards the economic impact of women driving.
- The highest differences between men and women were on "Women driving contributes to achieving the objectives of Vision 2030", "Women driving contributes to the reduction of the volume of international labour remittances", "Women driving increases female's empowerment in the Kingdom, "Women driving reduces women's household's monthly expenses for transportation", and "Women driving creates new female job opportunities".

Attitudes towards the economic impact of women driving

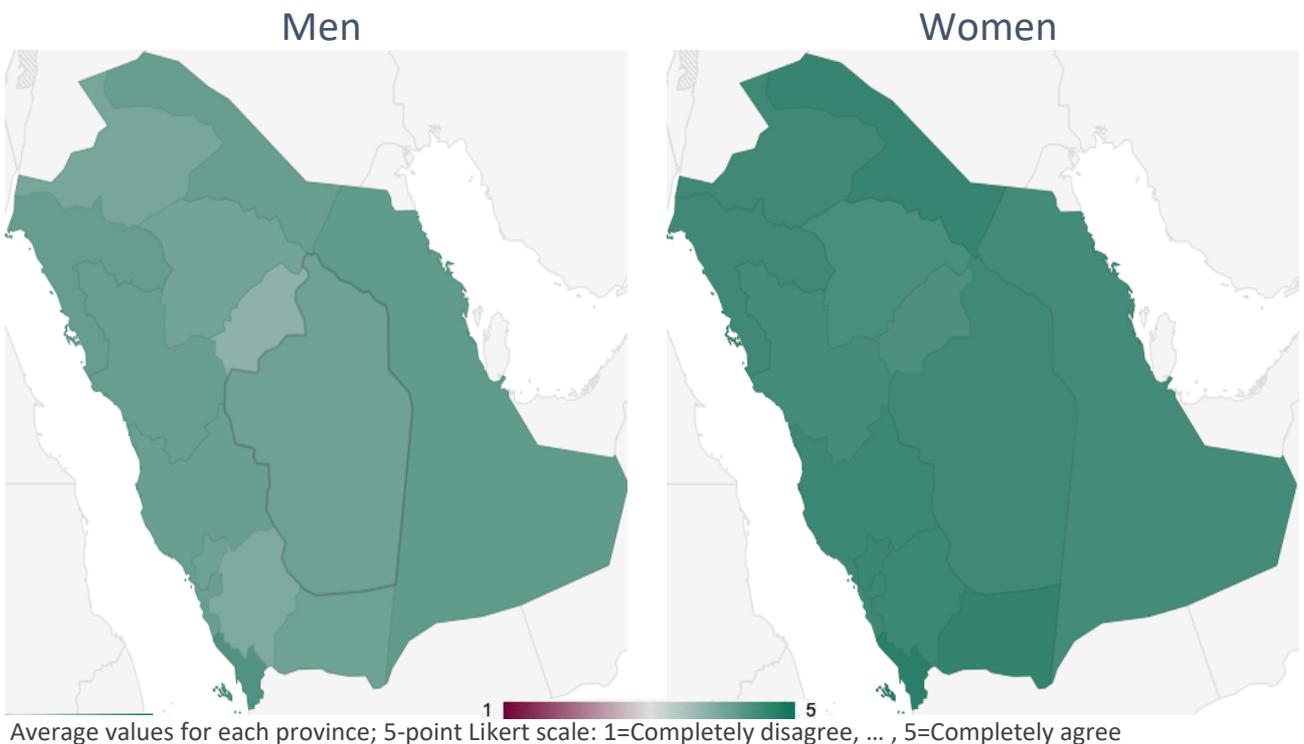


5-point Likert scale: 1 = Completely disagree, ..., 5 = Completely agree

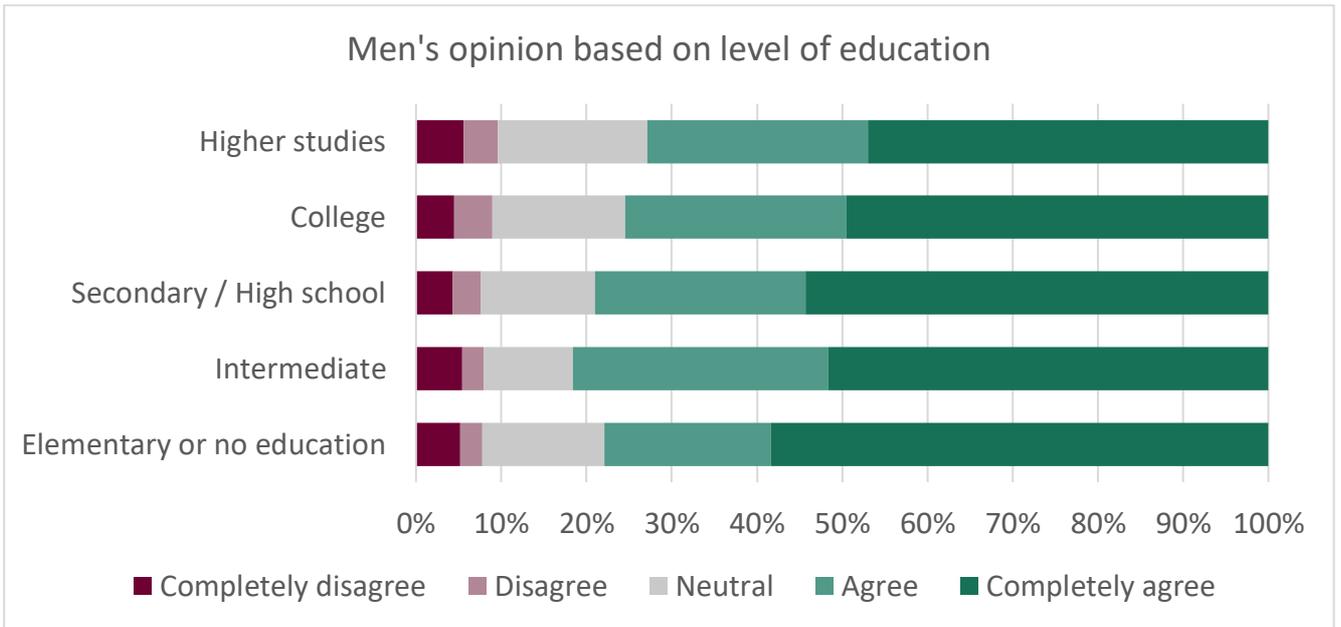
“Women driving contributes to achieving the objectives of Vision 2030”



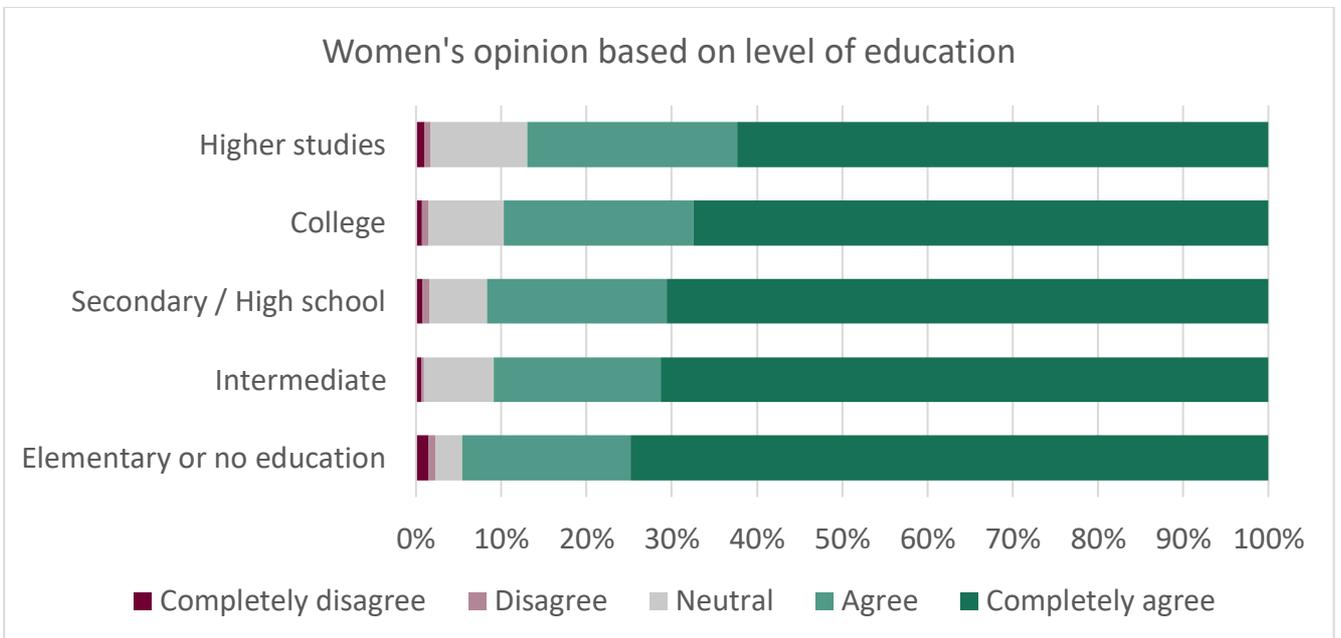
- The majority of men and women completely agree with the statement that women driving contributes to achieving the objectives of Vision 2030 with 50.8% and 67.4% respectively. However, the percentage of men being neutral is 14.9%, whereas for women is 8.7%.
- Geographically, men in Jazan were more positive, while women in Jazan and Najran.
- The highest difference between the opinions of men and women is in Asir.



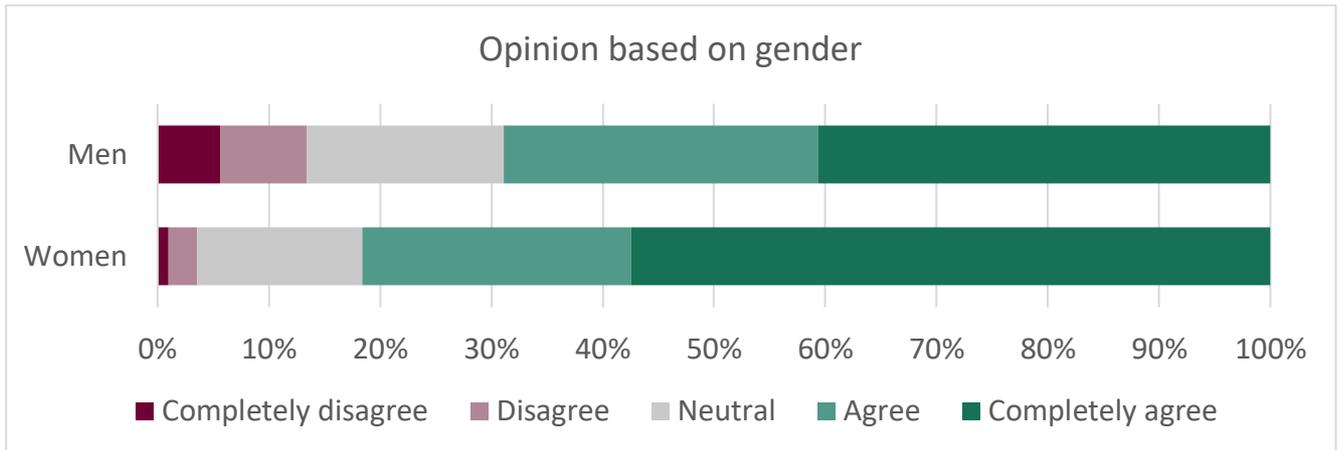
“Women driving contributes to achieving the objectives of Vision 2030”



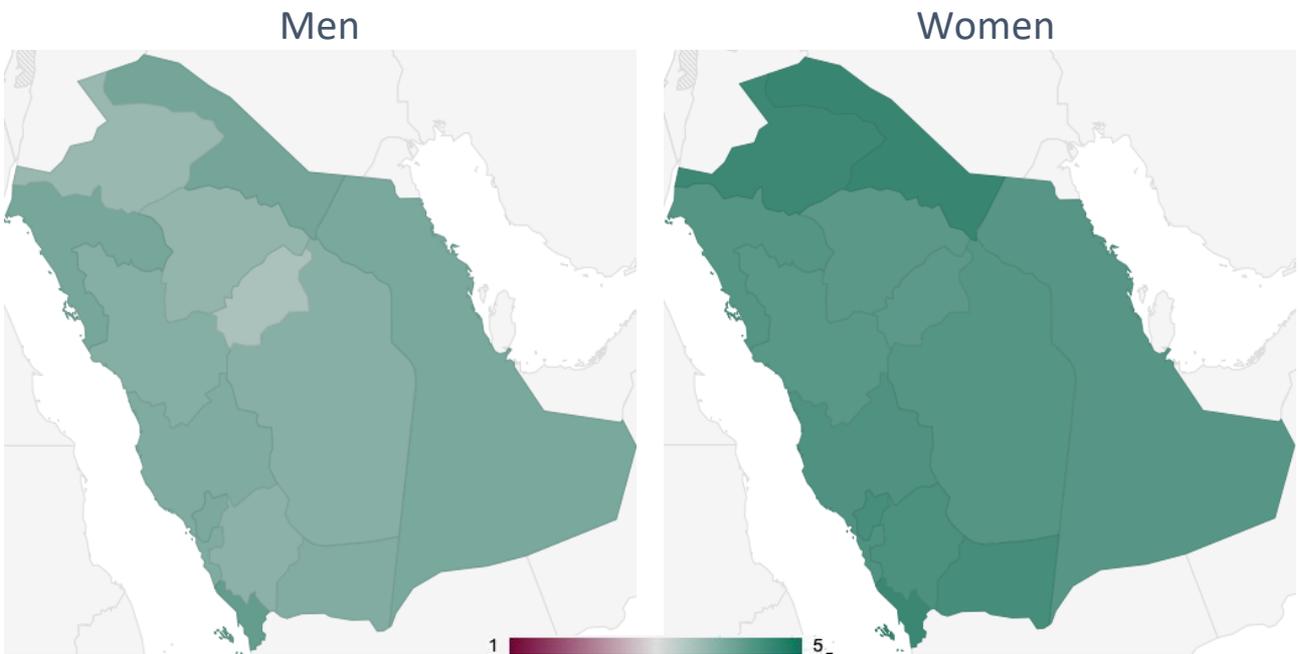
- When educational level of participants is taken into account, it is shown that both men and women with higher education tend to agree less with the statement “Women driving contributes to achieving the objectives of Vision 2030”.



“Women driving contributes to increasing income rates in the Kingdom”



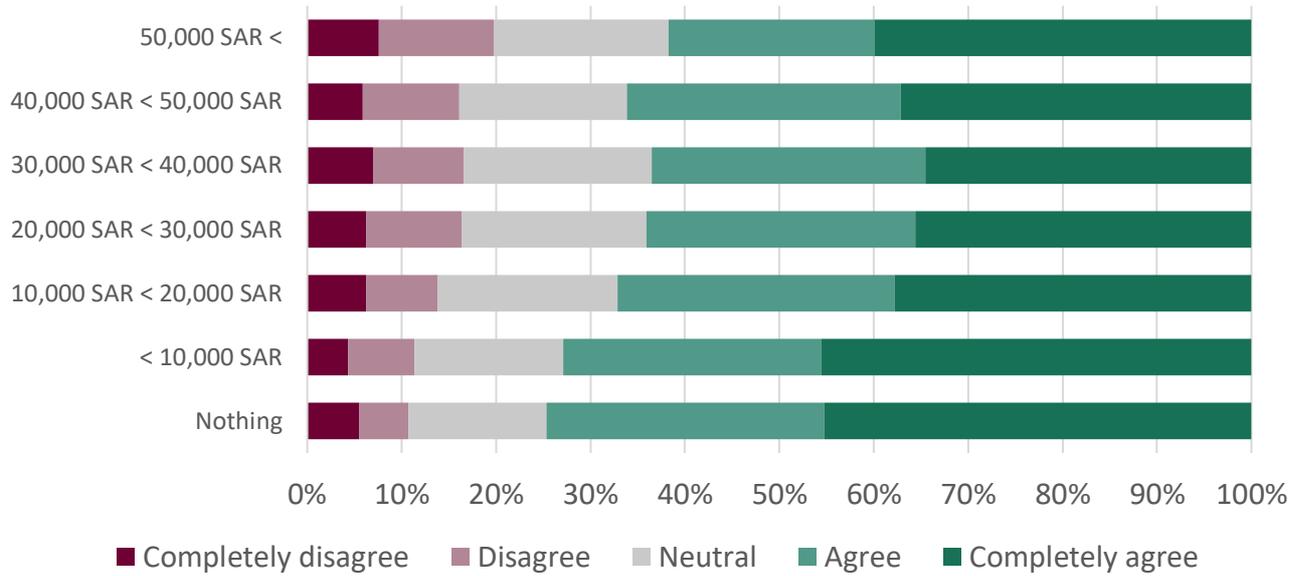
- The majority of men and women completely agree with the statement “Women driving contributes to increasing income rates in the Kingdom” with 40.6% and 57.5% respectively. However, the percentage of men disagreeing or completely disagreeing is 13.4%, whereas for women is only 3.6%.
- Geographically, men in Jazan were more positive, while women in Northern Borders and Jazan.
- The highest difference between the opinions of men and women is in Al Jawf.



Average values for each province; 5-point Likert scale: 1=Completely disagree, ... , 5=Completely agree

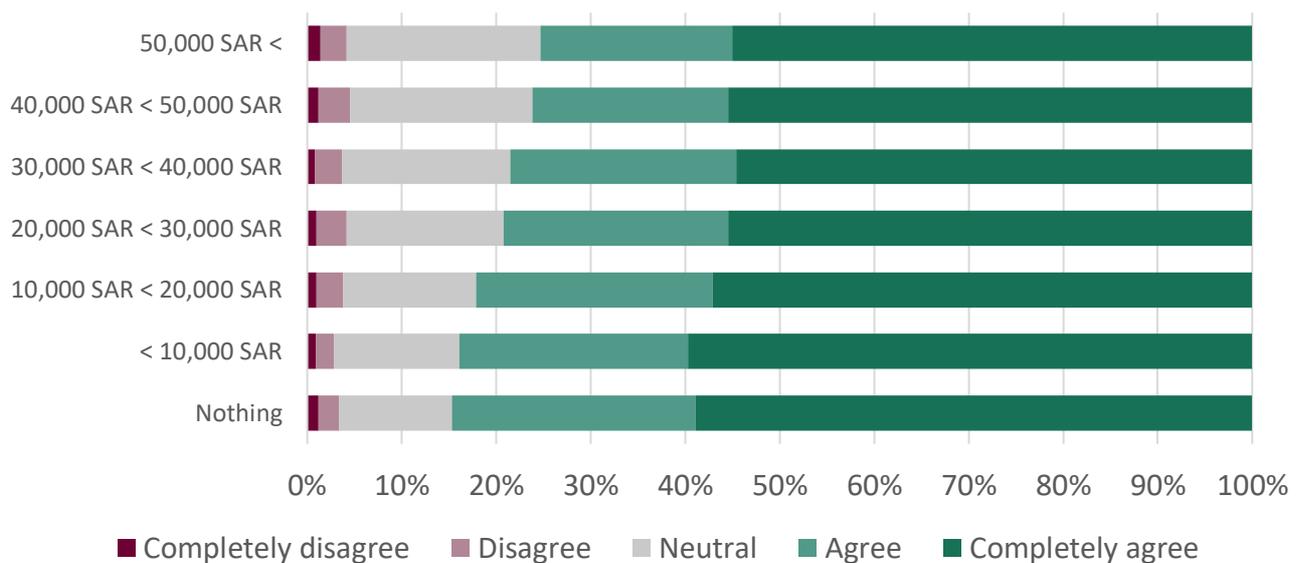
“Women driving increases females’ empowerment in the Kingdom”

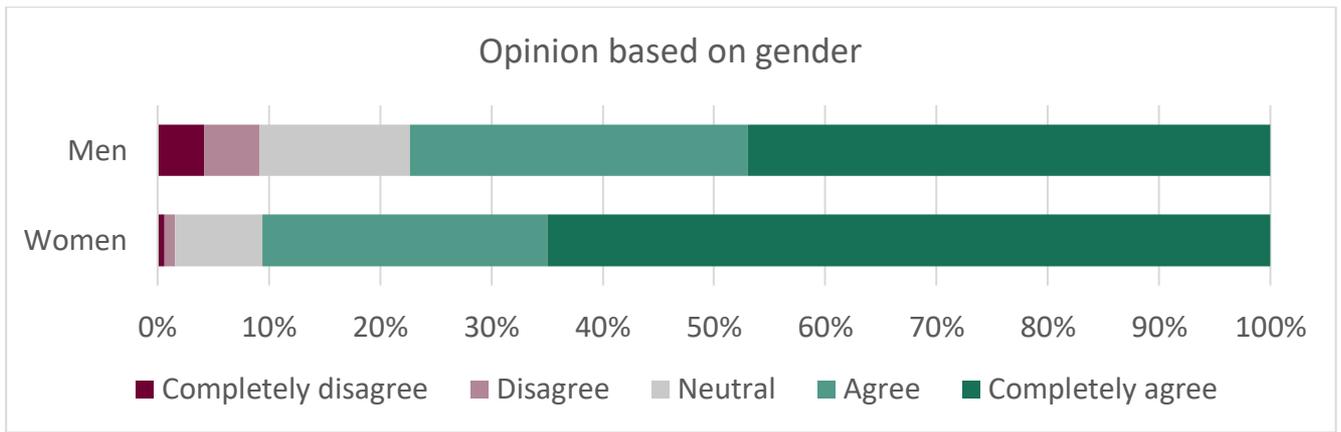
Men's opinion based on household monthly income



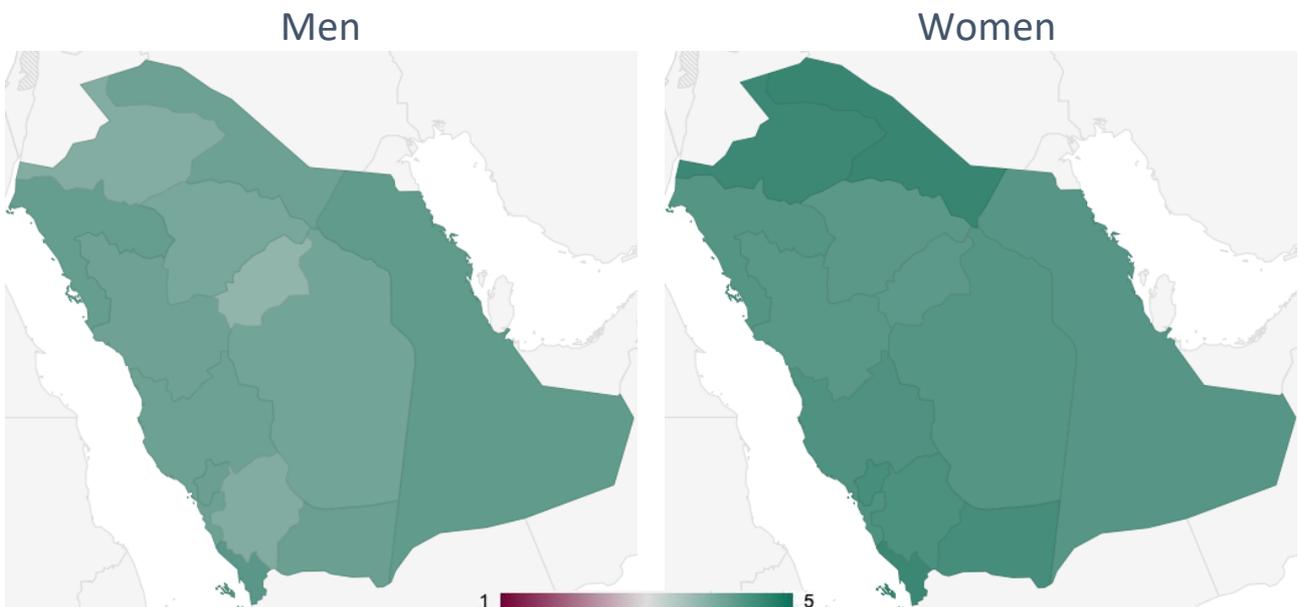
- Taking into account the household monthly income, it is noticed that both men and women with higher household income tend to agree less and be more neutral with the statement “Women driving contributes to increasing income rates in the Kingdom”.

Women's opinion based on household monthly income





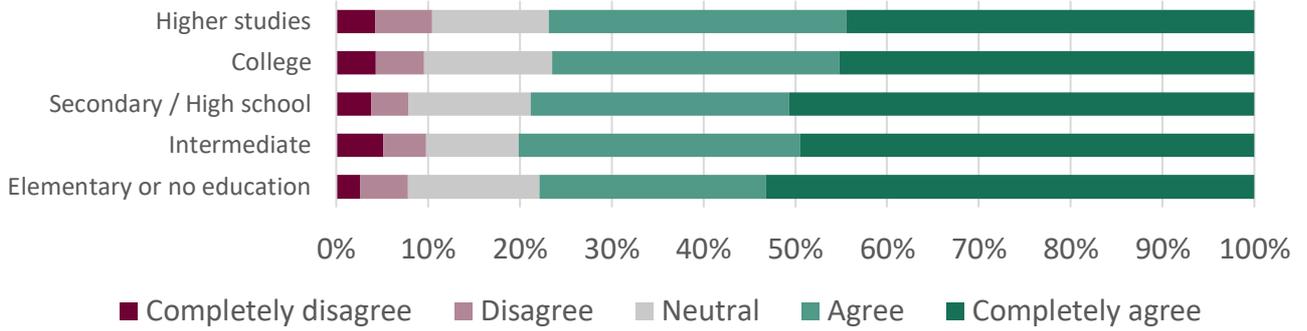
- Regarding the statement “Women driving increases females’ empowerment in the Kingdom”, the majority of men and women completely agree with 47% and 65% respectively. However, the percentage of men disagreeing or completely disagreeing was 9.2%, whereas for women was only 1.6%.
- Across all provinces, men in Jazan and women in Northern Borders and Jazan are more positive towards the statement.
- The highest difference between the opinions of men and women is in Al Jawf.



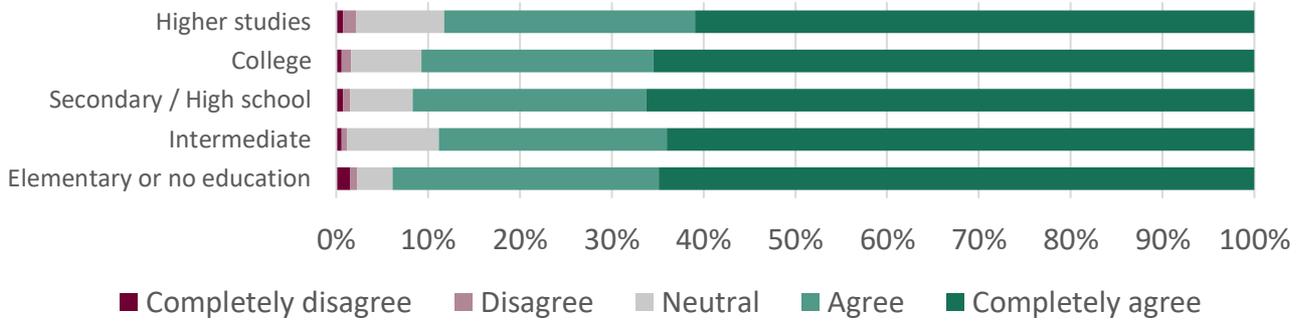
Average values for each province; 5-point Likert scale: 1=Completely disagree, ..., 5=Completely agree

“Women driving increases females’ empowerment in the Kingdom”

Men's opinion based on level of education

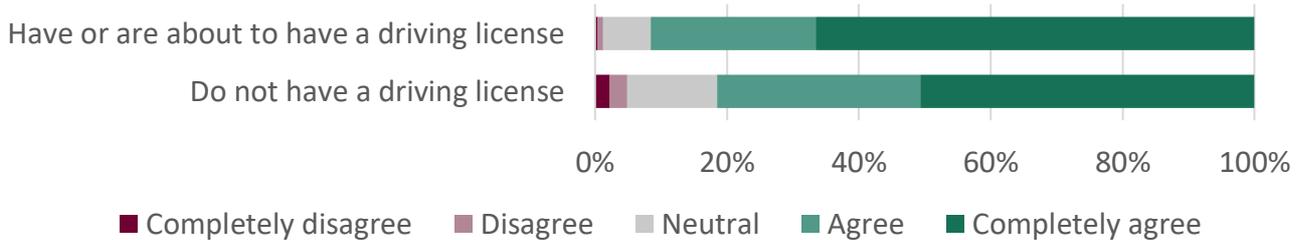


Women's opinion based on level of education

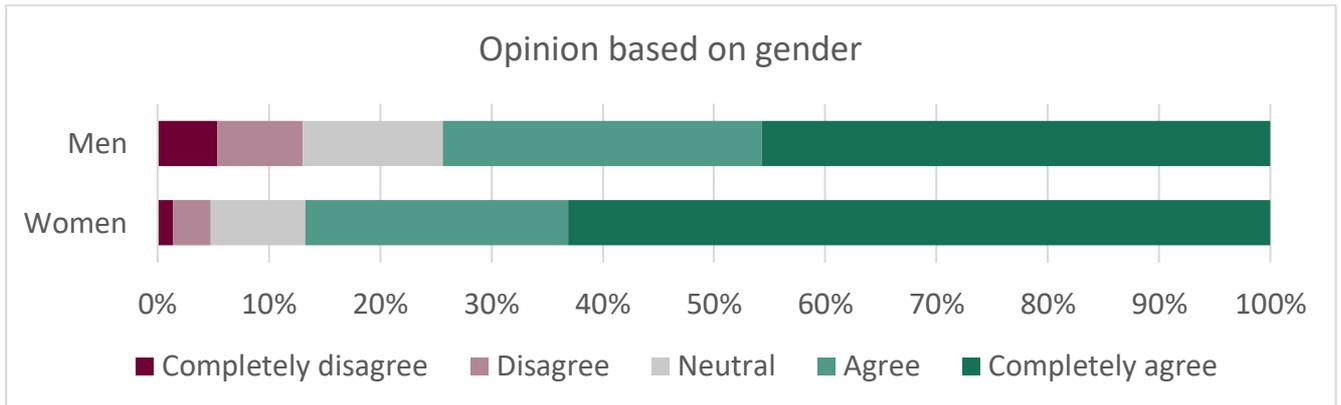


- Regardless educational level, both men and women tend to agree or completely agree with the statement that women driving increases female's empowerment in the Kingdom.
- Having driving license plays an important role for women’s opinion towards whether women driving increases female's empowerment in the Kingdom, with women having or being about to have a driving license tending to agree more with the statement.

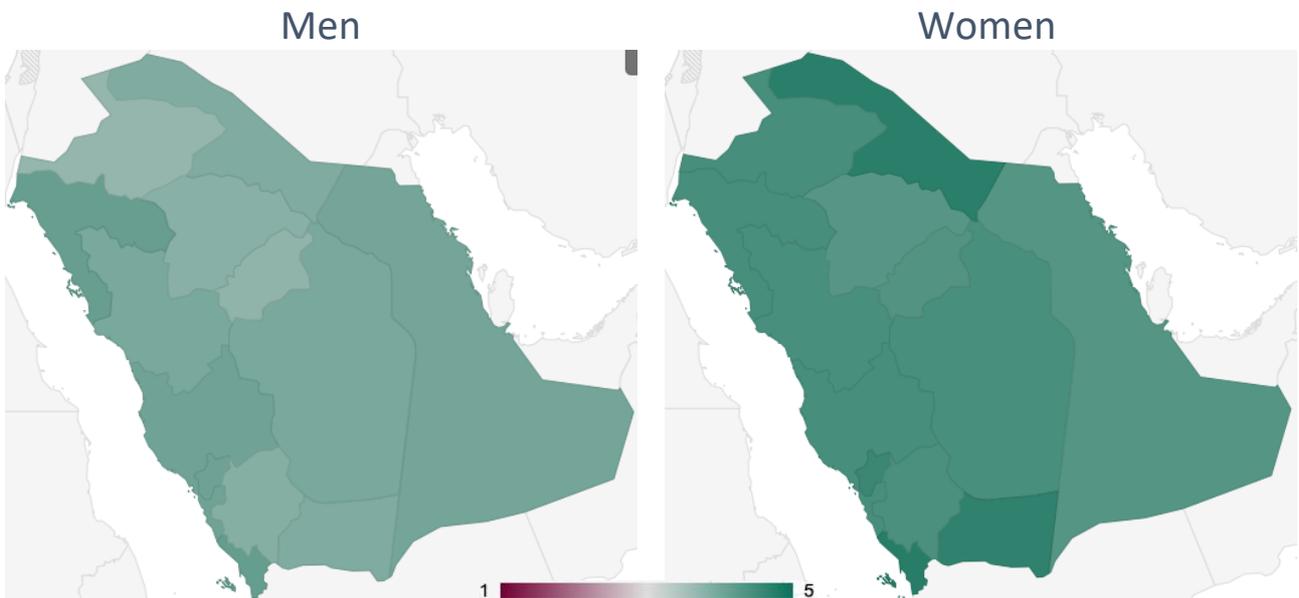
Women's opinion based on driving license possession



“Women driving reduces household's monthly expenses for transportation”



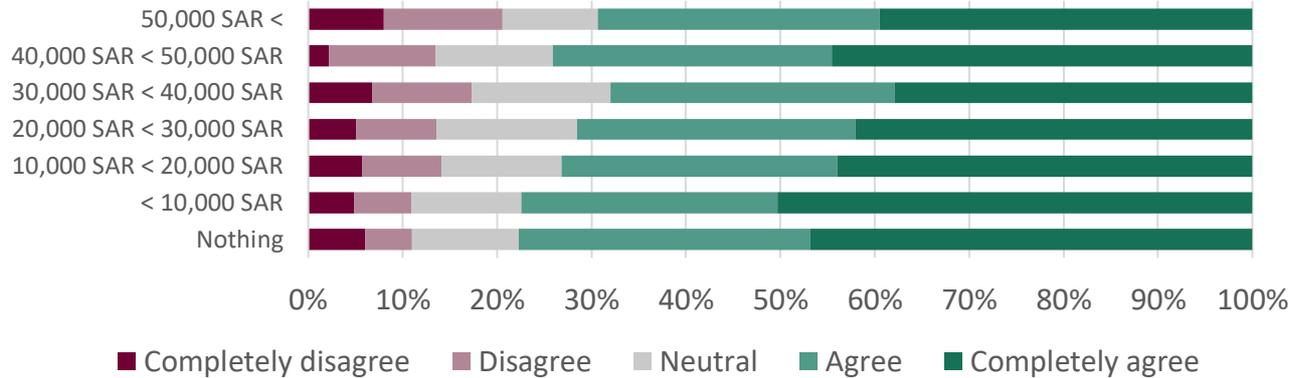
- Regarding the statement “Women driving reduces household's monthly expenses for transportation”, the majority of men and women completely agree with 45.7% and 63.1% respectively. However, the percentage of men disagreeing or completely disagreeing is 13%, whereas for women is 4.8%.
- The highest rates of agreement for men is in Tabuk and Jazan, and for women in Northern Borders and Jazan.
- The highest difference between the opinions of men and women is in Najran.



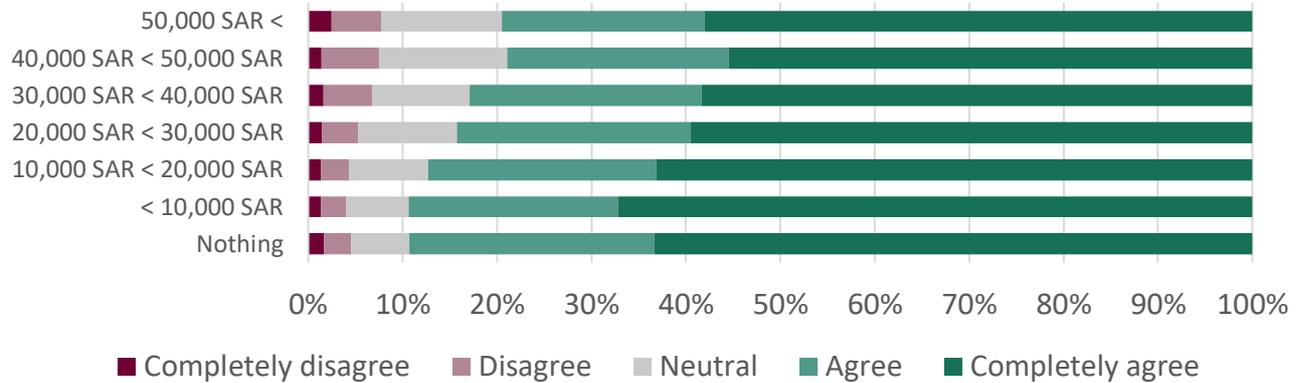
Average values for each province; 5-point Likert scale: 1=Completely disagree, ..., 5=Completely agree

“Women driving reduces household's monthly expenses for transportation”

Men's opinion based on household monthly income

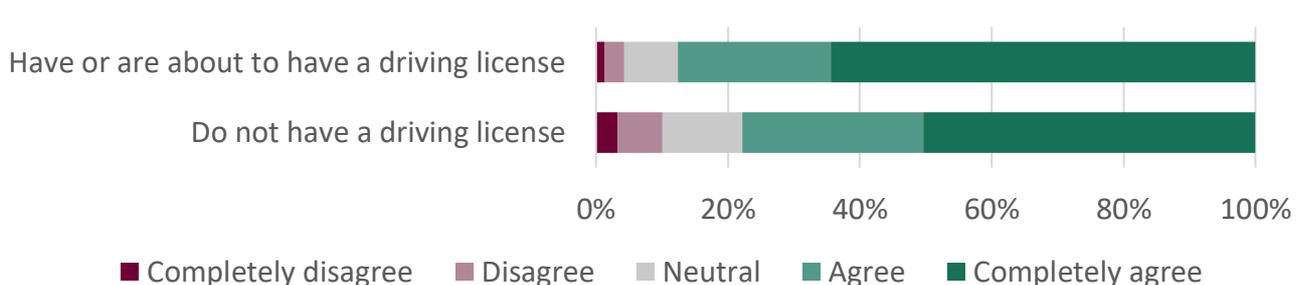


Women's opinion based on household monthly income

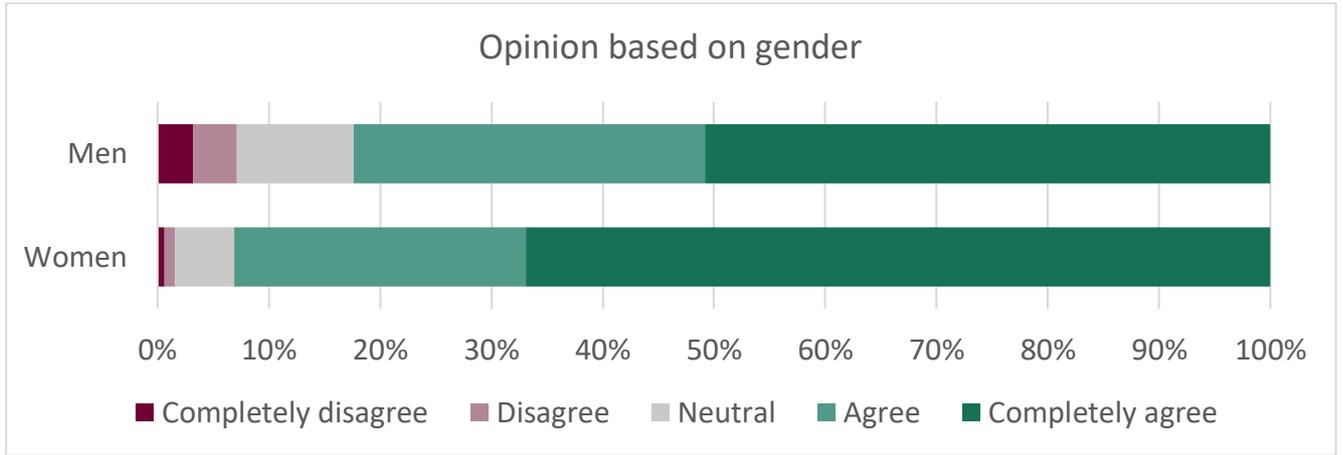


- When household income is taken into account, results show that both men and women with higher household incomes tend to agree less with the statement that women driving reduces household's monthly expenses for transportation.
- Having driving license plays an important role for women's opinion towards whether women driving reduces household's monthly expenses for transportation, with women having a driving license tending to agree more.

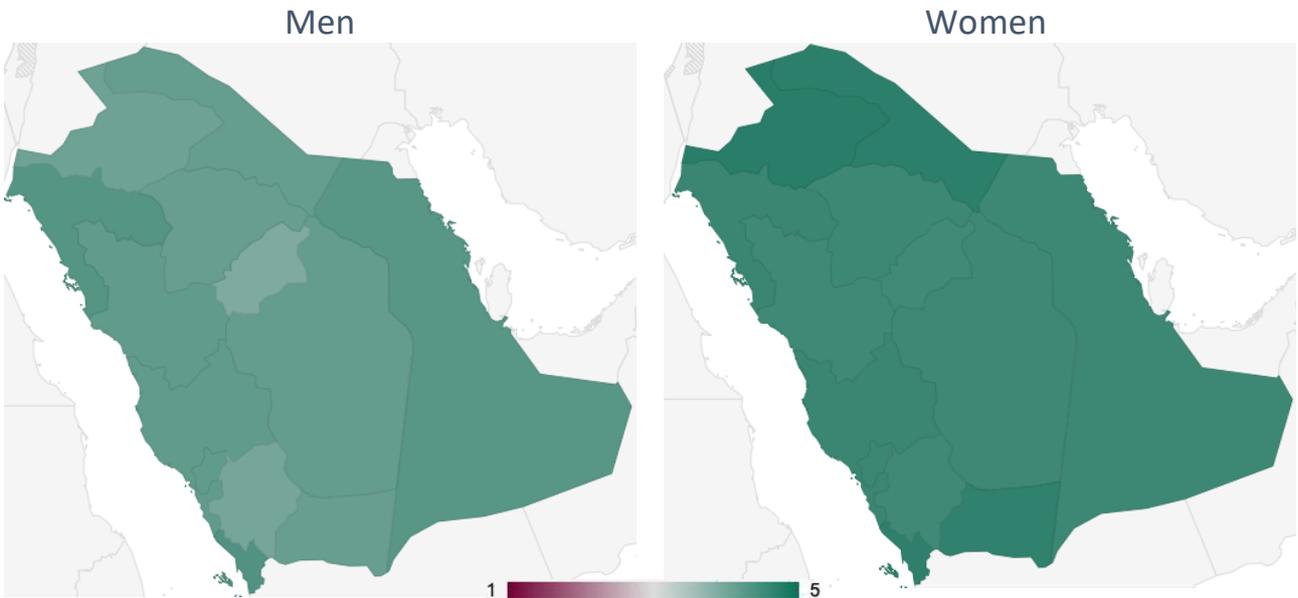
Women's opinion based on driving license possession



“Women driving creates new job opportunities for women”



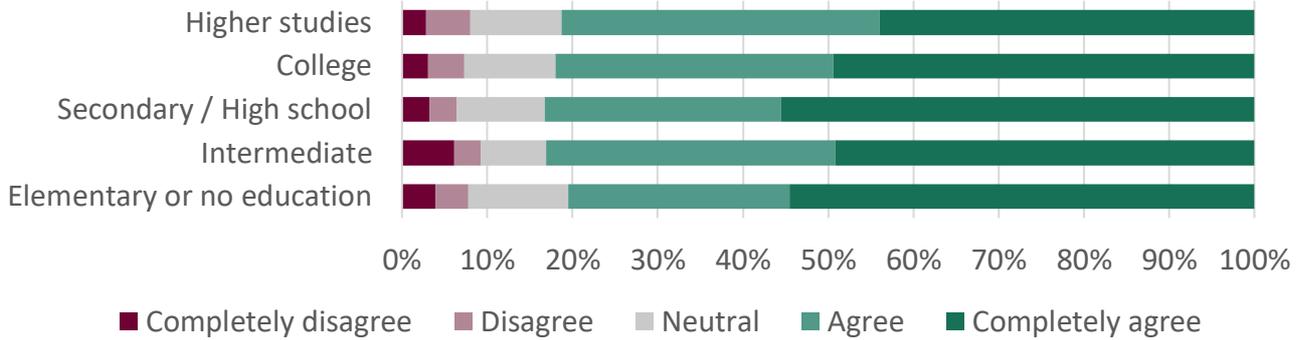
- Regarding the statement “Women driving creates new job opportunities for women”, the majority of men and women completely agree with 50.8% and 66.9% respectively. However, the percentage of men disagreeing or completely disagreeing is 7.1%, whereas for women is 1.6%.
- Across all provinces, the highest agreement with the statement have men in Jazan, whereas for women in Al Jawf.
- The highest difference between the opinions of men and women is in Al Jawf.



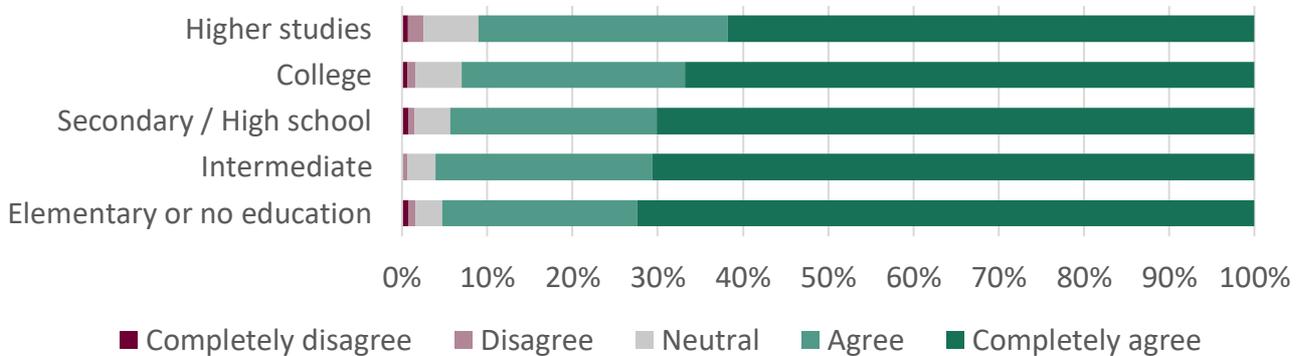
Average values for each province; 5-point Likert scale: 1=Completely disagree, ... , 5=Completely agree

“Women driving creates new job opportunities for women”

Men's opinion based on level of education

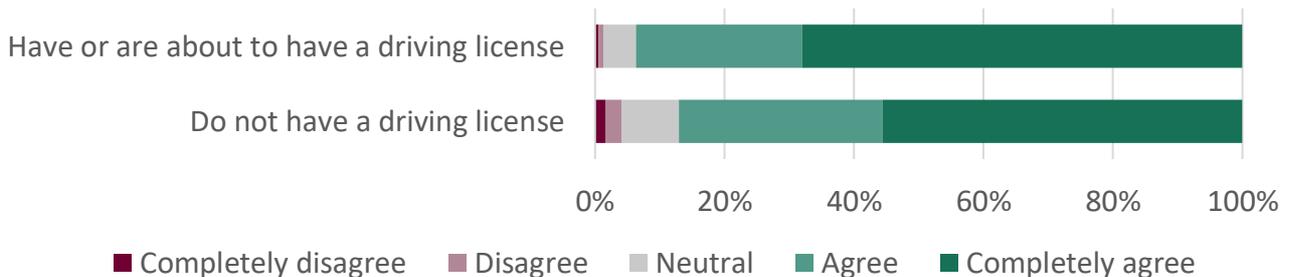


Women's opinion based on level of education



- When educational level was taken into account, it showed that both men and women with higher education tend to agree or completely agree with the statement that women driving creates new job opportunities for women.
- Women that have or are about to have a driving license tend to agree with the statement more than women with no license.

Women's opinion based on driving license possession

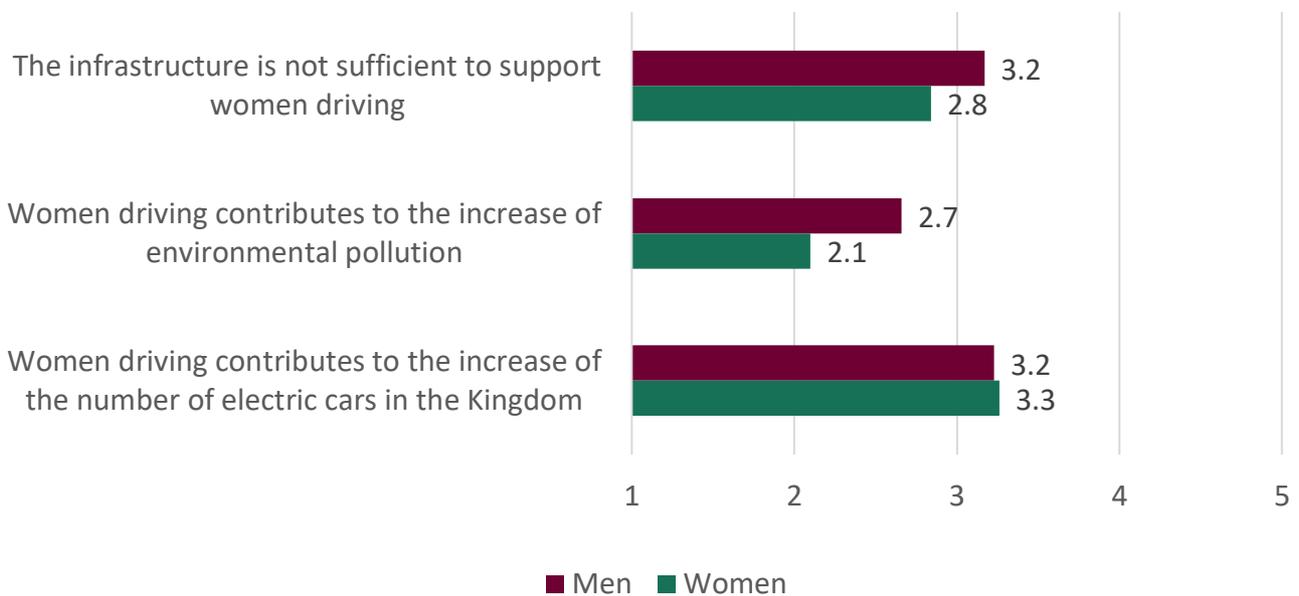


8.2 Attitudes towards the environmental impact of women driving - comparison of men and women



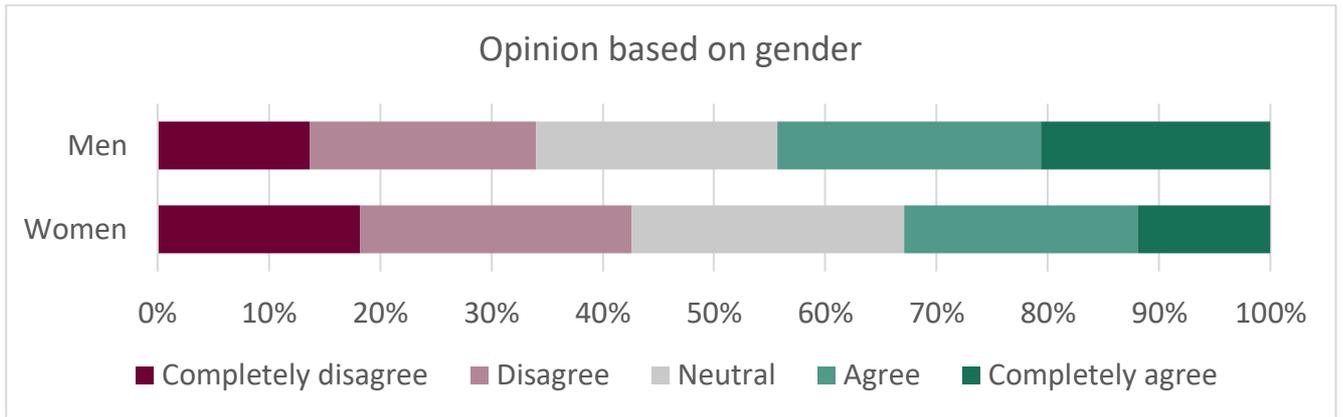
- The results show that men rated higher than women two out of three statements regarding environmental impact of women driving.
- The highest difference between men and women is on “Women driving contributes to the increase of environmental pollution”.
- Men and women have almost the same level of agreement on the statement of “Women driving contributes to the increase of the number of electric cars in the Kingdom”.

Attitudes towards the environmental impact of women driving

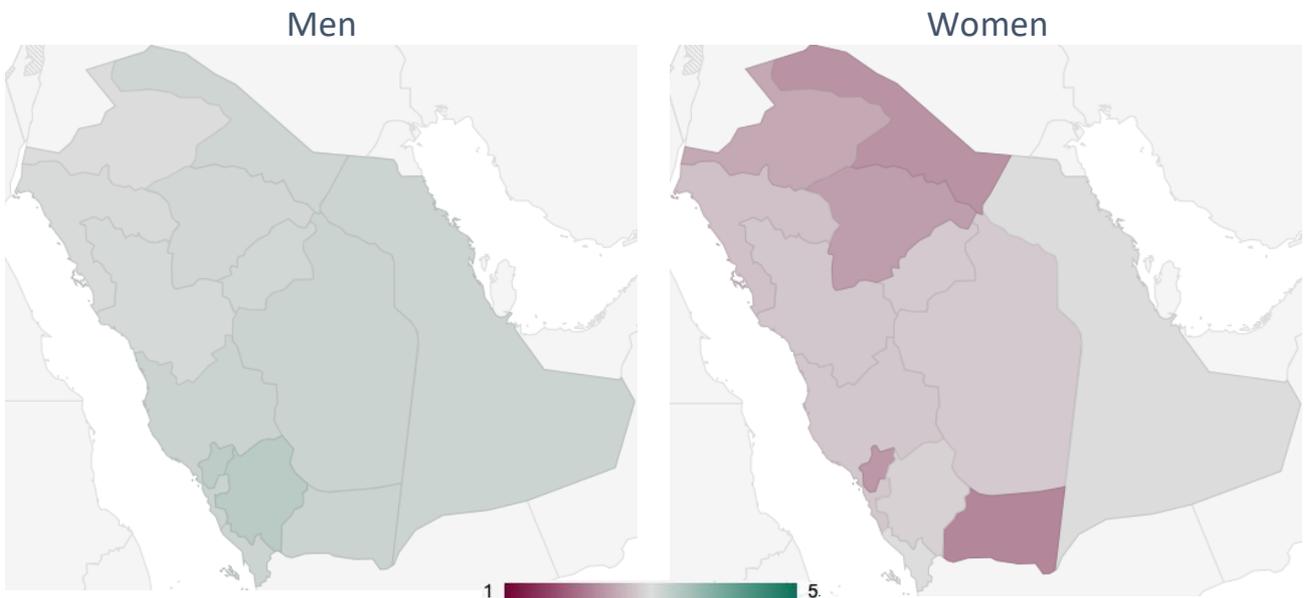


5-point Likert scale: 1 = Completely disagree, ..., 5 = Completely agree

“The infrastructure is not sufficient to support women driving”

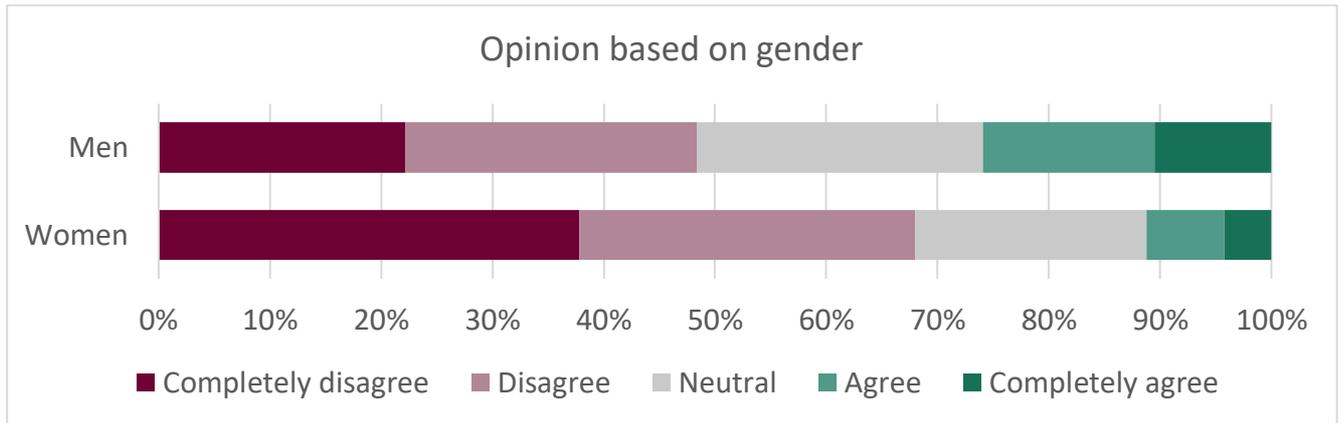


- Regarding the statement “The infrastructure is not sufficient to support women driving”, the majority of men and women agree or completely agree with 44.3% and 32.9% respectively.
- Across all provinces, men in Bahah and Asir, and women in Eastern Province and Jazan agree more with the statement.
- The highest difference between the opinions of men and women is in Bahah.

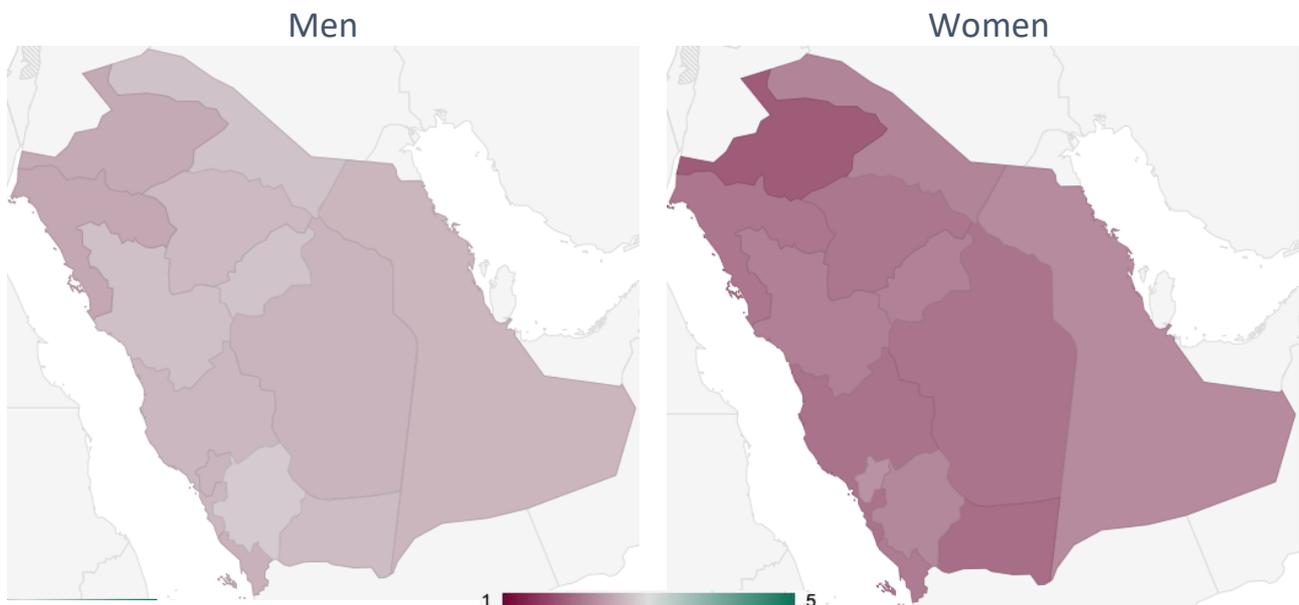


Average values for each province; 5-point Likert scale: 1=Completely disagree, ... , 5=Completely agree

“Women driving contributes to the increase of environmental pollution”

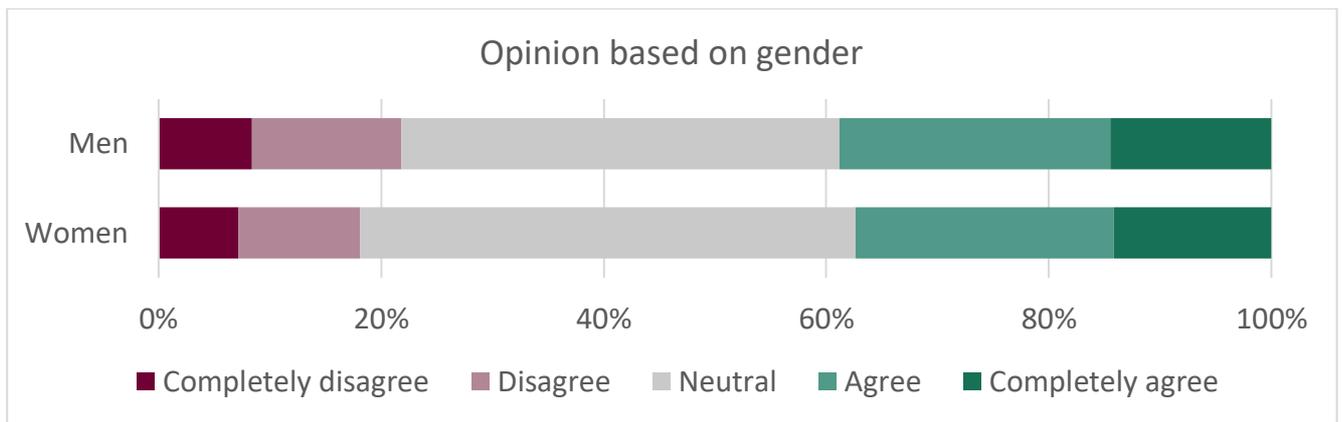


- Regarding the statement “Women driving contributes to the increase of environmental pollution”, the majority of men and women disagree or completely disagree with 48.4% and 68% respectively.
- The highest rates of agreement are for men in Qassim, Northern Borders, and Asir, and for women in Eastern Province and Bahah.
- The highest difference between the opinion of men and women is in Qassim and Bahah.

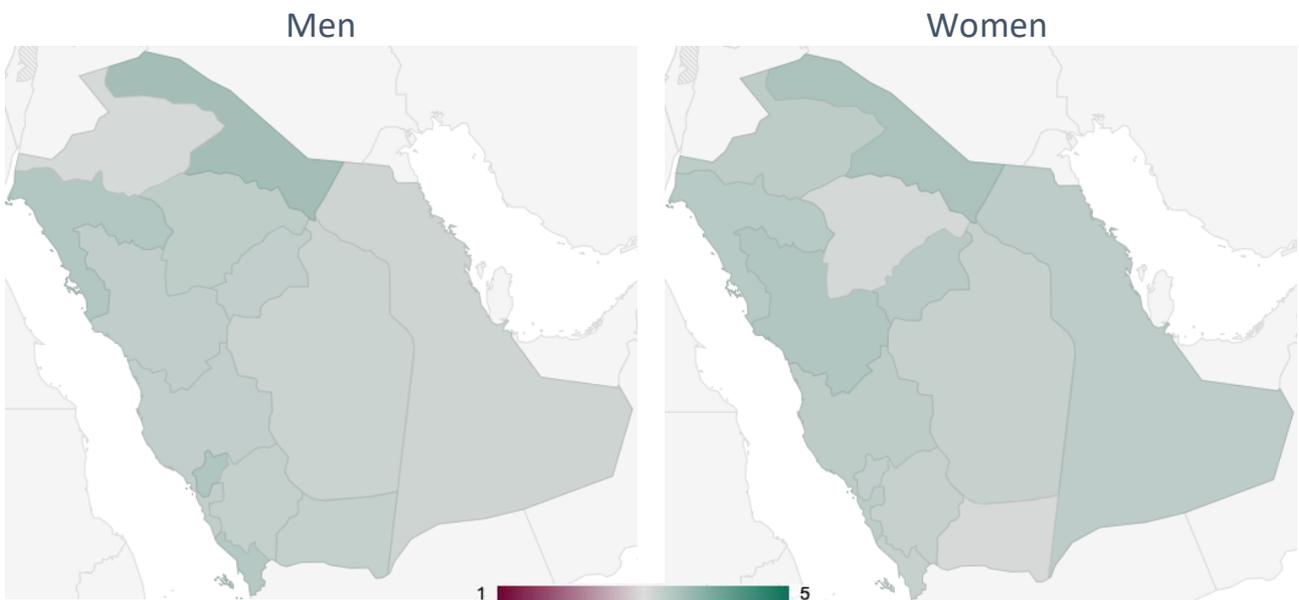


Average values for each province; 5-point Likert scale: 1=Completely disagree, ..., 5=Completely agree

“Women driving contributes to the increase of the number of electric cars in the Kingdom”

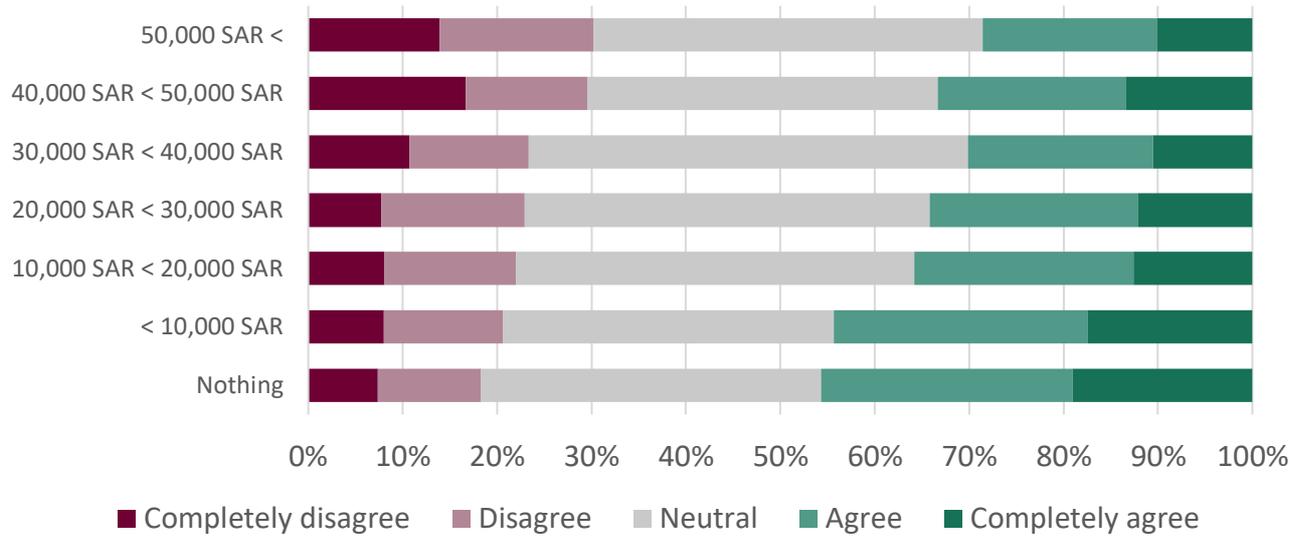


- Regarding the statement “Women driving contributes to the increase of the number of electric cars in the Kingdom”, the majority of men and women are neutral with 39.4% and 44.5% respectively.
- The highest rate of agreement for men is in Bahah, Northern Borders, and Asir, whereas for women in Northern Borders.



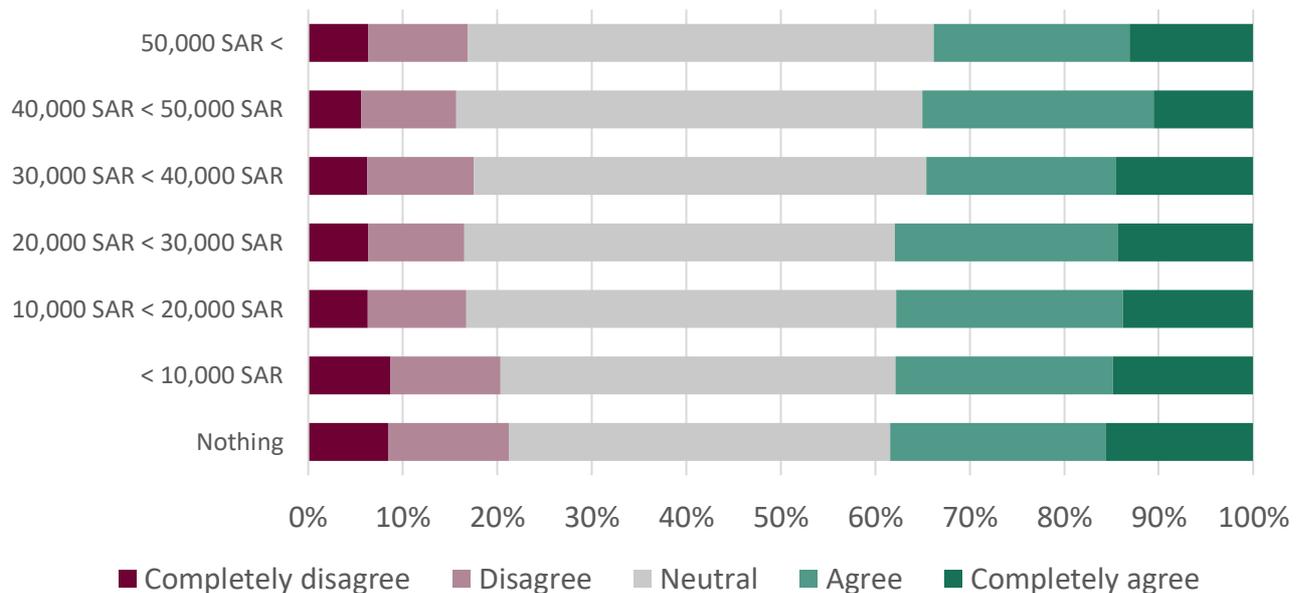
Average values for each province; 5-point Likert scale: 1=Completely disagree, ... , 5=Completely agree

Men's opinion based on household monthly income



- When household income was taken into account, it showed that both men and women with higher household incomes tend to agree less with the statement that women driving contributes to increase the number of electric cars in the Kingdom.
- More than 35% of men and 40% of women, regardless their household income, were neutral towards the statement.

Women's opinion based on household monthly income



9 Attitudes towards the traffic safety impact of women driving

This chapter looks at attitudes towards the traffic safety impacts of women driving. It examines attitudes towards vehicle accidents and traffic congestion on a Kingdom and provincial level. For the analyses, the responses from both female and male participants are used (sample: 29,639 observations).

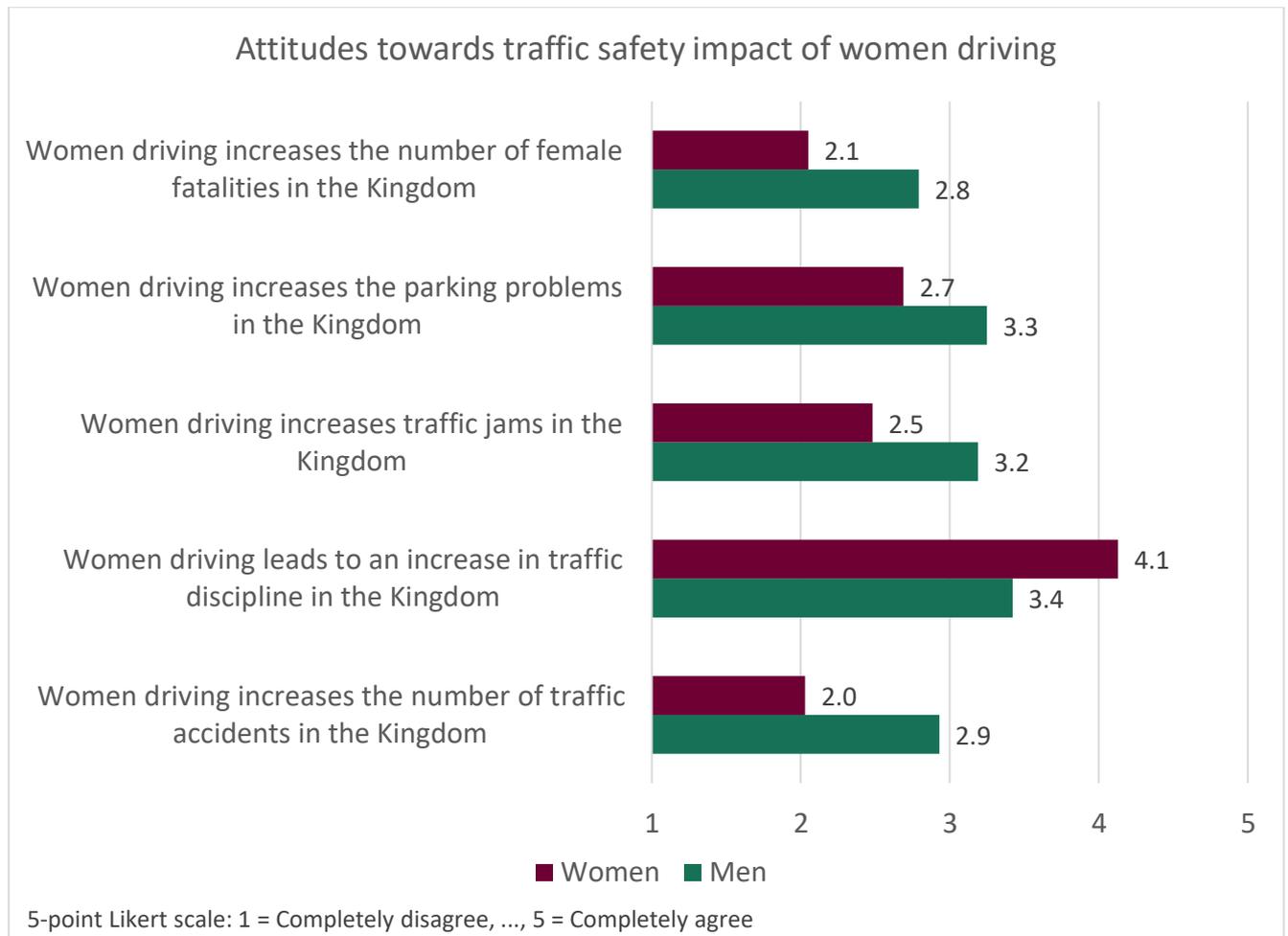


Chapter highlights

Traffic safety aspects

- There are high differences between men's and women's attitudes towards traffic safety impact with men having higher rates than women in all statements except for "Women driving leads to an increase in traffic discipline in the Kingdom".
- The highest differences between men and women were on "Women driving increases the number of traffic accidents in the Kingdom".
- The majority of women completely disagree or disagree with the statement that women driving increases the number of traffic accidents in the Kingdom with 38.3% and 32.7% respectively. Less than 40% of men completely disagree or disagree with the statement.
- The majority of women completely agree or agree with the statement that women driving leads to an increase in traffic discipline in the Kingdom with 42.5% and 36.7% respectively. Around 50% of men completely agree or agree with the statement.
- 54% of women were negative towards the statement that women driving increases traffic jams in the Kingdom, whereas 45% of men were positive towards the statement.
- Around 50% of women were negative towards the statement that women driving increases the parking problems in the Kingdom, whereas around 50% of men were positive towards the statement.
- More than 60% of women were negative towards the statement that women driving increases the number of female fatalities in the Kingdom, whereas around 40% of men were negative towards the statement.

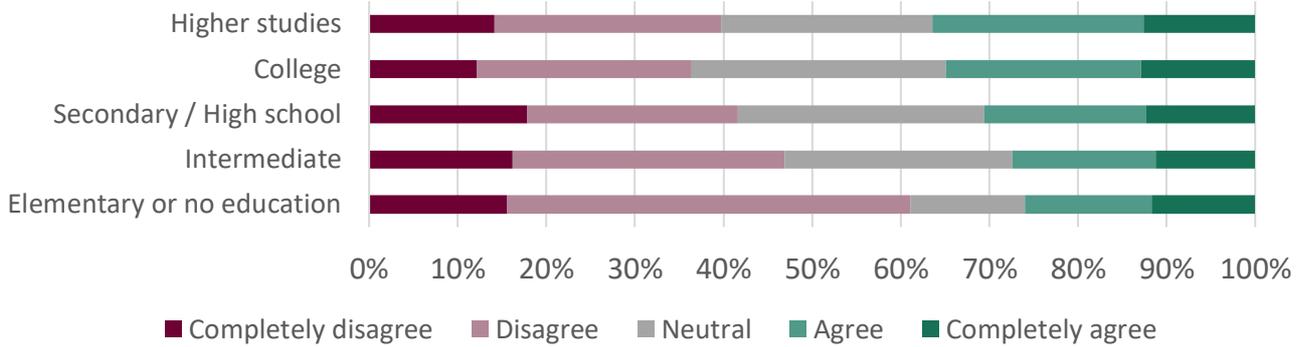
9.1 Attitudes towards traffic safety impacts of women driving – comparison of women and men



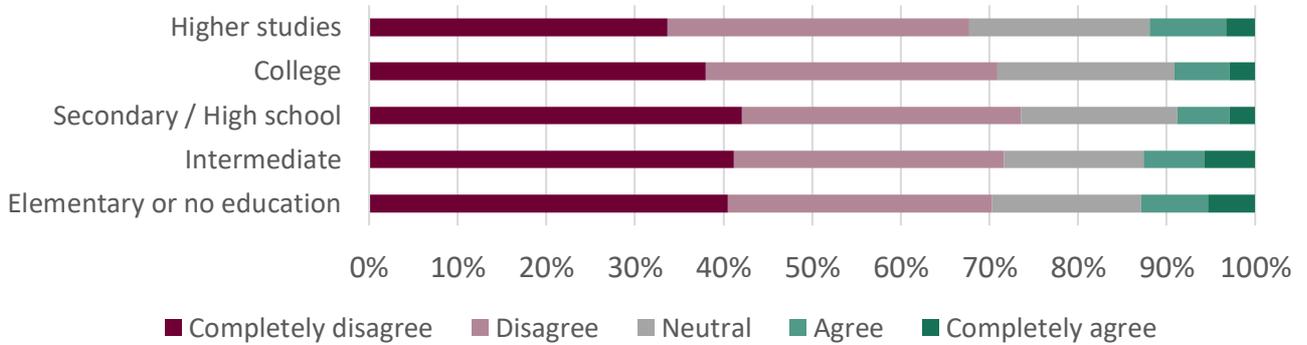
- There are considerable differences between men and women's attitudes towards traffic safety impact, with men having higher rates of agreement than women in all statements except for "Women driving leads to an increase in traffic discipline in the Kingdom".
- The highest difference between men and women is identified in the statement "Women driving increases the number of traffic accidents in the Kingdom".

“Women driving increases the number of traffic accidents in the Kingdom”

Men's opinion based on level of education

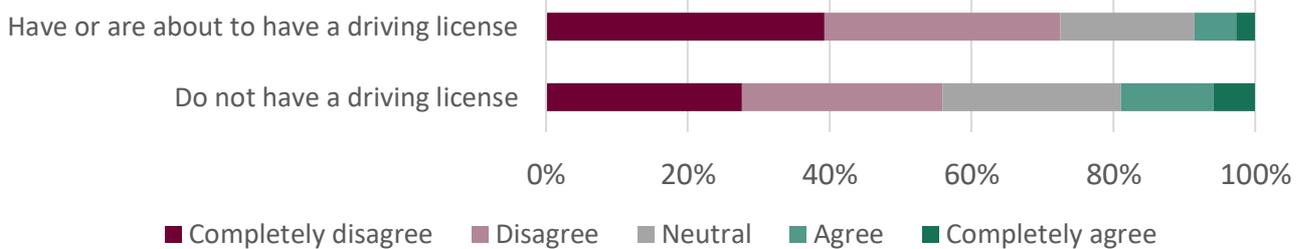


Women's opinion based on level of education

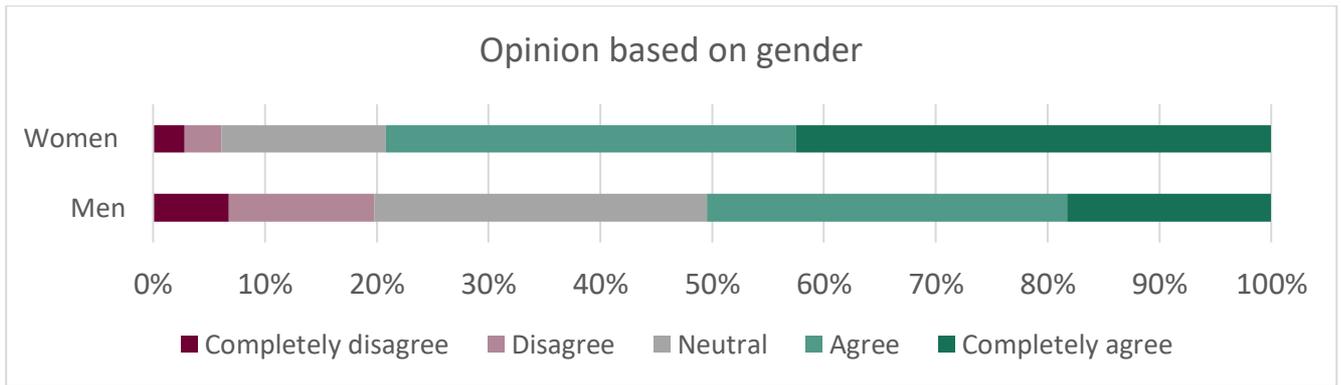


- When educational level of participants is taken into account, it is shown that the majority of women disagree with the statement regardless their educational level. Men with higher educational level tend to agree with the statement more than men with lower educational level.
- Having driving license plays a role for women’s opinion, with women having or being about to have a driving license tending to disagree more with the statement.

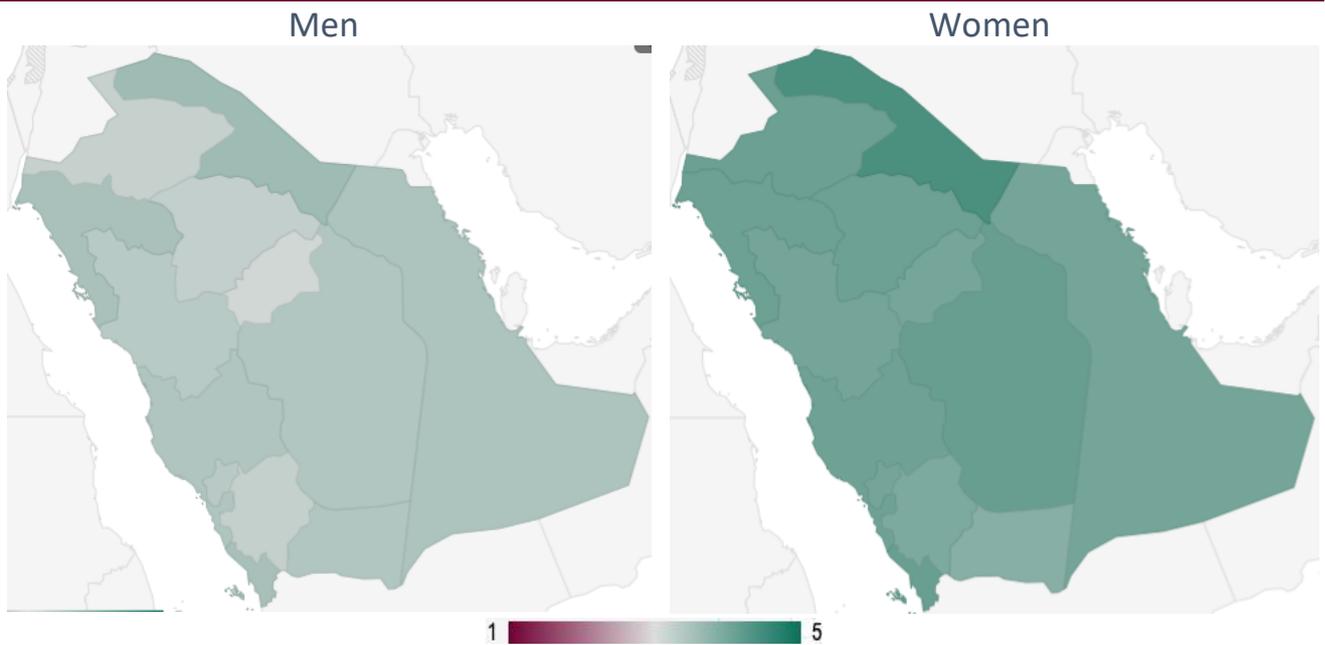
Women's opinion based on driving license possession



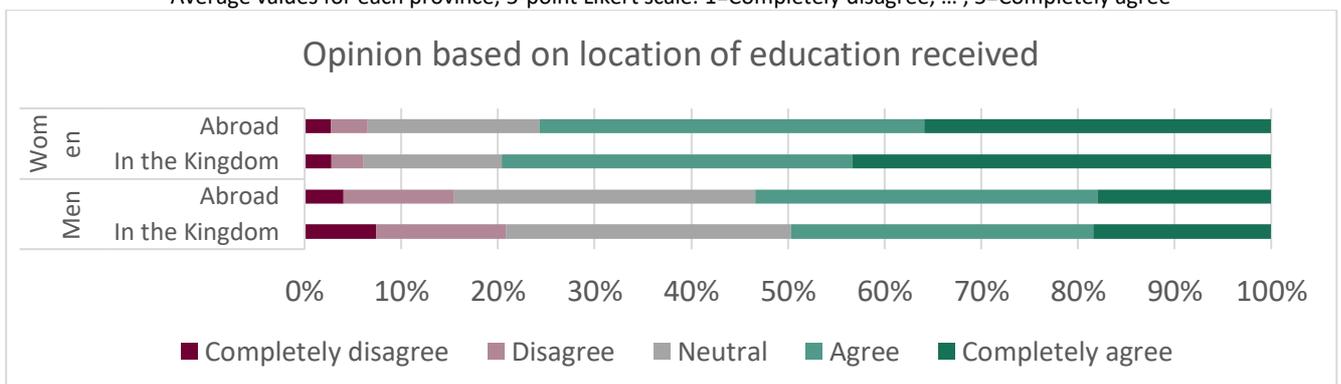
“Women driving leads to an increase in traffic discipline in the Kingdom”



- The majority of women completely agree or agree with the statement that women driving leads to an increase in traffic discipline in the Kingdom with 42.5% and 36.7% respectively. Around 50% of men completely agree or agree with the statement.
- Across all provinces, men in Eastern Province and Jazan and women in Northern Borders have the highest percentage of agreement with the statement.
- Both men and women agree with the statement regardless the location they studied.

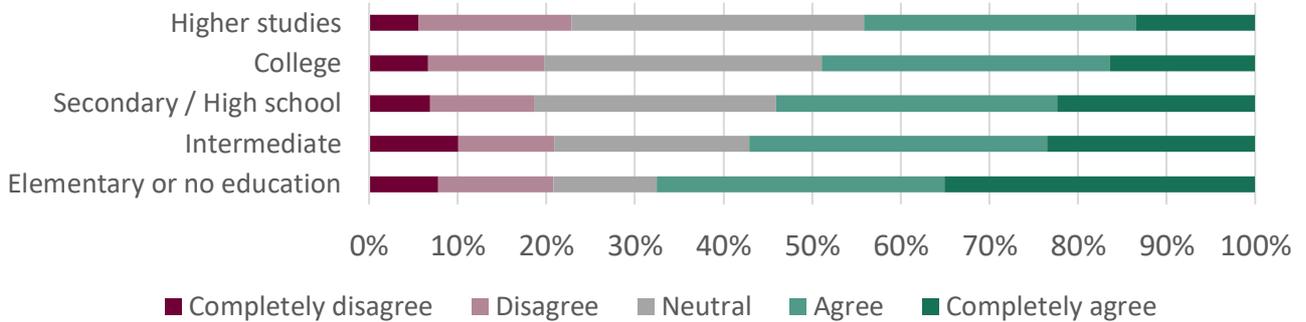


Average values for each province; 5-point Likert scale: 1=Completely disagree, ... , 5=Completely agree

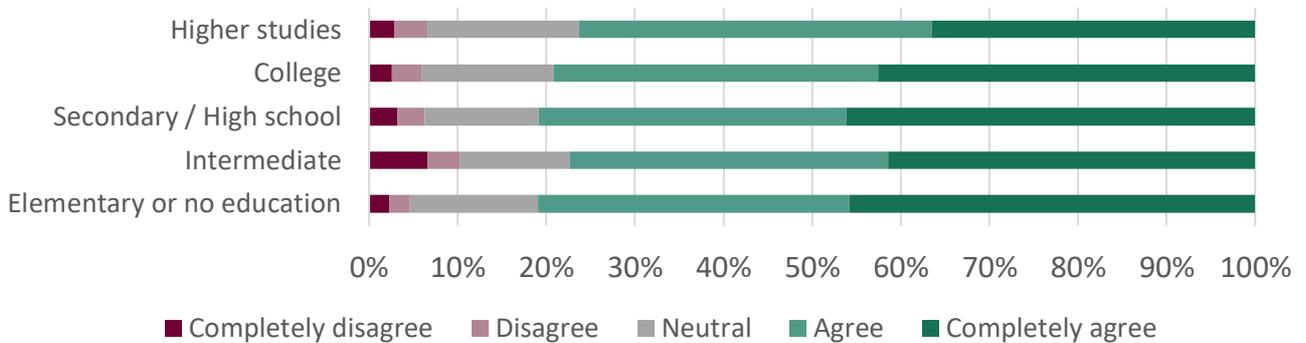


“Women driving leads to an increase in traffic discipline in the Kingdom”

Men's opinion based on level of education

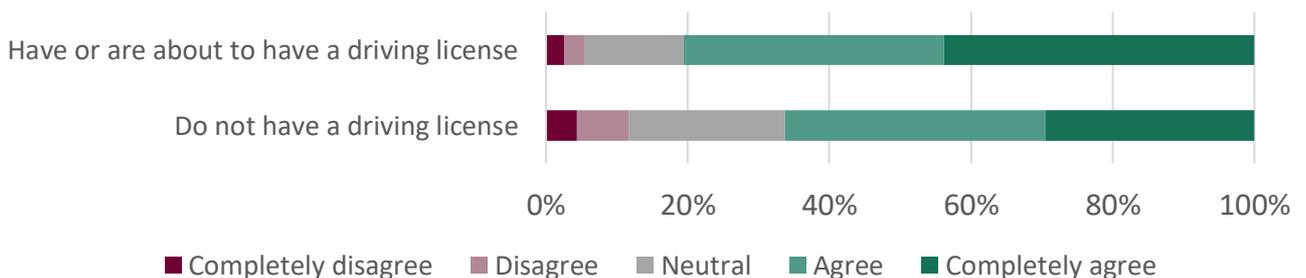


Women's opinion based on level of education



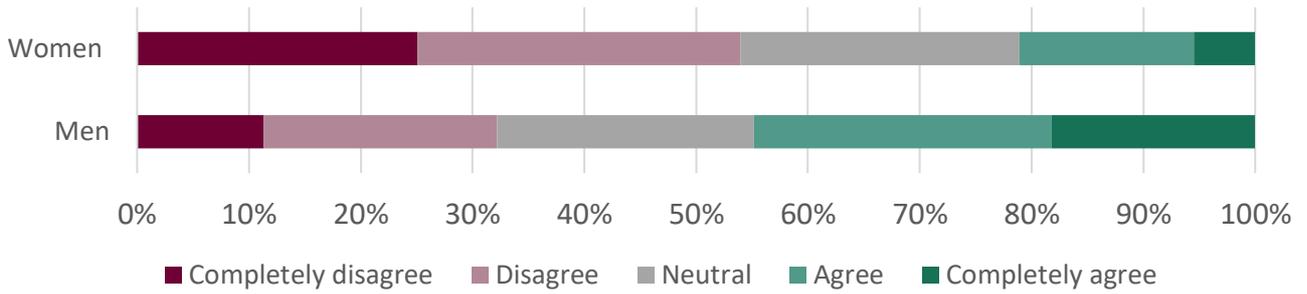
- When educational level of the participants is taken into account, it is noticed that the majority of women agreed with the statement “Women driving leads to an increase in traffic discipline in the Kingdom” regardless their educational level. Men with higher educational level tend to agree less and be more neutral towards the statement than men with lower educational level.
- Having driving license plays a role for women’s opinion towards whether women driving leads to an increase in traffic discipline in the Kingdom, with women having or being about to have a driving license to agree more with the statement.

Opinion based on driving license possession



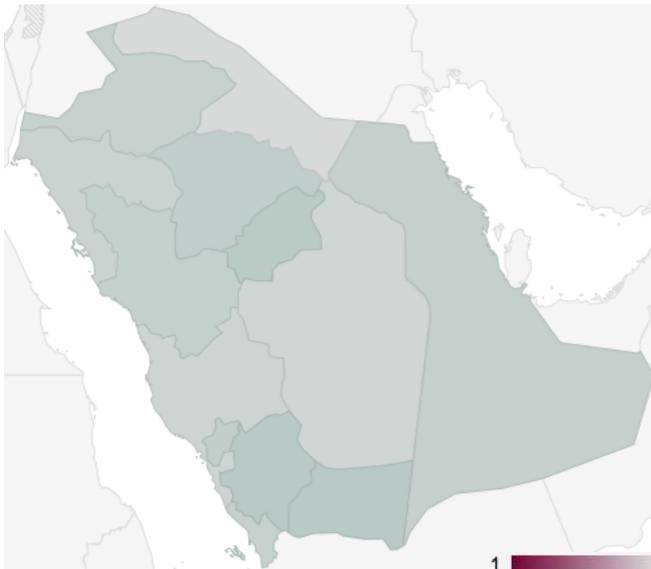
“Women driving increases traffic jams in the Kingdom”

Opinion based on gender

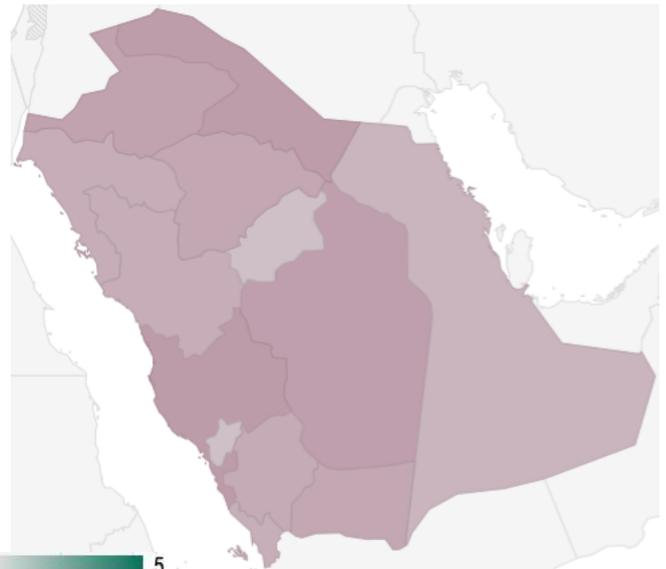


- 54% of women completely disagree or disagree with the statement “Women driving increases traffic jams in the Kingdom”, whereas 45% of men agree or completely agree.
- Across all provinces, men in Asir and women in Bahah and Qassim had the highest percentage of agreement with the statement.
- The majority of women disagree with the statement regardless the location they studied. Men that studied in the Kingdom tend to agree with the statement.

Men

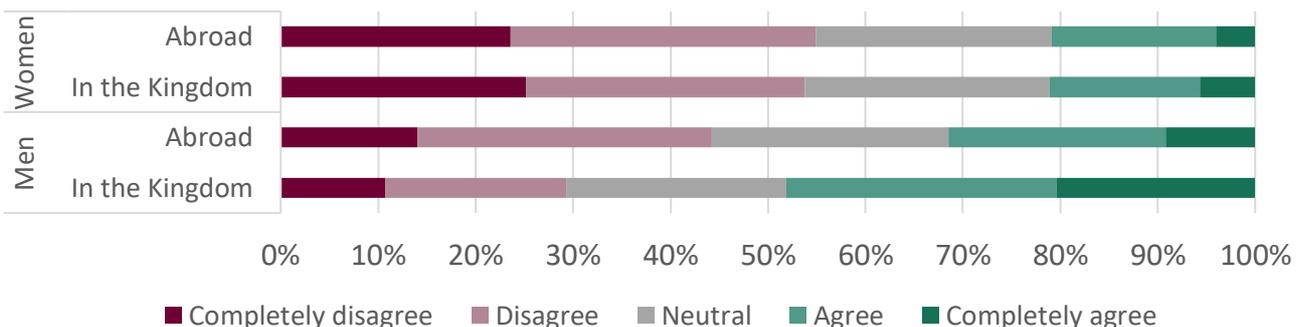


Women



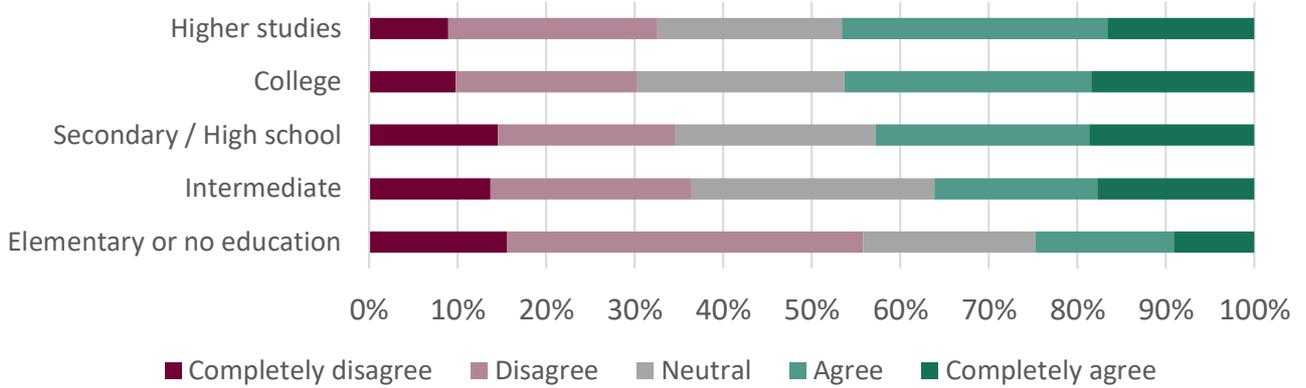
Average values for each province; 5-point Likert scale: 1=Completely disagree, ... , 5=Completely agree

Opinion based on location education received

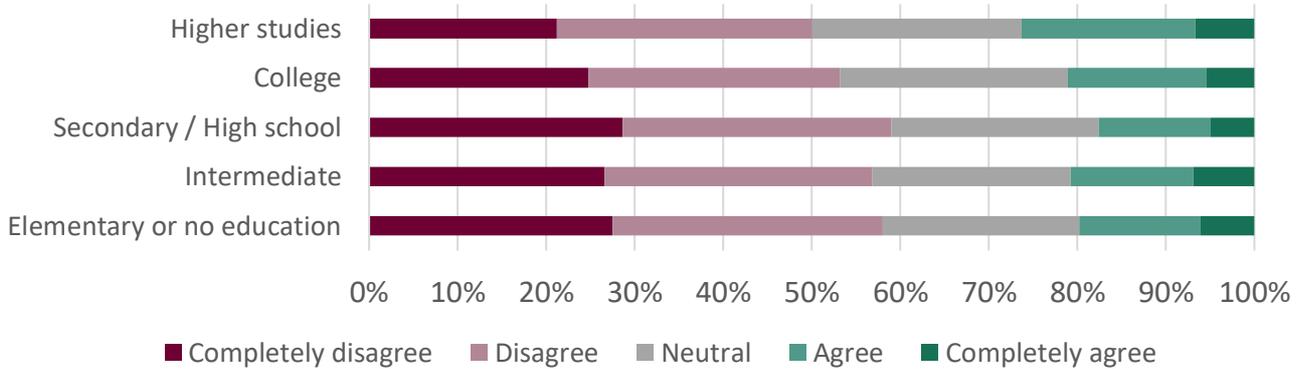


“Women driving increases traffic jams in the Kingdom”

Men's opinion based on level of education

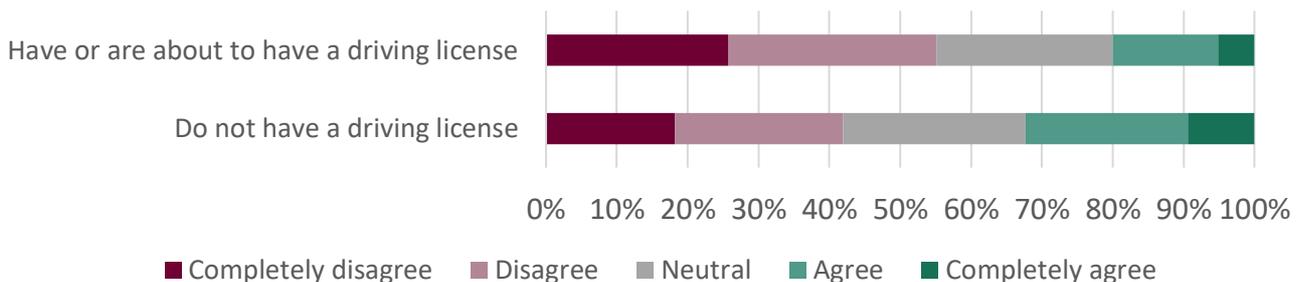


Women's opinion based on level of education



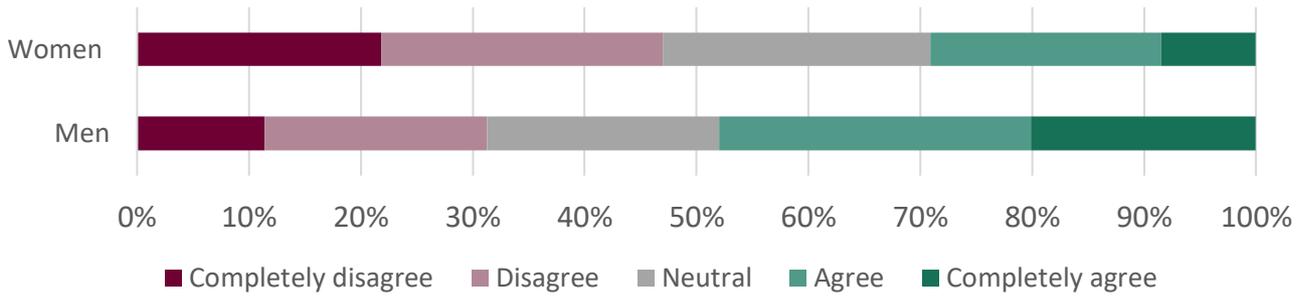
- Taking educational level of participants into account shows that the majority of women are negative towards the statement “Women driving increases traffic jams in the Kingdom” regardless their educational level. Men with higher educational level are more positive towards the statement than men with lower educational level.
- Regarding driving license possession, women who have or are about to have a driving license agree less with this statement.

Opinion based on driving license possession



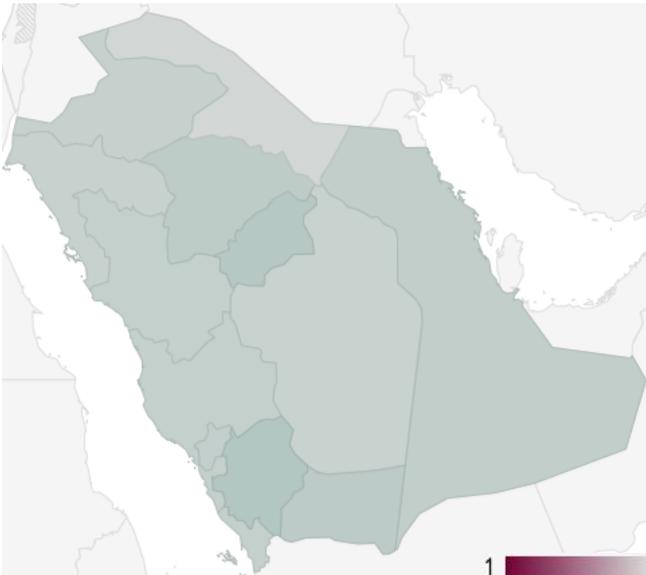
“Women driving increases the parking problems in the Kingdom”

Opinion based on gender

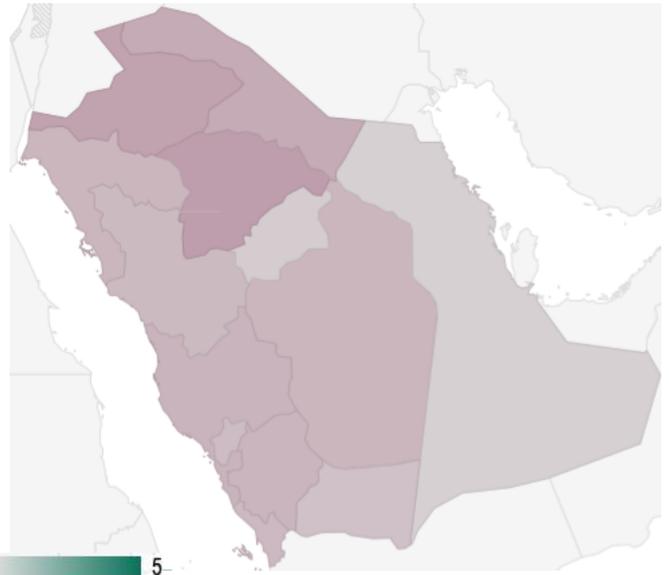


- Around 50% of women completely disagree or disagree with the statement “Women driving increases the parking problems in the Kingdom”, whereas around 50% of men agree or completely agree with this statement.
- Across all provinces, men in Qassim and Asir, and women in Eastern Province and Qassim have the highest percentage of agreement with the statement.
- The majority of women disagreed with the statement regardless the location they studied. Men who studied in the Kingdom tend to be more positive towards the statement.

Men

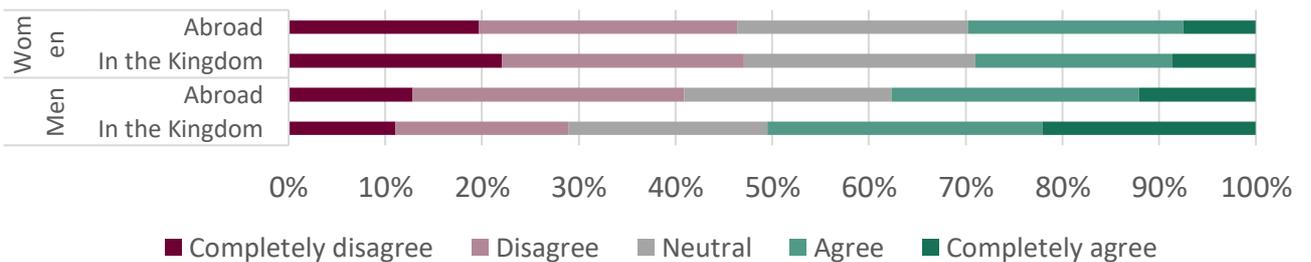


Women



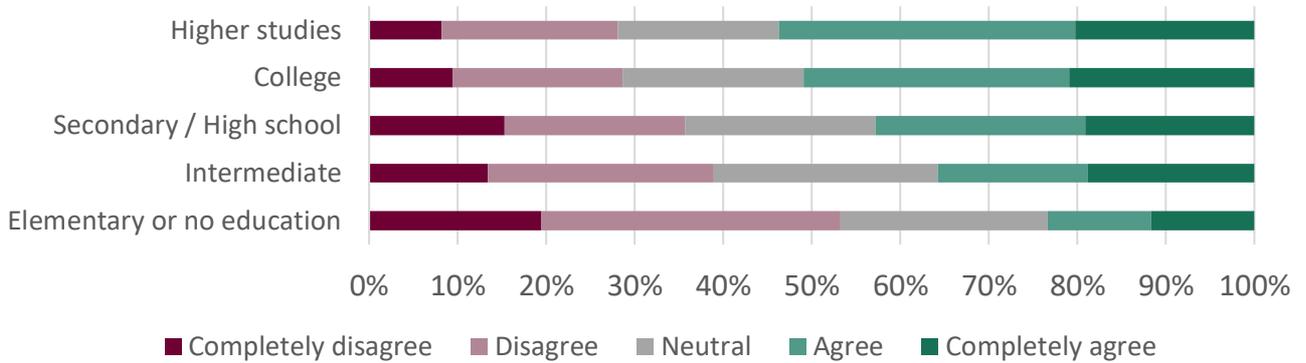
Average values for each province; 5-point Likert scale: 1=Completely disagree, ... , 5=Completely agree

Opinion based on location of education

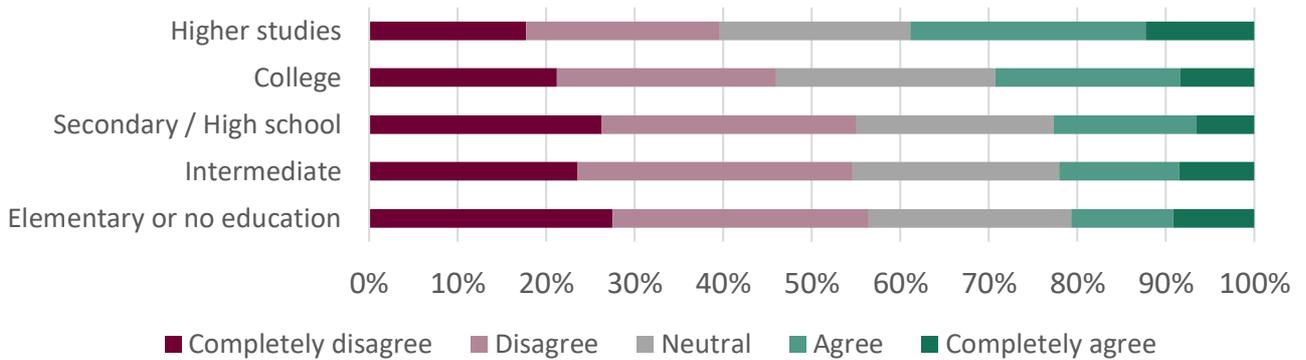


“Women driving increases the parking problems in the Kingdom”

Men's opinion based on level of education

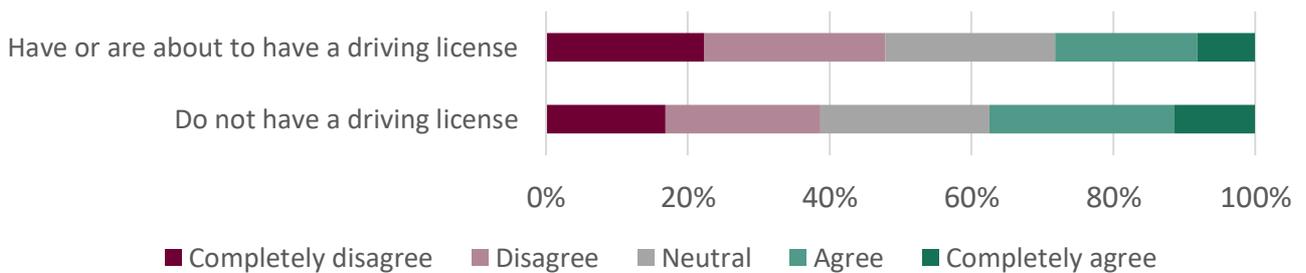


Women's opinion based on level of education

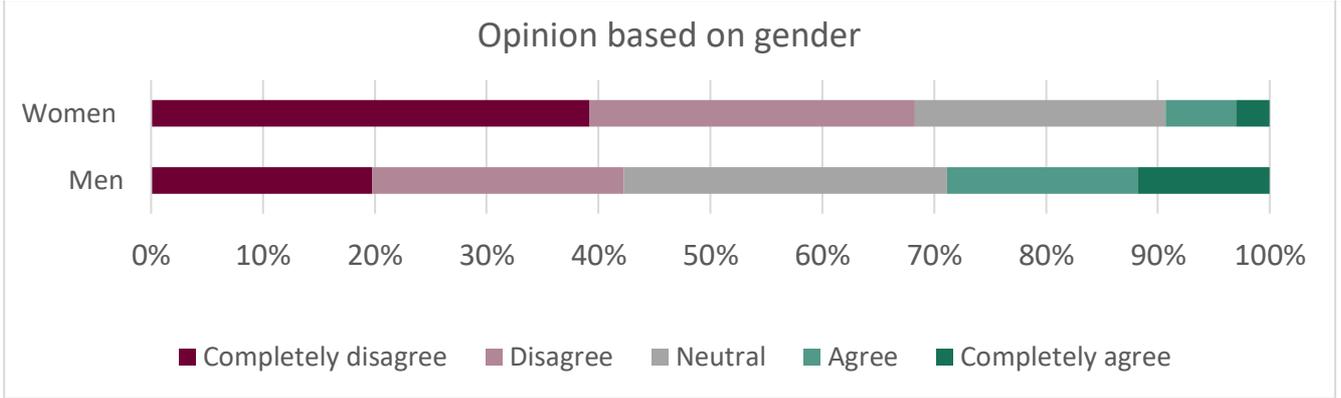


- Taking educational level of participants into account shows that both men and women with higher educational level agree more with the statement “Women driving increases the parking problems in the Kingdom”.
- Women who have or are about to have a driving license disagree more with this statement.

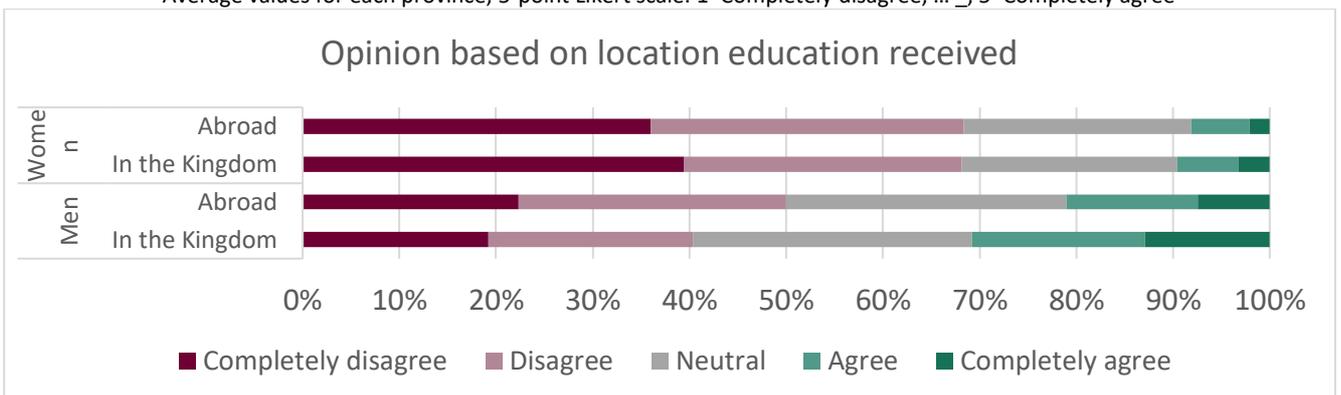
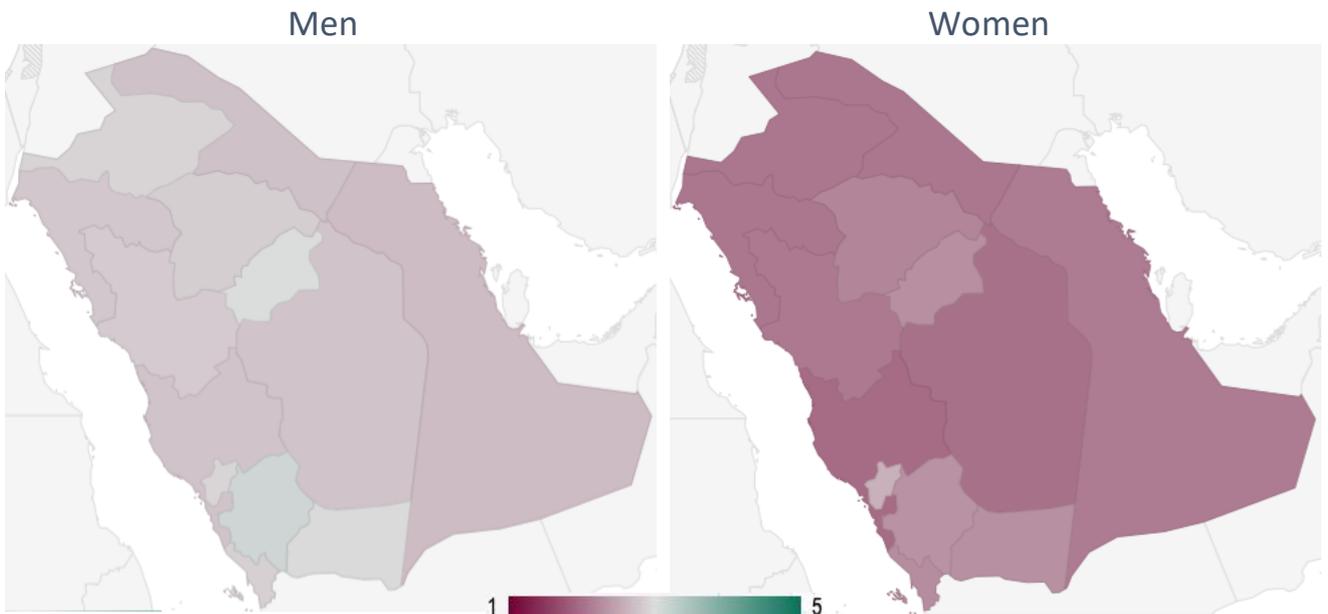
Opinion based on having or not a driving license (only women)



“Women driving increases the number of female fatalities in the Kingdom”

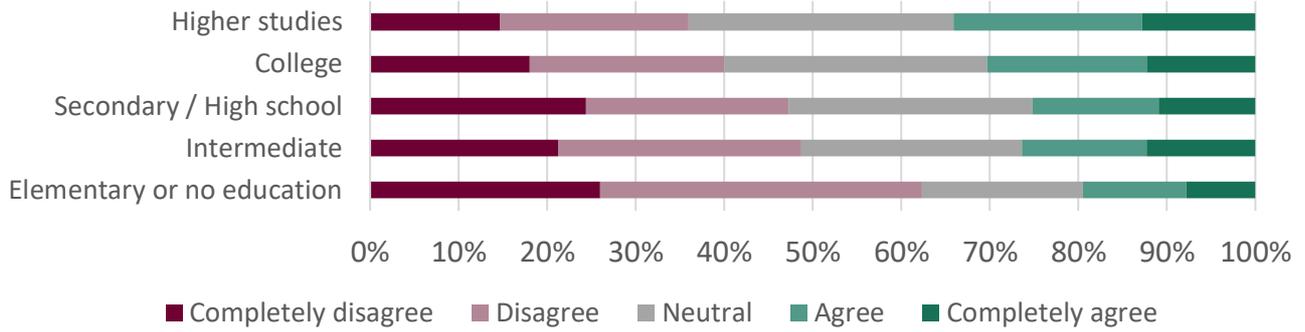


- More than 60% of women disagree or completely disagree with the statement “Women driving increases the number of female fatalities in the Kingdom”, whereas around 40% of men were negative towards the statement.
- Across all provinces, men in Asir, and women in Bahah have the highest percentage of agreement with the statement.
- The majority of women disagree with the statement regardless the location they studied. Men who studied in the Kingdom agree more with this statement.

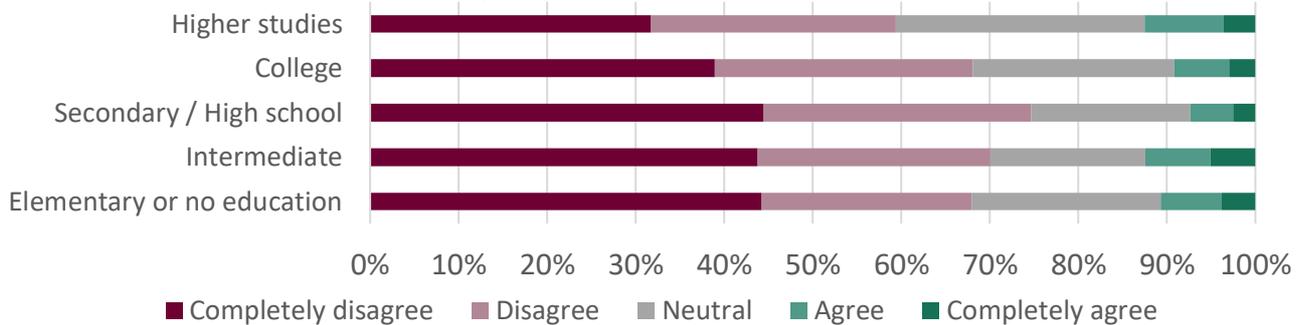


“Women driving increases the number of female fatalities in the Kingdom”

Men's opinion based on level of education

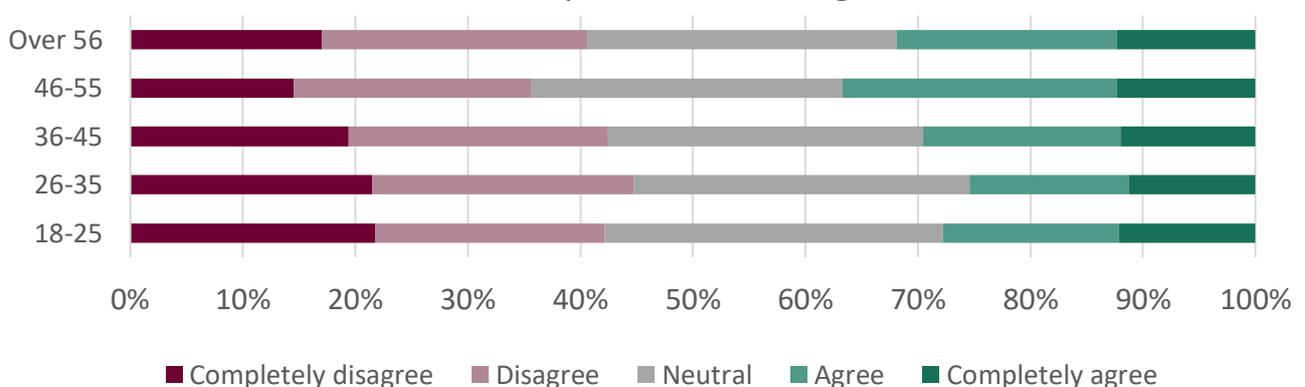


Women's opinion based on level of education



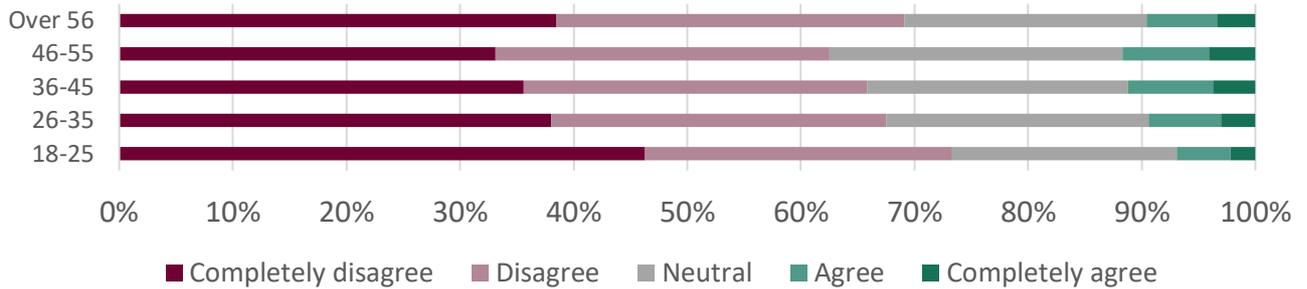
- Women disagree with the statement “Women driving increases the number of female fatalities in the Kingdom” regardless their educational level. Men with higher educational level agree more with the statement than men with lower educational level.
- Taking into account the age shows that older men agree more with the statement than younger men. Women seem to disagree with the statement regardless their age.

Men's opinion based on age



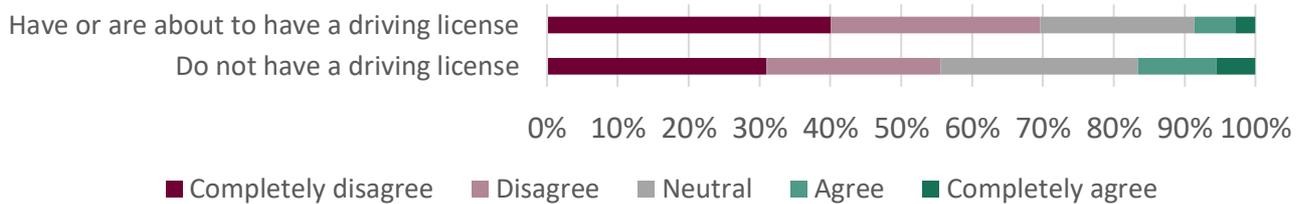
“Women driving increases the number of female fatalities in the Kingdom”

Women's opinion based on age

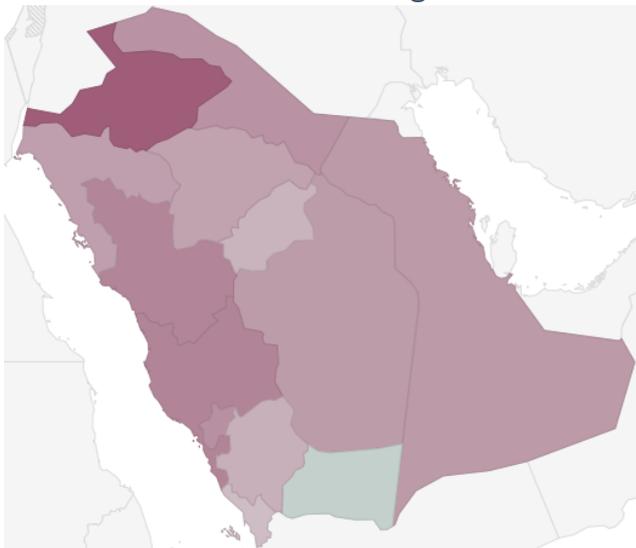


- Women who have or are about to have a driving license tend to disagree more with the statement that women driving increases the number of female fatalities in the Kingdom.
- Across all provinces, the highest agreement with the statement for women who have or are about to have a driving license was in Najran, whereas for women without driving license was in Bahah.

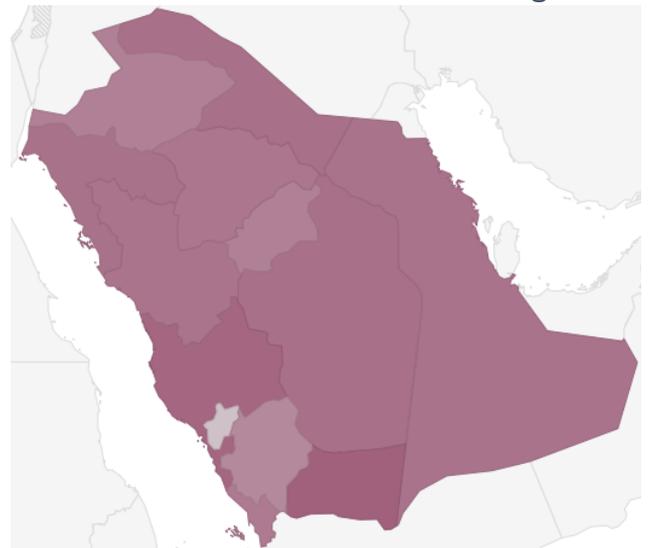
Opinion based on driving license possession



Do not have a driving license



Have or are about to have a driving license



1 5

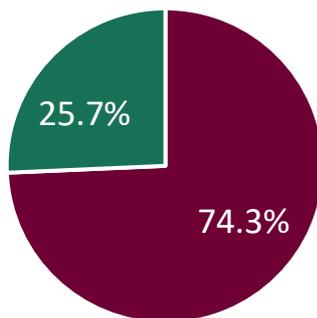
Average values for each province; 5-point Likert scale: 1=Completely disagree, ... , 5=Completely agree

9.2 Women involvement in traffic accidents



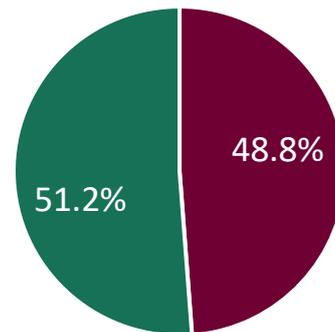
- 25.7% of female participants have been involved in a traffic accident.
- For 51.2% of them, the accident took place after women started driving.
- Of those who were involved in an accident after women started driving, the 74.1% (2,005 individual women) was involved as drivers. This equals to 10% of all the female participants in this survey.
- However, the vast majority of the accidents (92.6%) were accidents with minor material damages. 6.5% were accidents with minor injuries, 0.9% accidents with serious injurious, while there are no accidents with fatalities.

Have you ever been involved in a traffic accident?



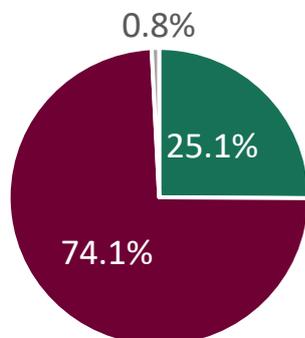
■ No ■ Yes

When the accident happened?



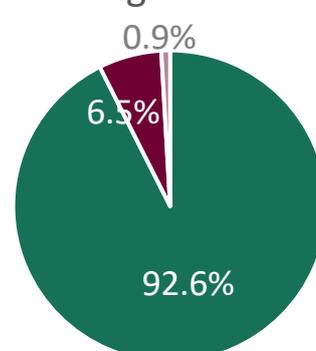
■ Before ■ After

You were involved in the accident as



■ Passenger
■ Driver
■ Pedestrian or other

Type of the accident after lifting the ban



■ Minor damages ■ Minor injuries
■ Serious injuries

10 Potential supportive policies for the transition to women driving in KSA

This chapter analyses potential policies that could be imposed to smooth and support the transition to the women driving era. Statements are broken down by gender, province and other relevant socio-demographic characteristics. The whole sample of 29,639 observations is used for the analysis.



Chapter highlights

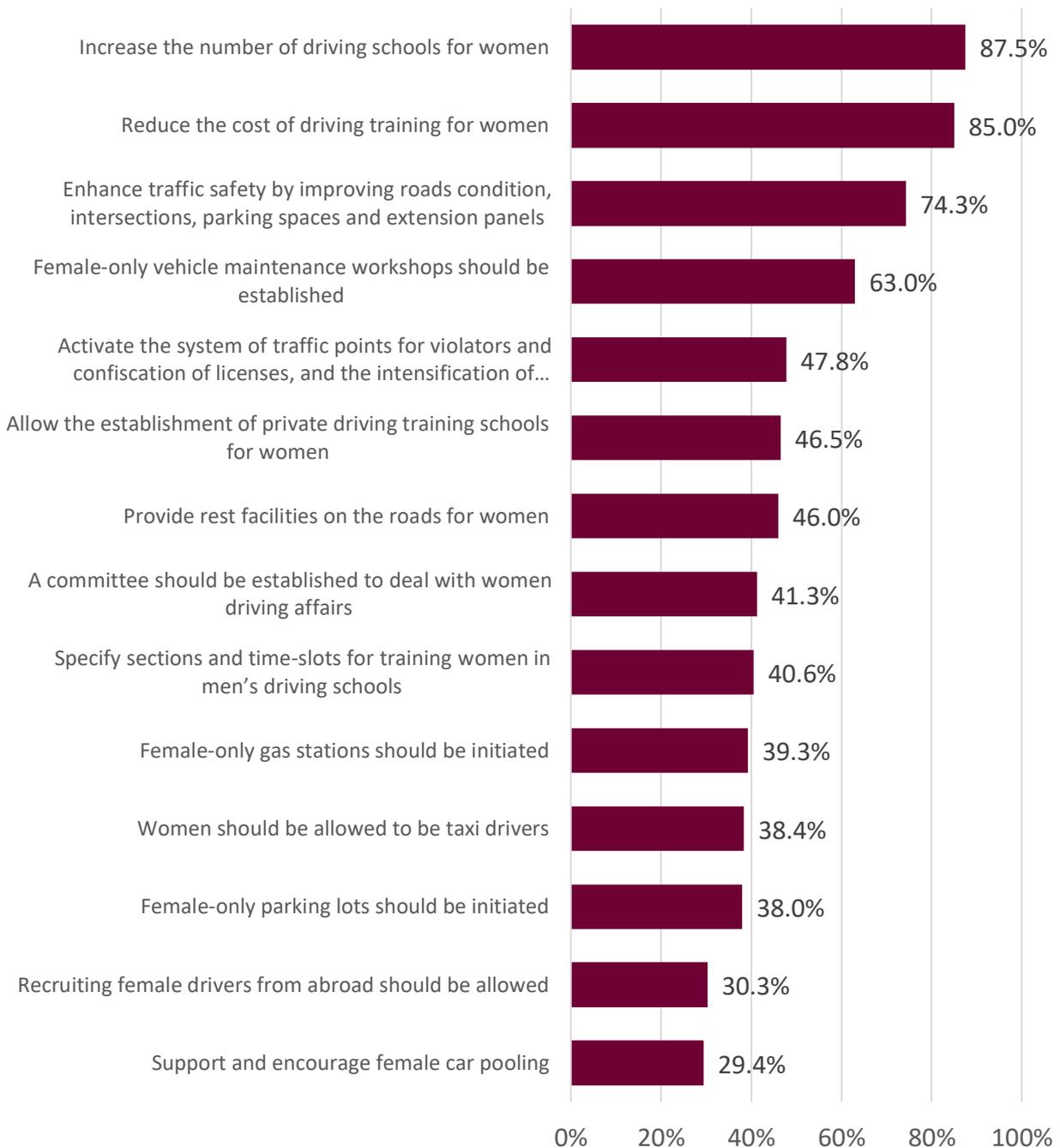
- The results showed that more than 70% of the participants supported suggestions like “Increase the number of driving schools for women”, “Reduce the cost of driving training for women”, and “Enhance traffic safety by improving roads condition, intersections, parking spaces and extension panels”. However, less than 30% of the participants supported suggestions like “Recruiting female drivers from abroad should be allowed” and “Support and encourage female car-pooling”.
- Taking gender into account showed that in 4 out of 15 suggestions the difference between men and women was above 10%. Women supported more than men in 5 out of 15 suggestions like “Reduce the cost of driving training for women” and “Increase the number of driving schools for women”.
- Men and women supported almost in the same level suggestions as “Specify sections and time-slots for training women in men’s driving schools”, “Female-only vehicle maintenance workshops should be established”, and “Female-only gas stations should be initiated”.
- Regarding the suggestion of supporting and encouraging female car-pooling, results showed that 40.6% of men and 24.4% of women supported the suggestion.
- 36.5% of women and 52.2% of men supported the suggestion of establishing a committee to deal with driving affairs.
- Almost 90% of women and 74.8% of men supported the suggestion of reducing the cost of driving training for women.
- 43.1% of women and 52.5% of men supported the suggestion of reducing the cost of driving training for women.
- 44.1% of women and 52% of men supported the suggestion of allowing the establishment of private driving training schools for women.

10.1 Support on suggestions regarding women driving in the Kingdom per gender



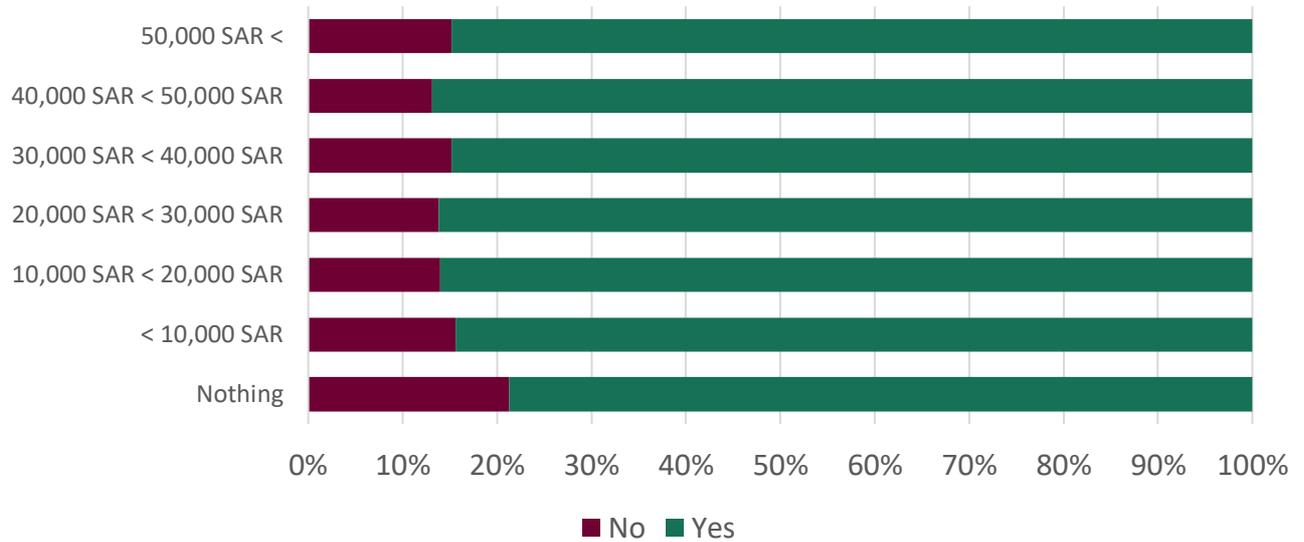
- The results showed that more than 70% of the participants supported suggestions like “Increase the number of driving schools for women”, “Reduce the cost of driving training for women”, and “Enhance traffic safety by improving roads condition, intersections, parking spaces and extension panels”. However, less than 30% of the participants supported suggestions like “Recruiting female drivers from abroad should be allowed” and “Support and encourage female car-pooling”.

Support to suggestions regarding women driving in the Kingdom



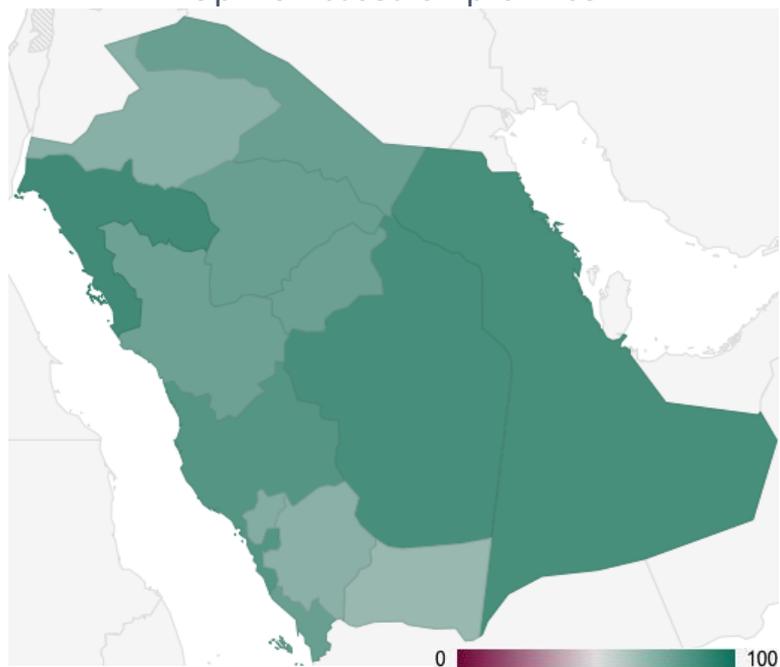
“Reduce the cost of driving training for women”

Opinion based on monthly household income



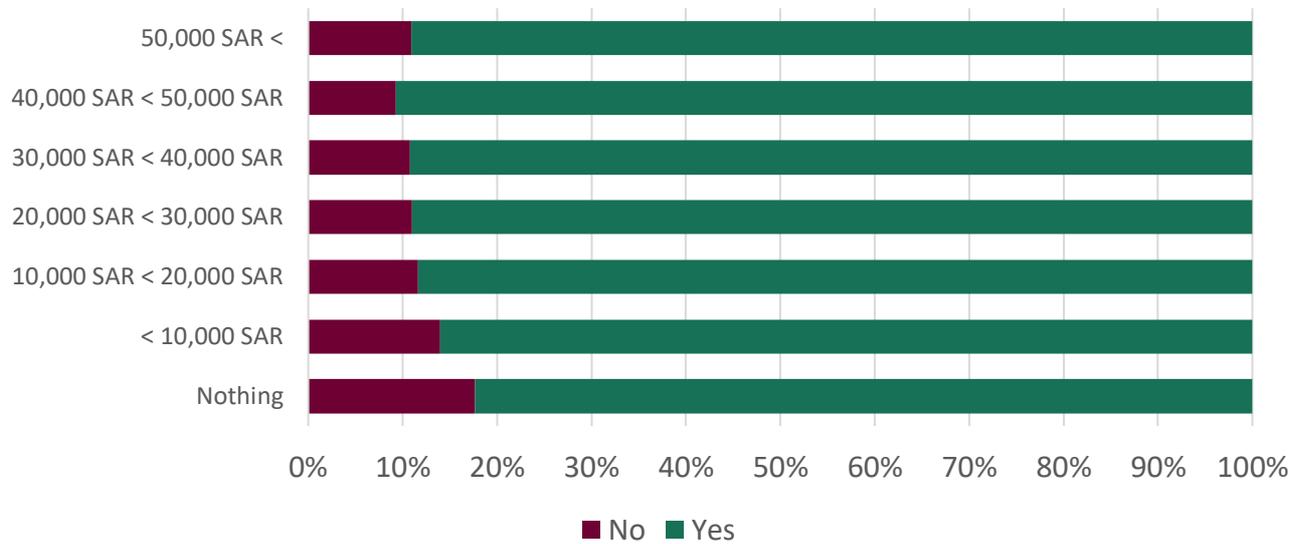
- Regarding the suggestion of reducing the cost of driving training for women, taking into account the monthly household income showed that there was no difference on the level of support towards the suggestion across the income levels.
- Geographically, the highest support towards the suggestion was in Tabuk with 88.4%.

Opinion based on province



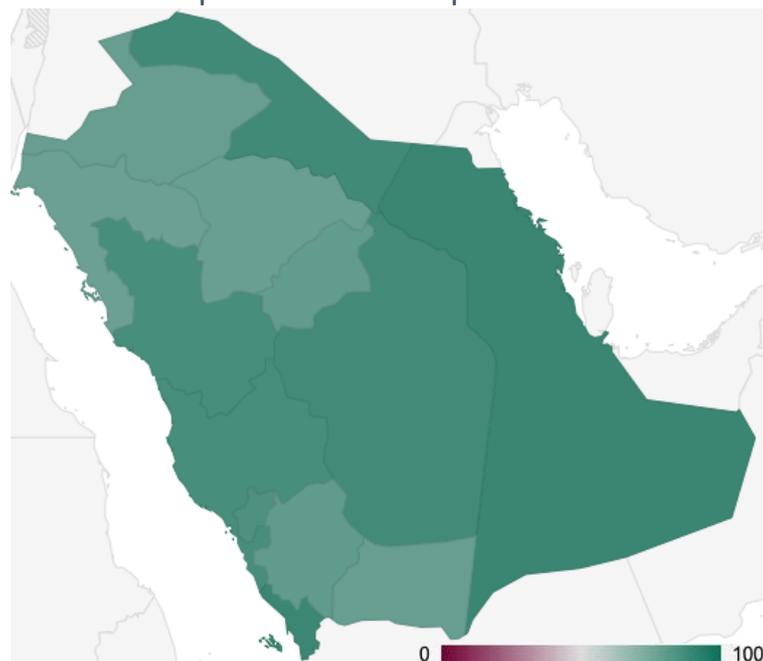
“Increase the number of driving schools for women”

Opinion based on monthly household income

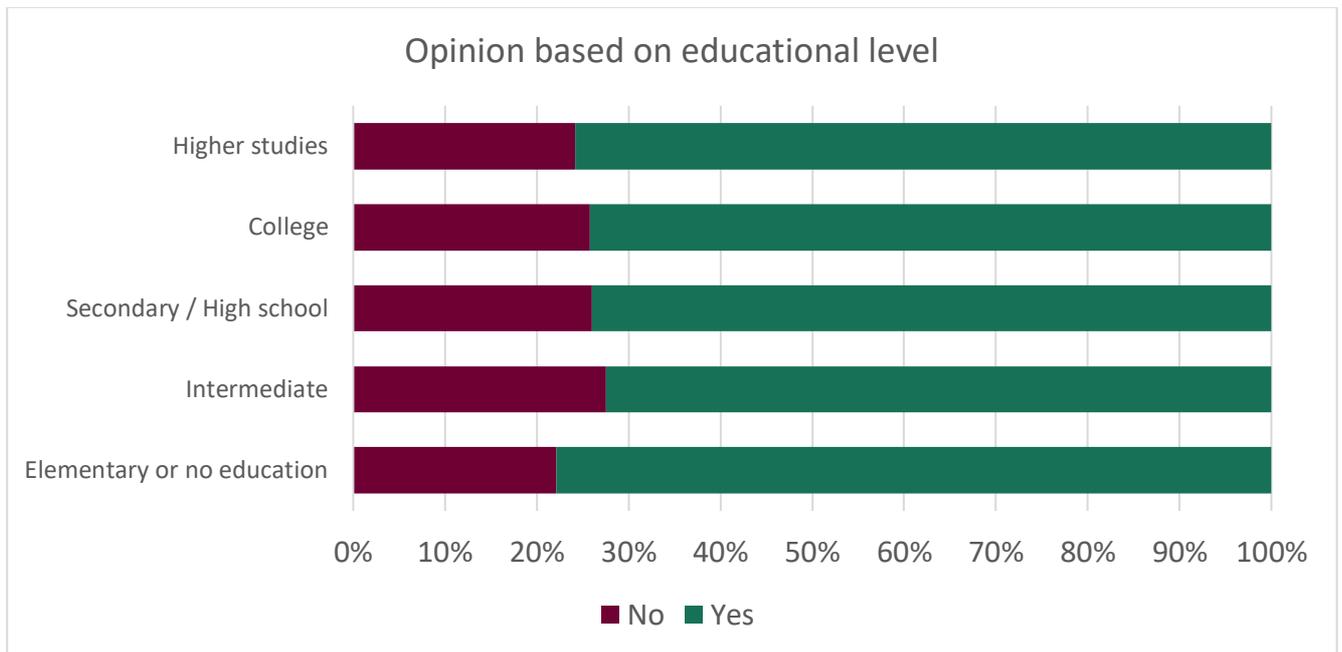


- There was a difference on the level of support on the suggestion of increasing the number of driving schools for women across the income levels. Participants with higher household income supporting the suggestion more than participants with lower household income.
- Across all provinces, the highest support towards the suggestion was in Eastern Province with 90.1%.

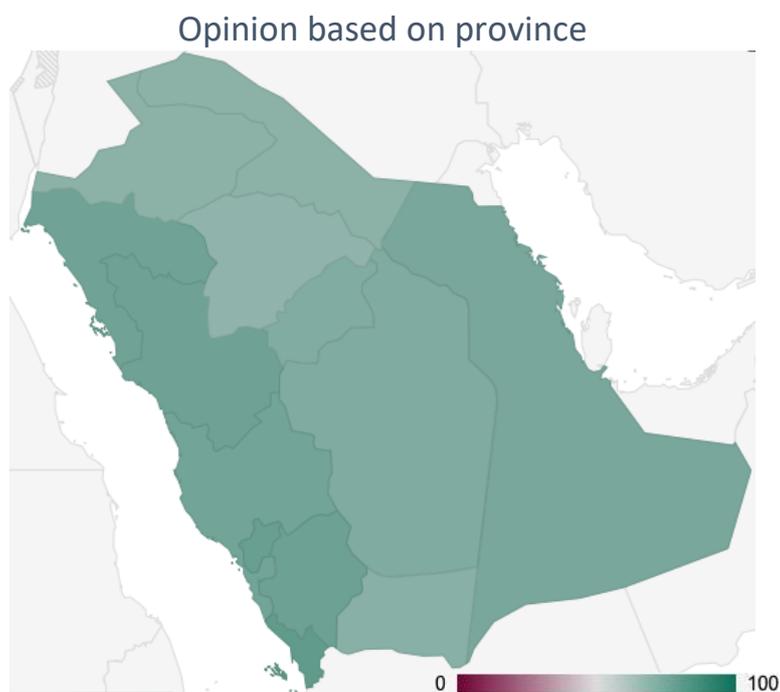
Opinion based on province



“Enhance traffic safety by improving roads condition, intersections, parking spaces and extension panels”



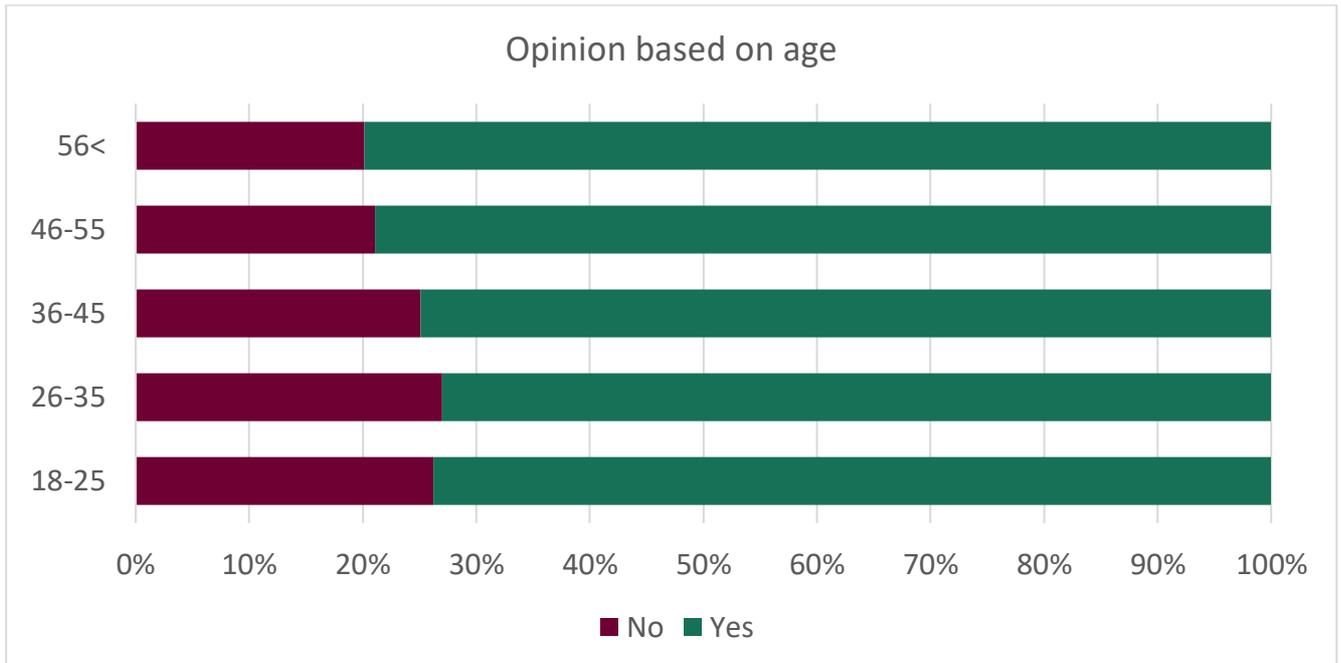
- Regarding the suggestion of enhancing traffic safety by improving roads condition, intersections, parking spaces and extension panels, results showed that participants supported highly the suggestion regardless their educational level.
- Across all provinces, the highest support towards the suggestion was in Jazan with 80.5%.



“Enhance traffic safety by improving roads condition, intersections, parking spaces and extension panels”



- When age is taken into account, it shows that participants of older age tend to support more the suggestion of enhancing traffic safety by improving roads condition, intersections, parking spaces and extension panels than younger participants.

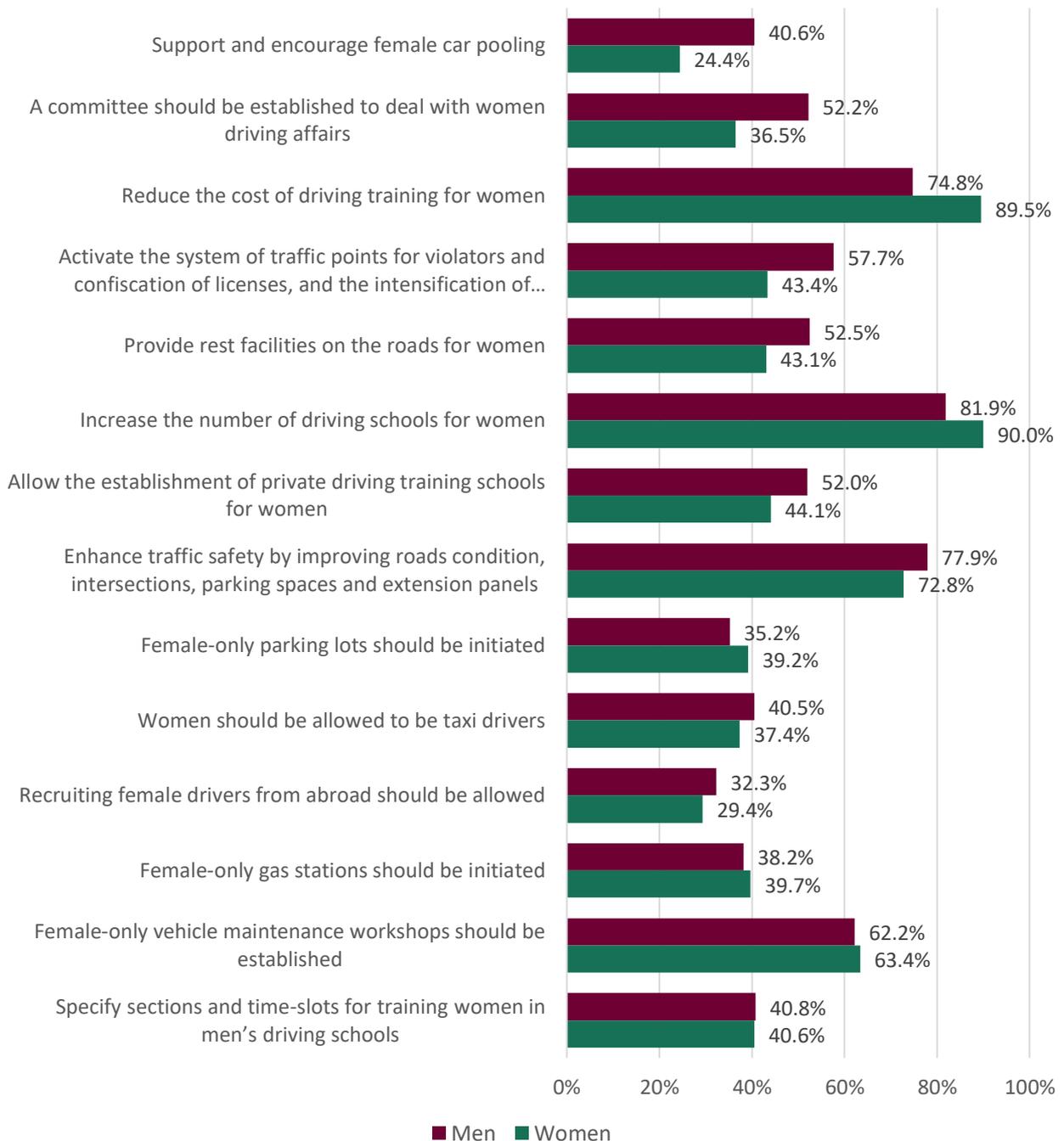


10.2 Comparison of men and women on supporting suggestions regarding women driving in the Kingdom

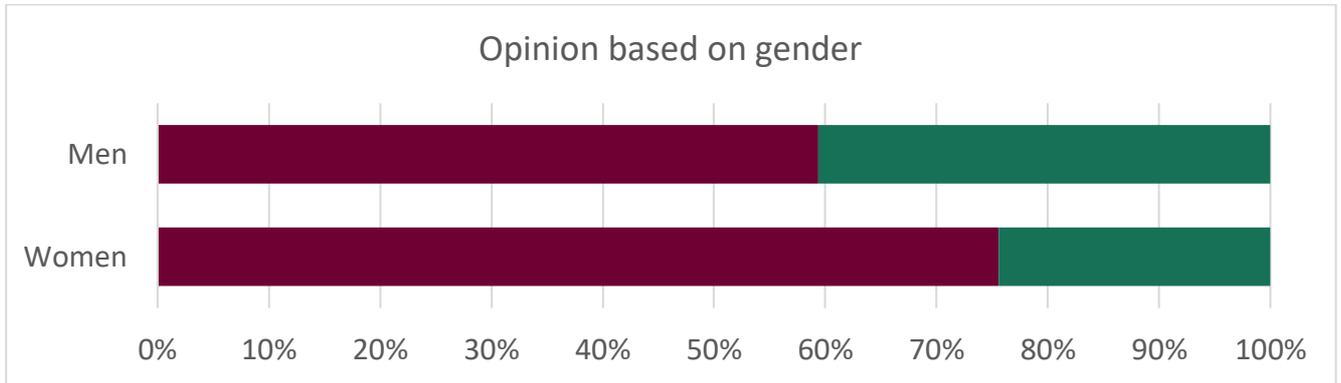


- Taking gender into account shows that in 4 out of 15 suggestions the difference between men and women was above 10%. Women supported more than men in 5 out of 15 suggestions like “Reduce the cost of driving training for women” and “Increase the number of driving schools for women”.
- Men and women support almost in the same level suggestions as “Specify sections and time-slots for training women in men’s driving schools”, “Female-only vehicle maintenance workshops should be established”, and “Female-only gas stations should be initiated”.

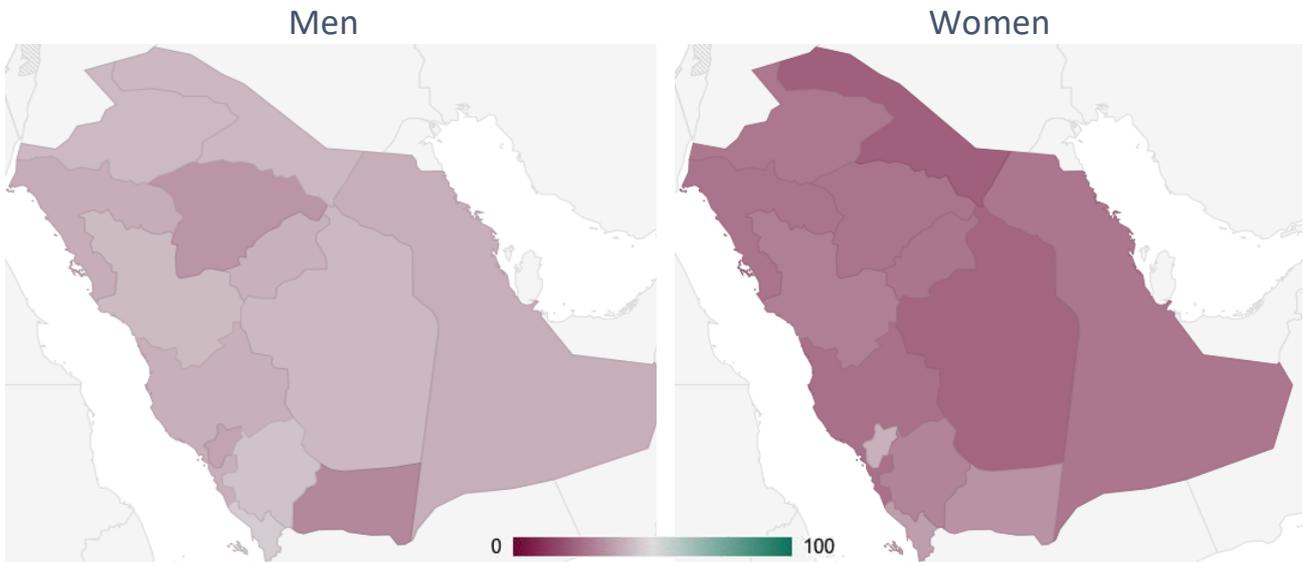
Suggestions regarding women driving in the Kingdom per gender



“Support and encourage female car pooling”

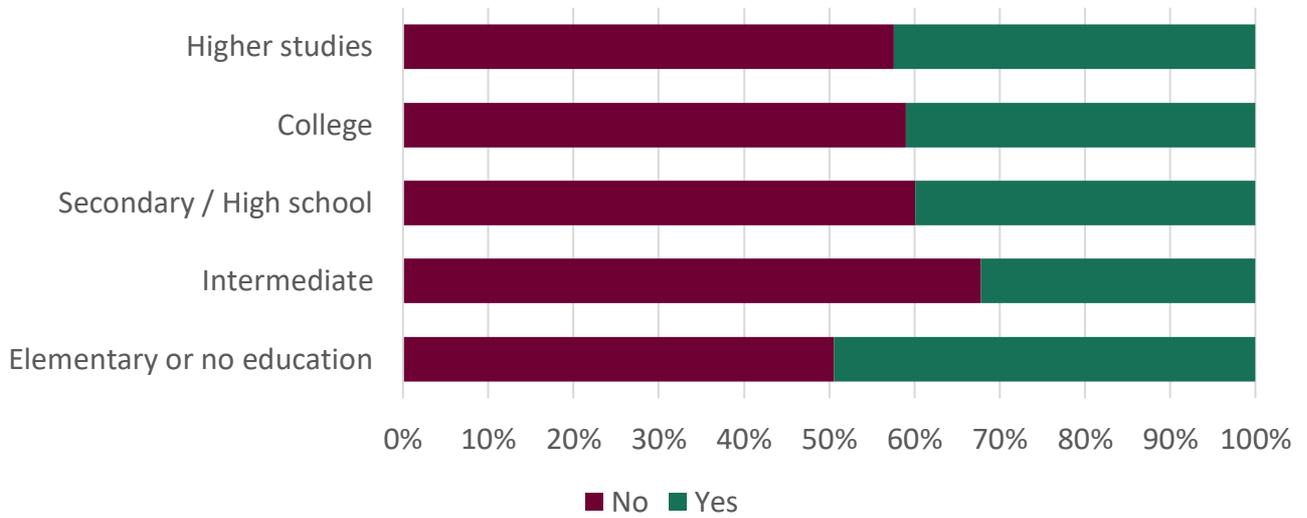


- Regarding the suggestion of supporting and encouraging female car-pooling, results showed that 40.6% of men and 24.4% of women supported the suggestion.
- Across provinces, men in Jazan and women in Bahah had the highest percentage with 46.1% and 40% respectively.



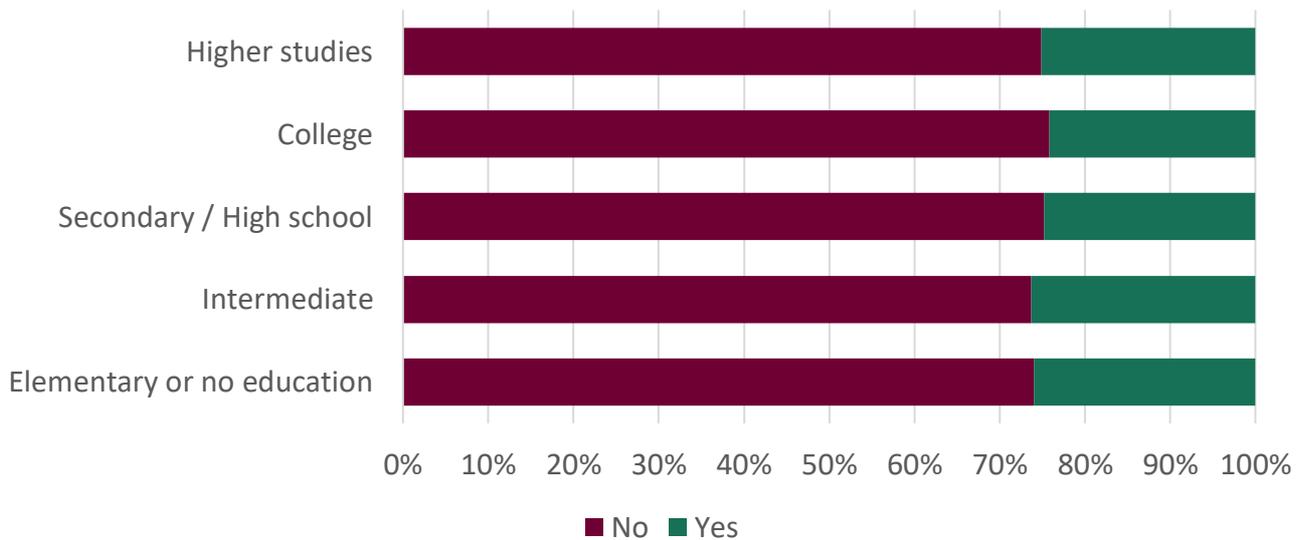
“Support and encourage female car pooling”

Men's opinion based on educational level



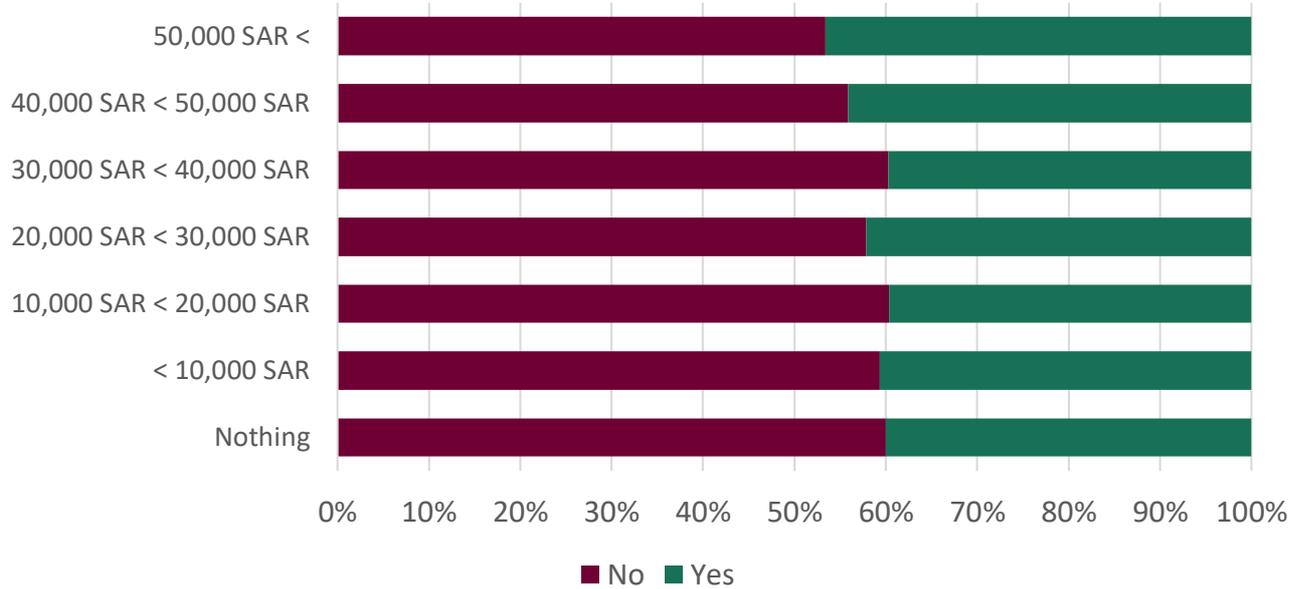
- Taking educational level into account showed that the majority of men and women do not support the suggestion regardless their educational level.

Women's opinion based on educational level



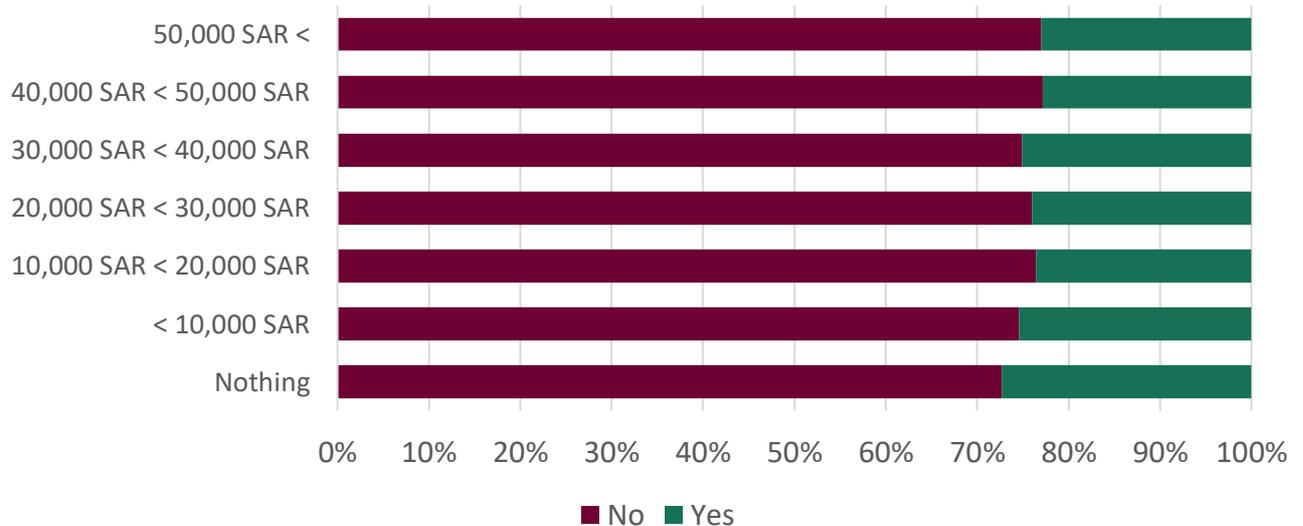
“Support and encourage female car pooling”

Men's opinion based on monthly household income

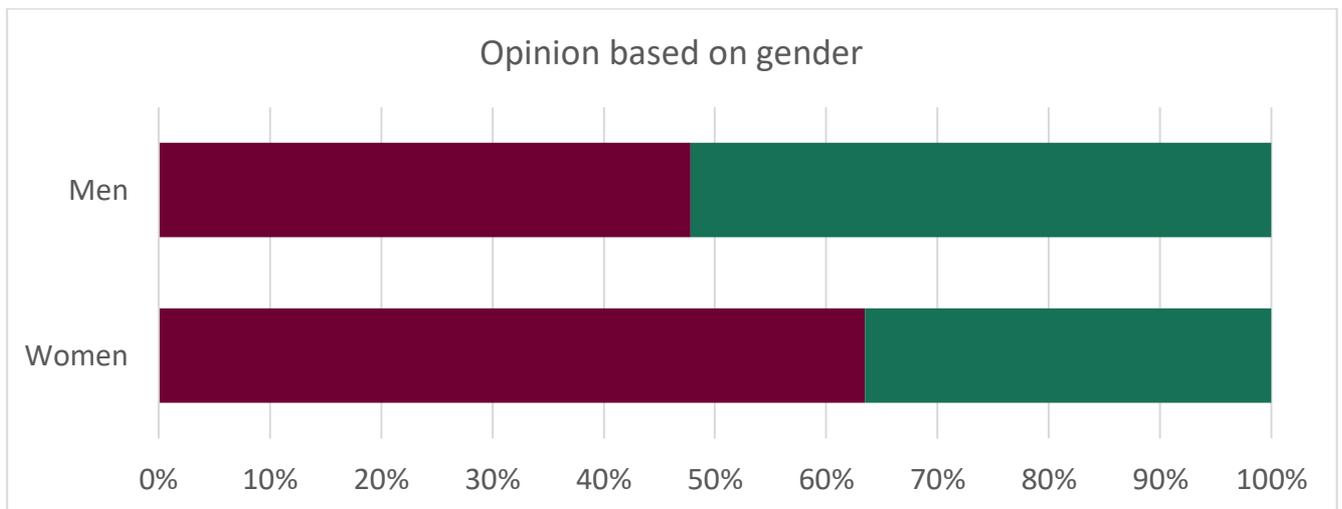


- We had the same pattern with the household income level of participants. Men and women tend not to support the suggestion of supporting and encouraging female carpooling regardless their household income level.

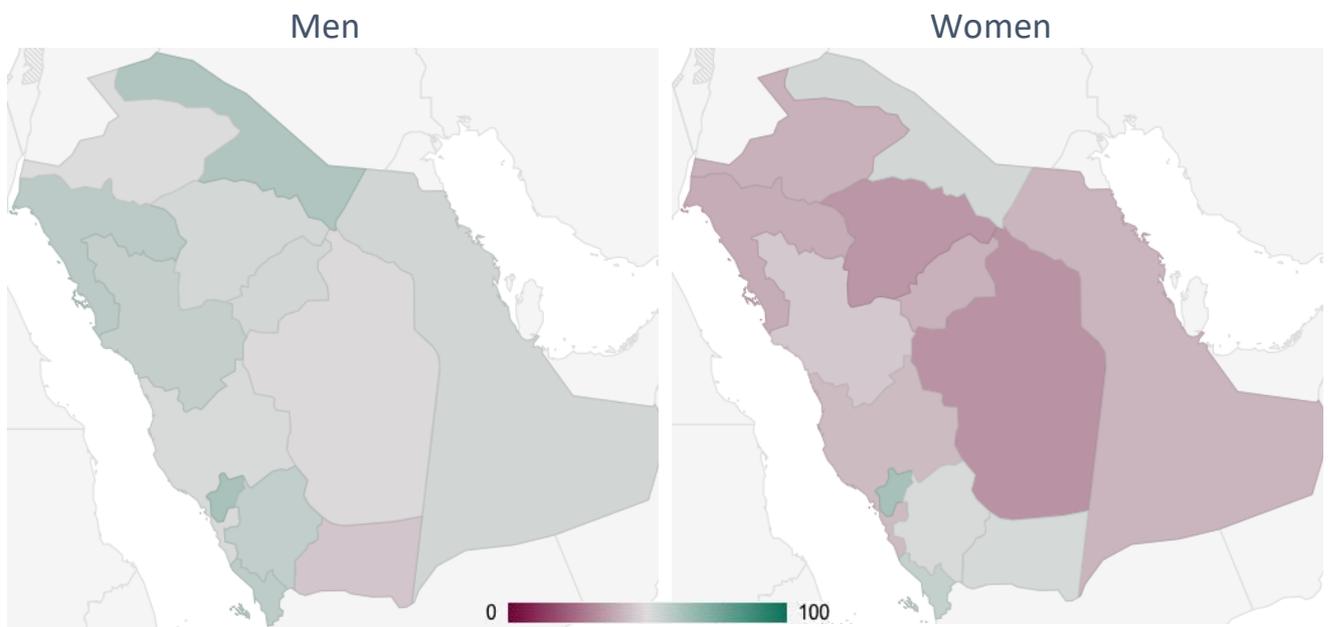
Women's opinion based on monthly household income



“A committee should be established to deal with women driving affairs”

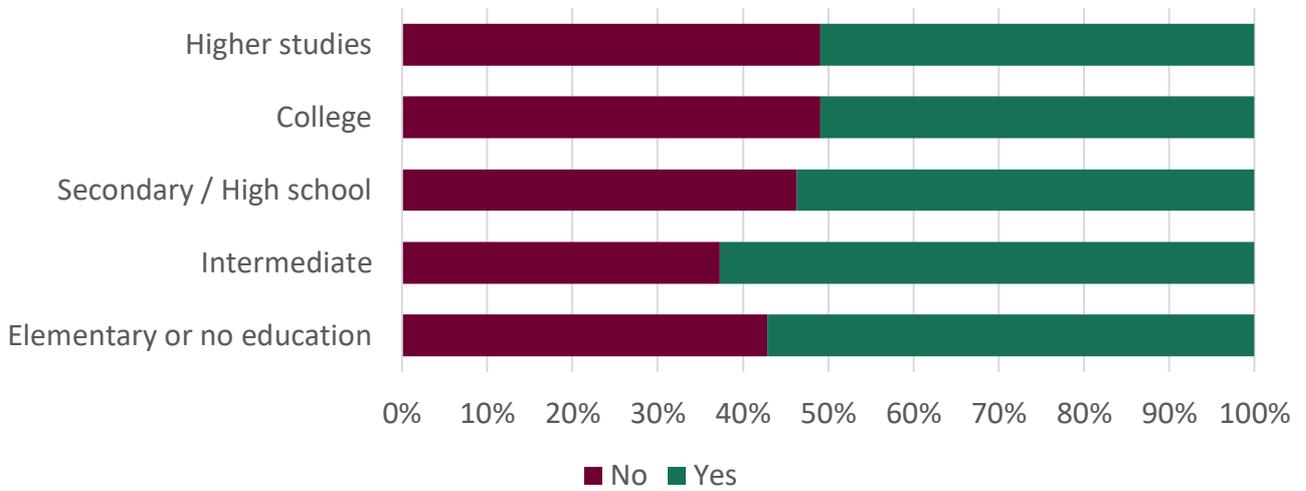


- 36.5% of women and 52.2% of men supported the suggestion of establishing a committee to deal with driving affairs.
- Across provinces, men and women in Bahah had the highest percentage with 62.8% and 63.3% respectively.



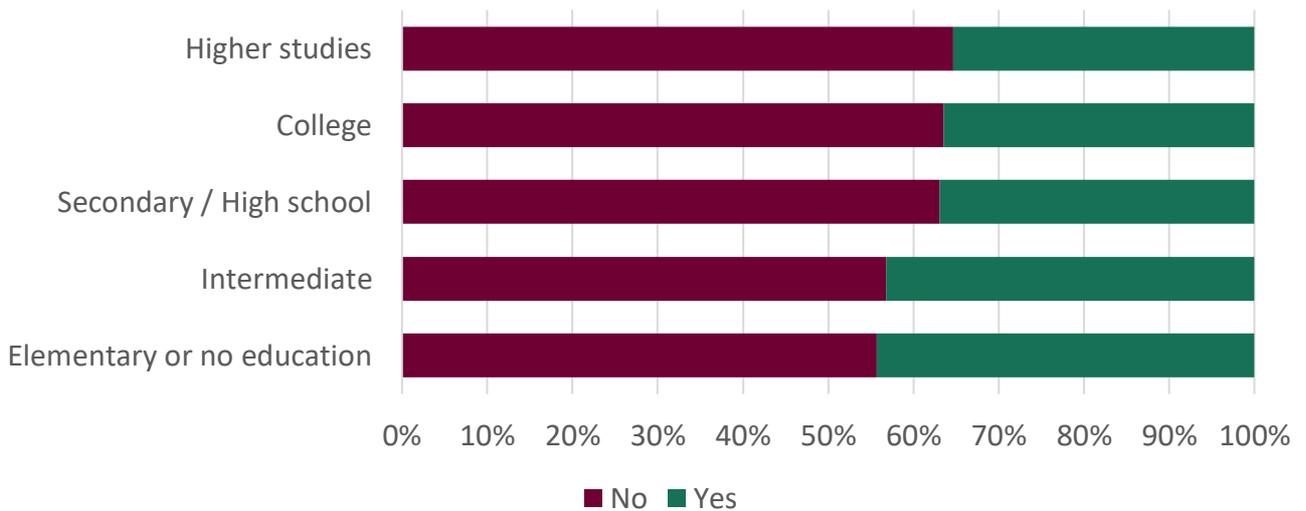
“A committee should be established to deal with women driving affairs”

Men's opinion based on educational level

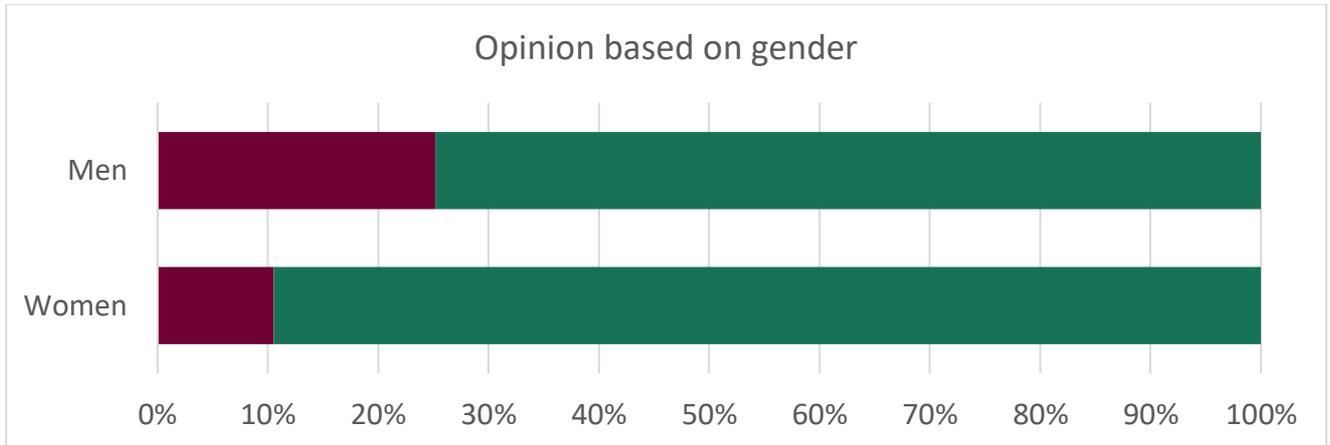


- Taking into account the educational level of participants showed that both men and women with lower educational level tend to support the suggestion of establishing a committee to deal with women driving affairs more than men and women with higher educational level.

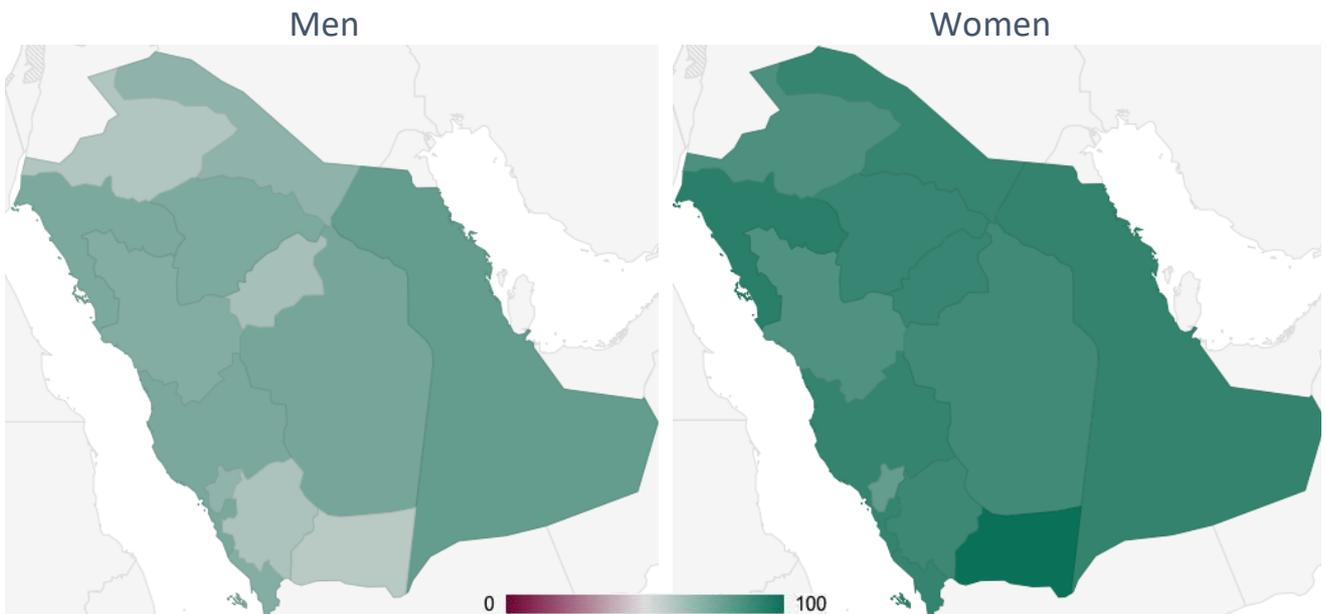
Women's opinion based on educational level



“Reduce the cost of driving training for women”

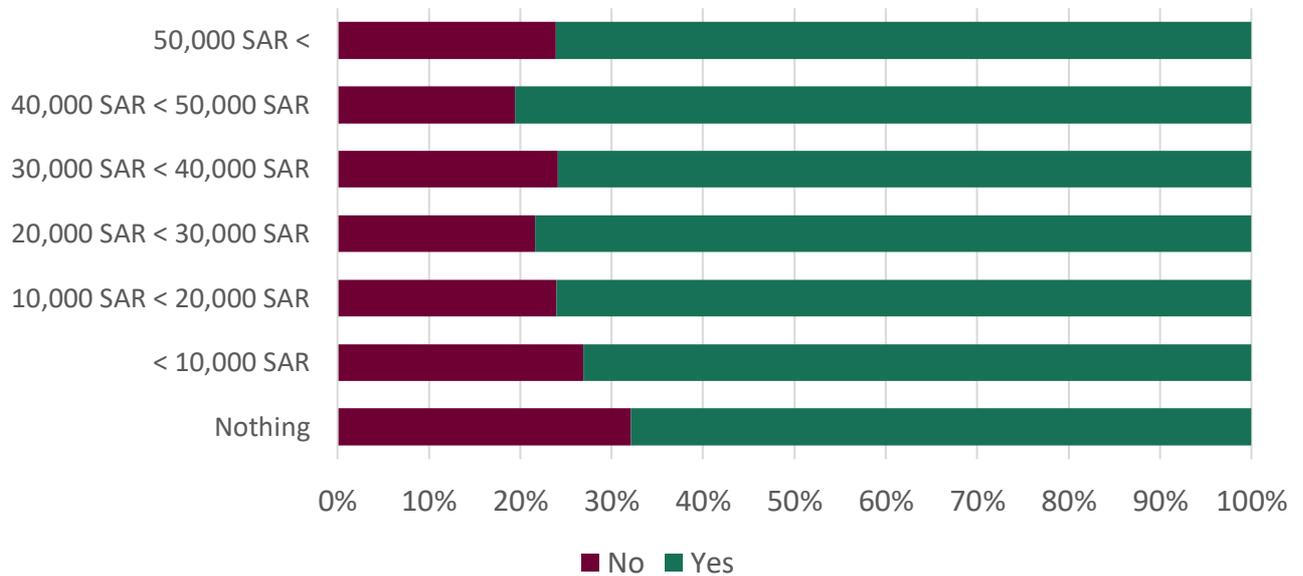


- Almost 90% of women and 74.8% of men supported the suggestion of reducing the cost of driving training for women.
- Across provinces, men in Eastern Province and women in Najran had the highest percentage with 80% and 100% respectively.



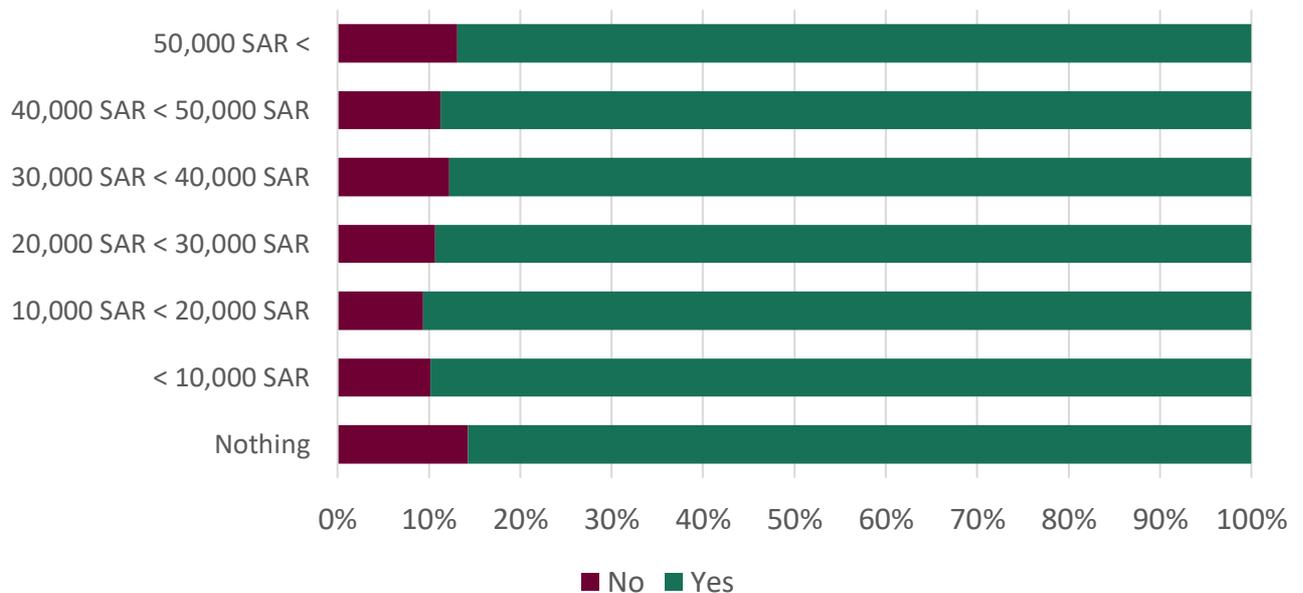
“Reduce the cost of driving training for women”

Men's opinion based on household income

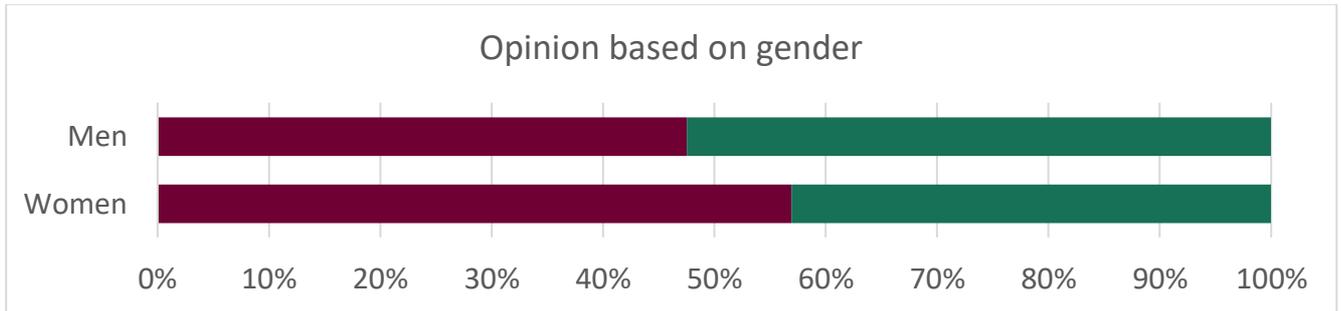


- Taking into account the household income showed that women tend to support the suggestion of reducing the cost of driving training for women regardless their household income. Men with higher household income level tend to support the suggestion more than men with lower household income.

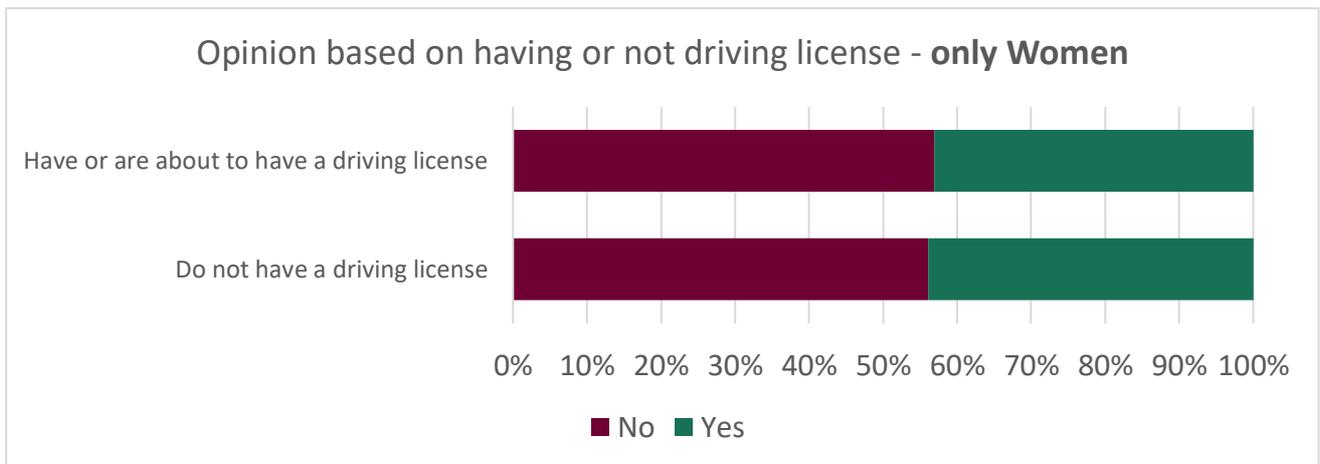
Women's opinion based on household income



“Provide rest facilities on the roads for women”

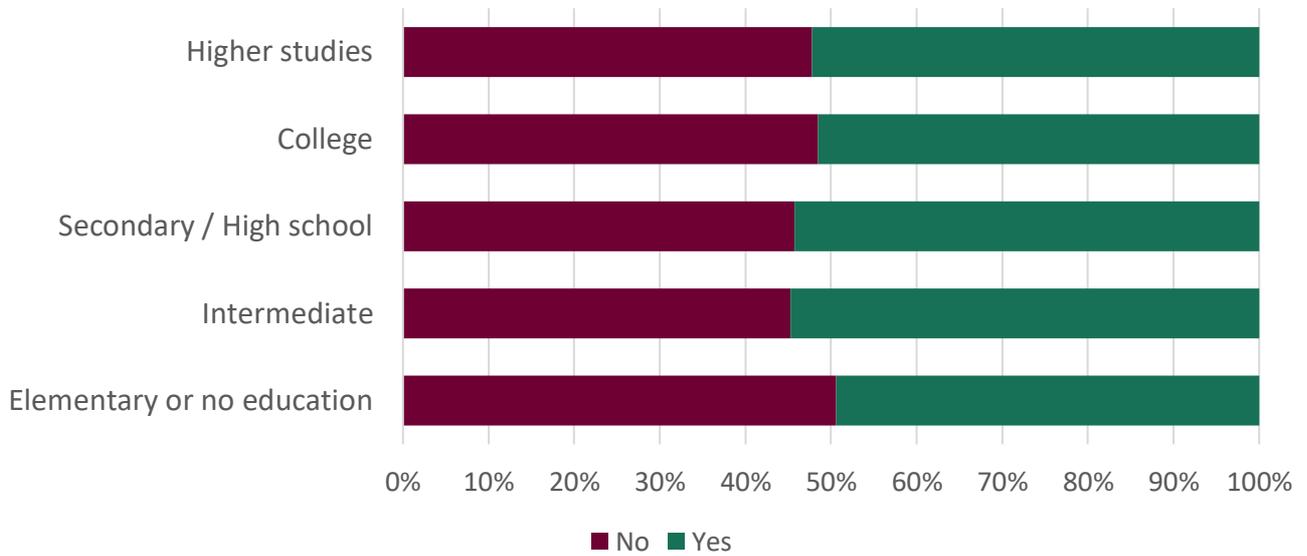


- 43.1% of women and 52.5% of men supported the suggestion of reducing the cost of driving training for women.
- Across provinces, men in Jazan and women in Najran had the highest percentage with 59.7% and 55.6% respectively.
- Women supported the suggestion of providing rest facilities on the roads for women regardless of having or not having a driving license.



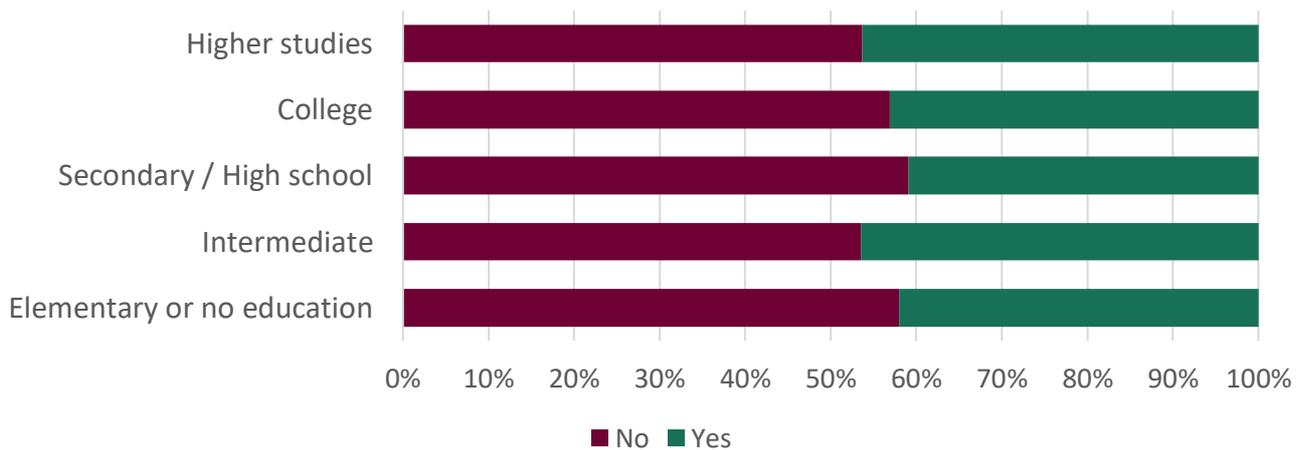
“Provide rest facilities on the roads for women”

Men's opinion based on educational level

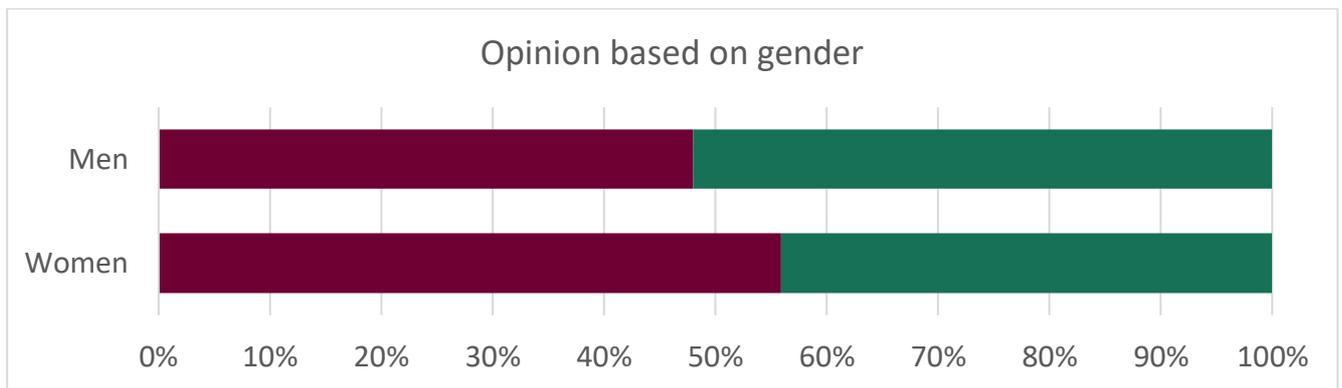


- Taking the educational level into account showed that both men and women tend to support the suggestion of providing rest facilities on the roads for women regardless their educational level.

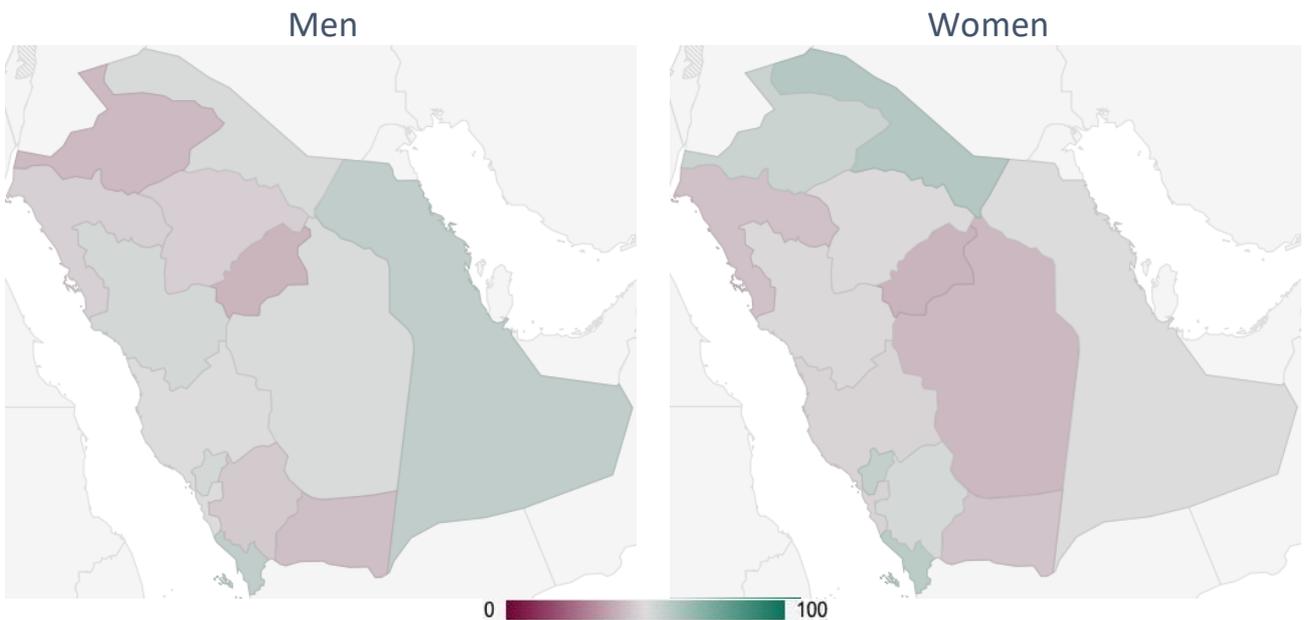
Women's opinion based on educational level



“Allow the establishment of private driving training schools for women”

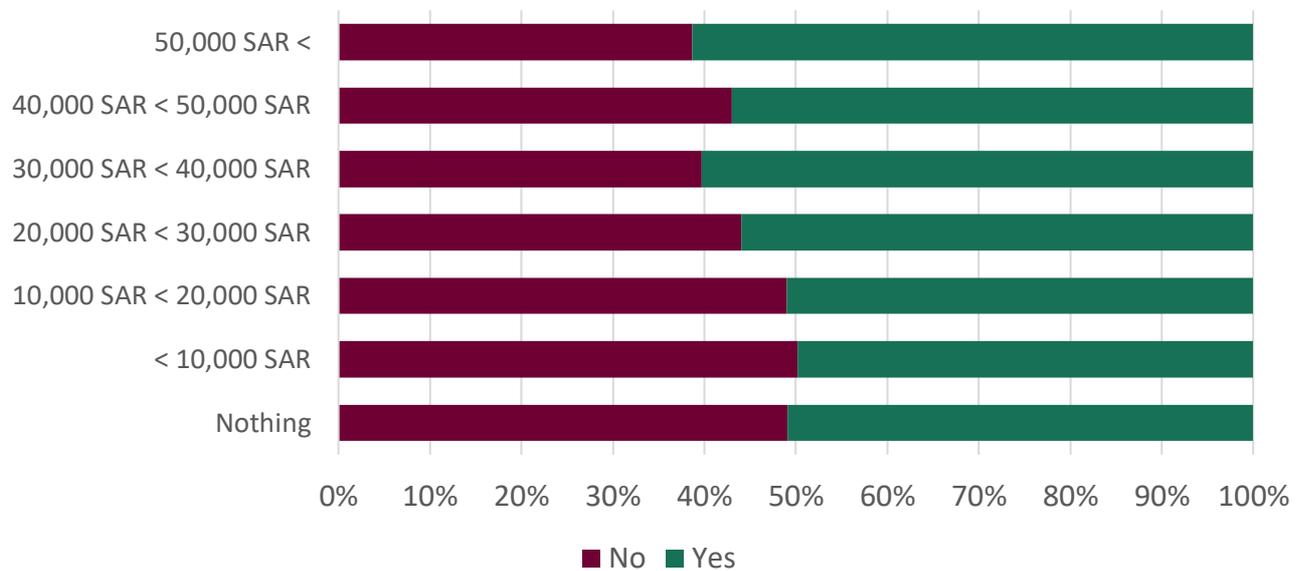


- 44.1% of women and 52% of men supported the suggestion of allowing the establishment of private driving training schools for women.
- Across provinces, men in Jazan and Eastern Province, and women in Northern Borders had the highest percentage with 57.2% and 60% respectively.



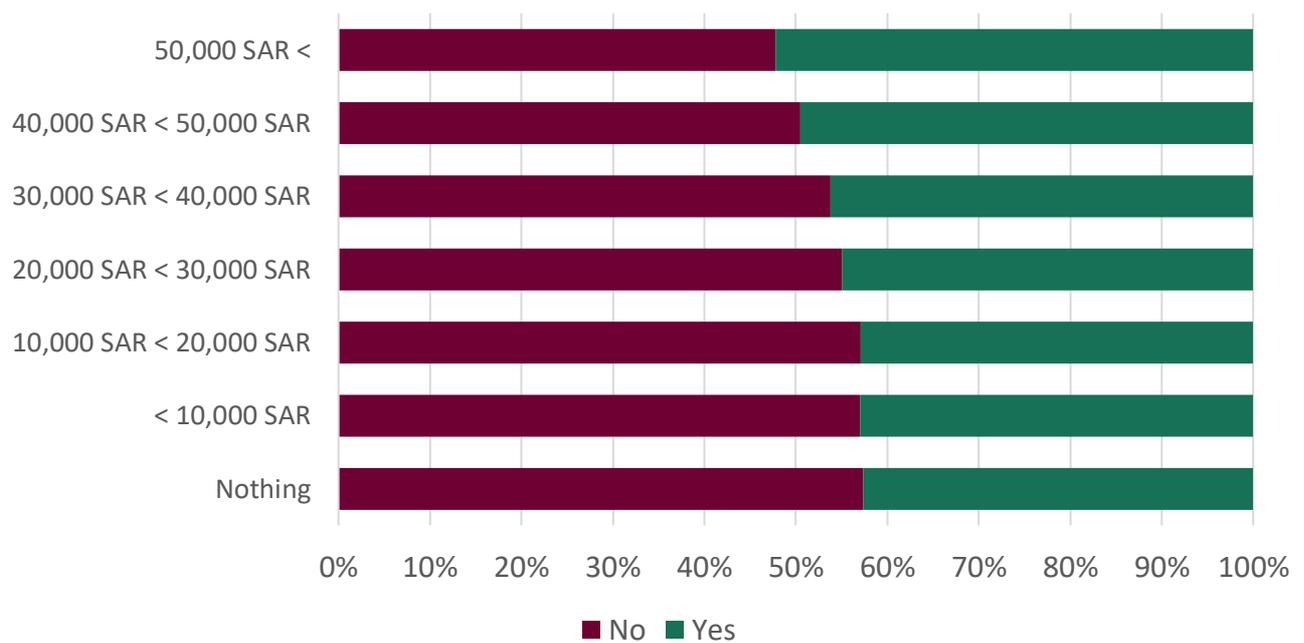
“Allow the establishment of private driving training schools for women”

Men's opinion based on household income

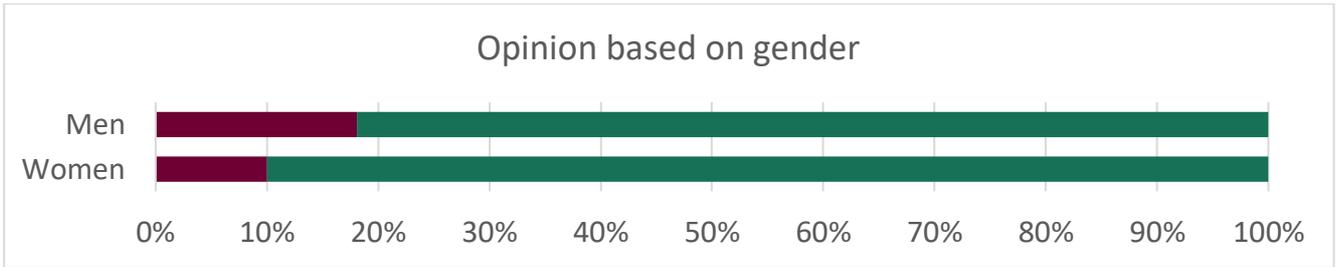


- Taking the household income into account showed that men tend to support the suggestion of allowing the establishment of private driving training schools for women regardless of their household income. Women with higher household income tend to support more the suggestion.

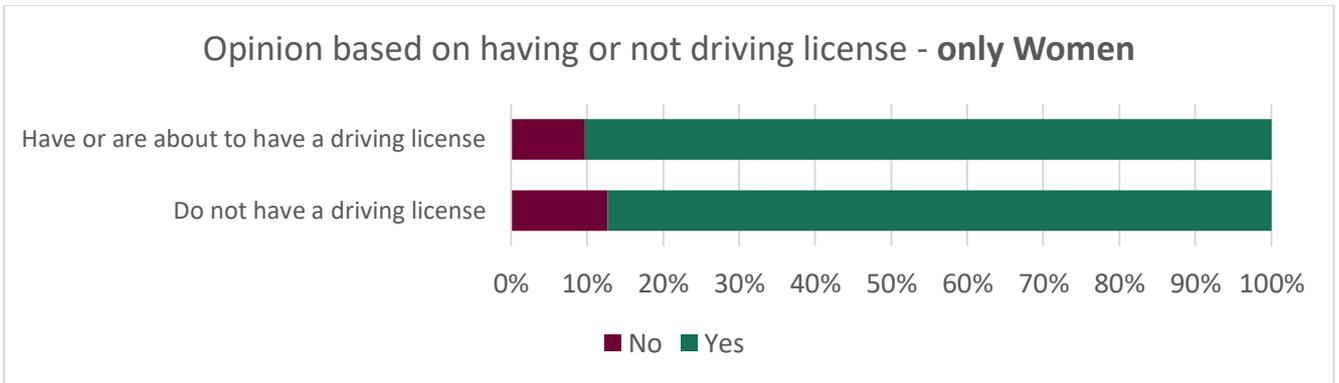
Women's opinion based on household income



“Increase the number of driving schools for women”



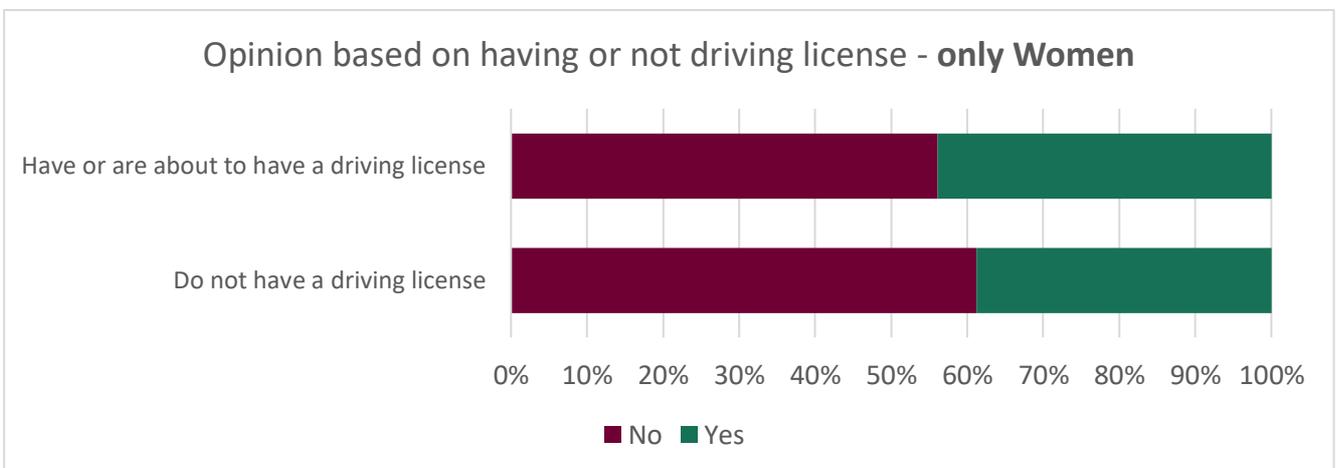
- Over 85% of women supported the suggestion of increasing the number of driving school for women regardless of having or not having a driving license.



“Activate the system of traffic points for violators and confiscation of licenses, and the intensification of penalties in case of serious accidents”



- Around 40% of women supported the suggestion of activating the system of traffic points for violators and confiscation of licenses, and the intensification of penalties in case of serious accidents regardless of having or not having a driving license.



She
Drives
KSA



She Drives KSA: A National Research Project about the Impact of Women Driving On Sustainable Development and Traffic Safety in the Kingdom of Saudi Arabia

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