Has car use per person peaked? Age, gender and car use

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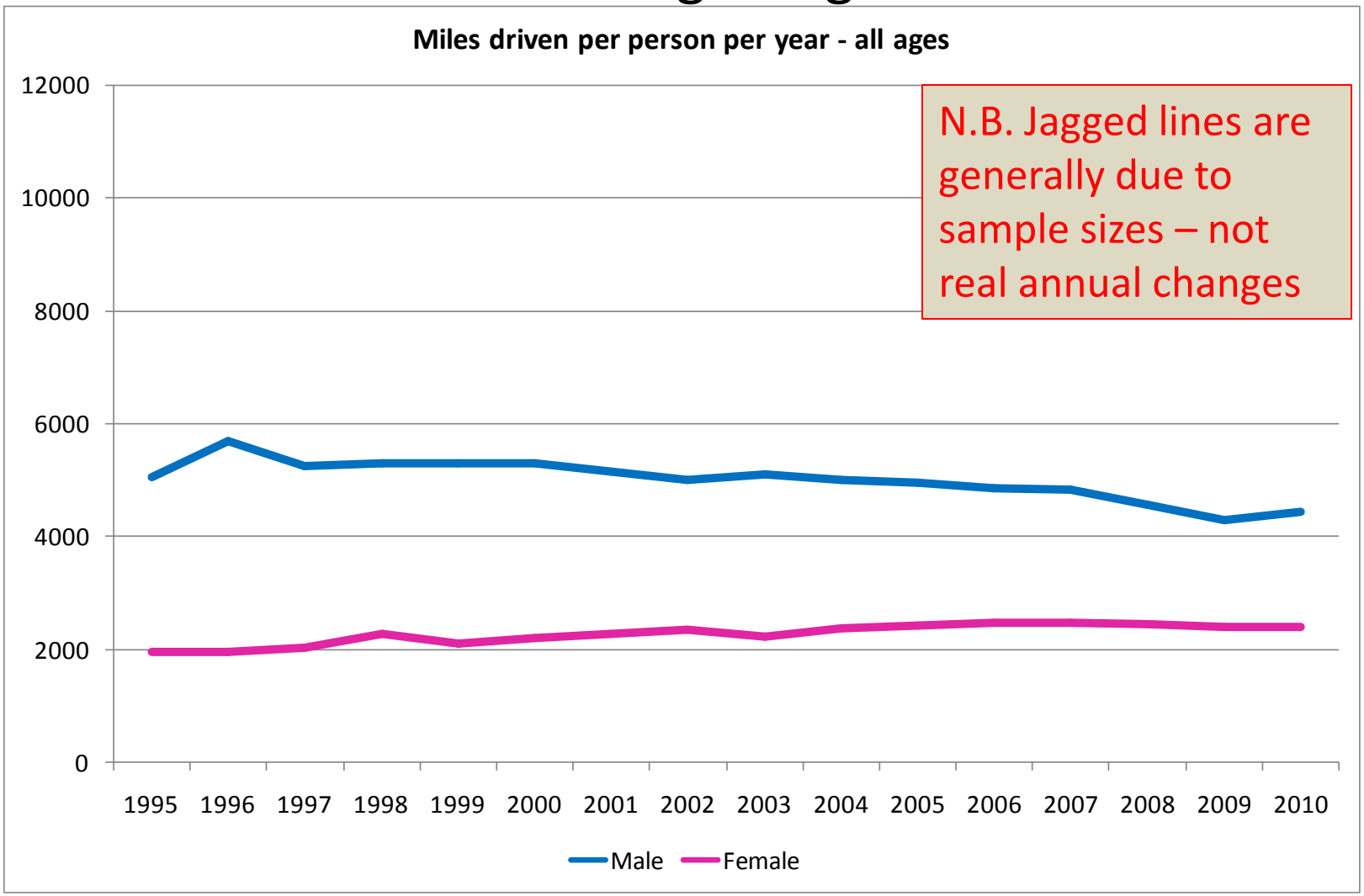
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What I'll talk about

- Who's changing their behaviour in terms of age and gender?
  - Focus on younger adults
  - Mainly data from 1995 onwards

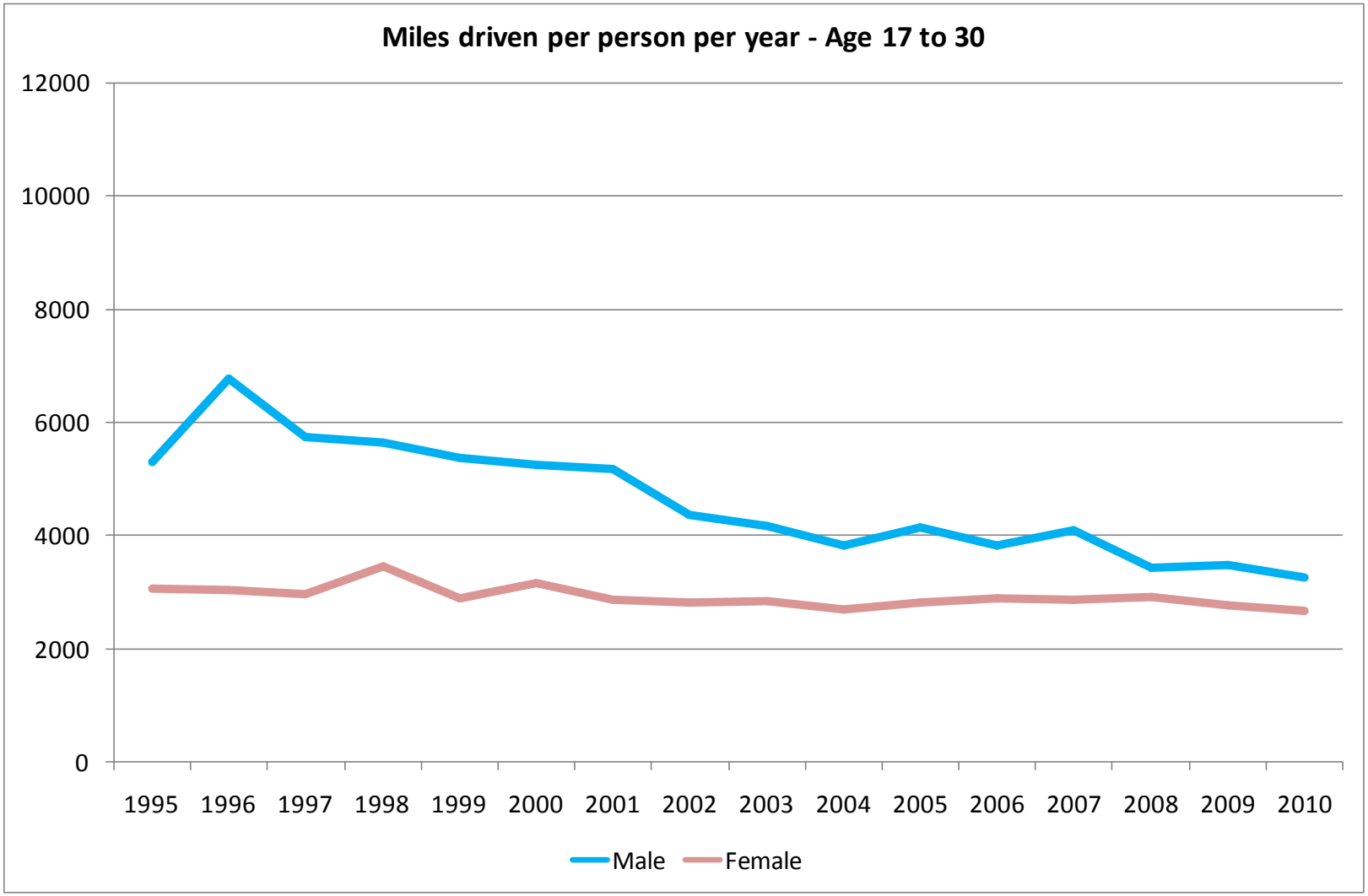
- What are the effects of being in a certain age 'cohort' of time of birth?

The difference in car driver mileage between men and women is getting less



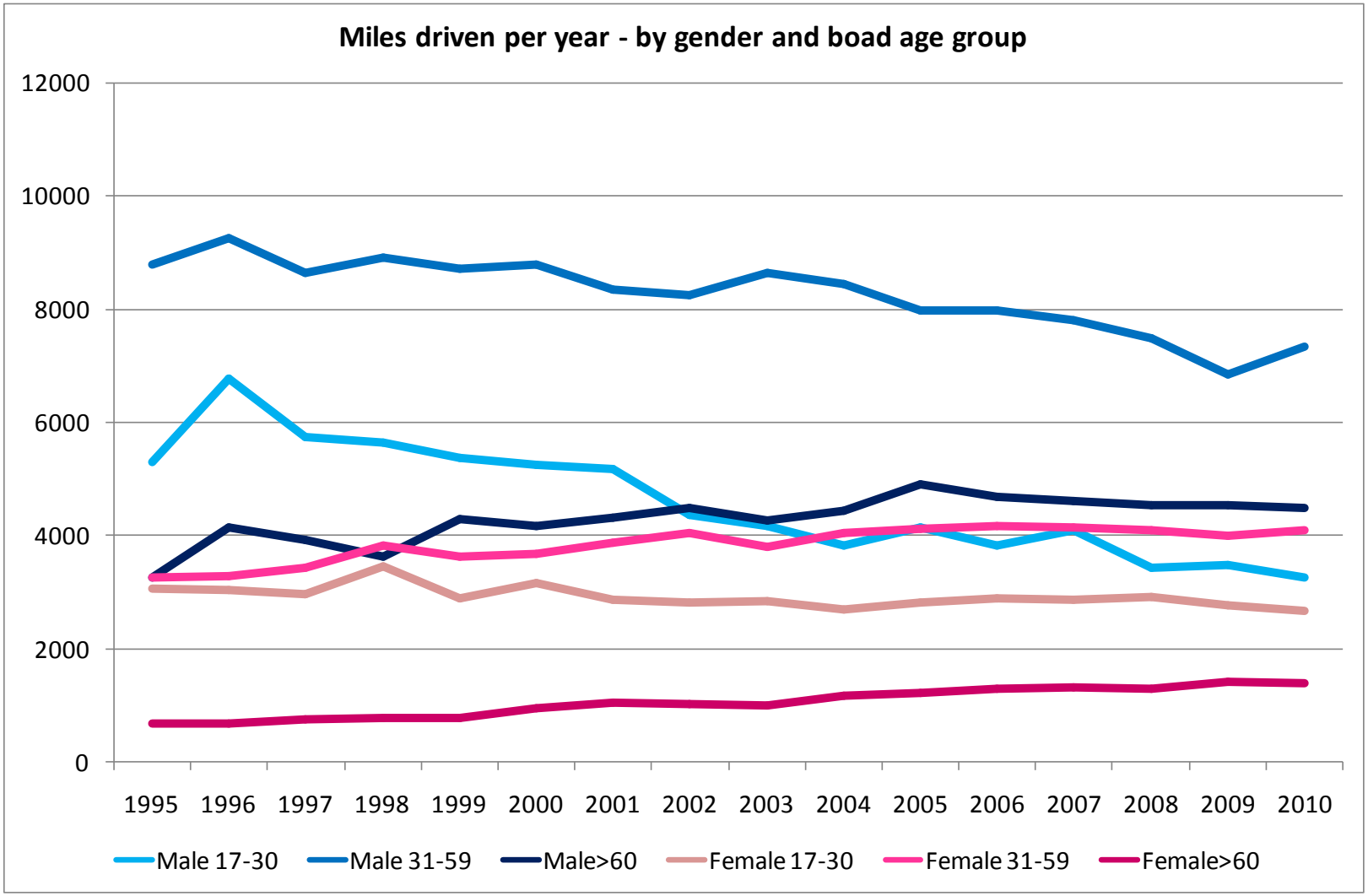
- Since 1995 the average male has reduced their driving from ~5200 to ~4500 miles
- The average female has increased from ~2000 to ~2400

This difference is far more marked for 17 to 30s



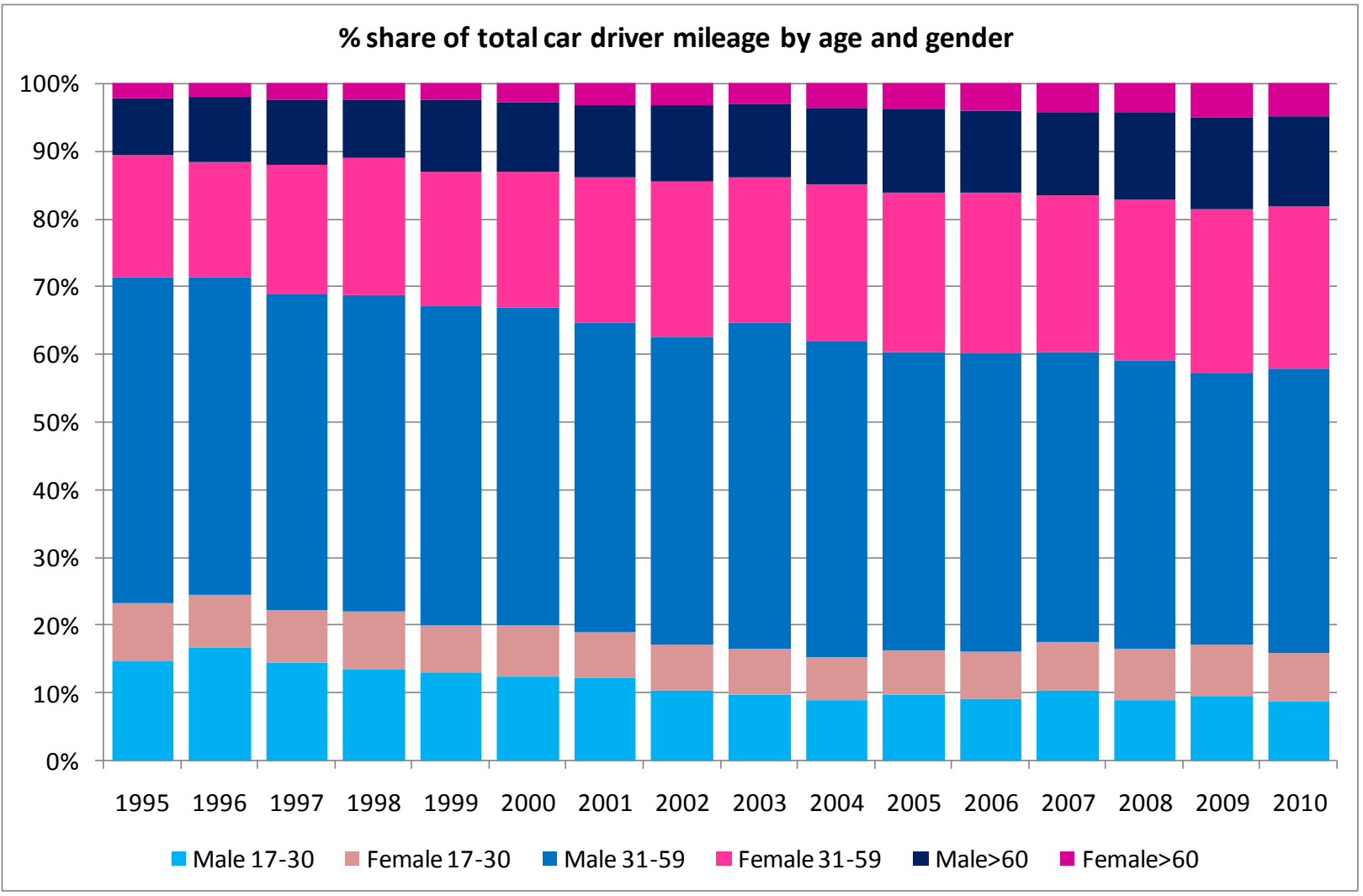
- Younger men fallen from ~6000 miles to ~3500
- But younger women have not increased their average mileage

Some groups are still increasing mileage per year



- Men and women over 60 both still increasing
- Women 31-59 also increasing but Men 31-59 falling

Men still account for most driver miles (64% down from 71%)



2 – 5%

8 – 13%

18 – 24%

48 – 42%

9 – 7%

15 – 9%

% in 1995 compared with % in 2010

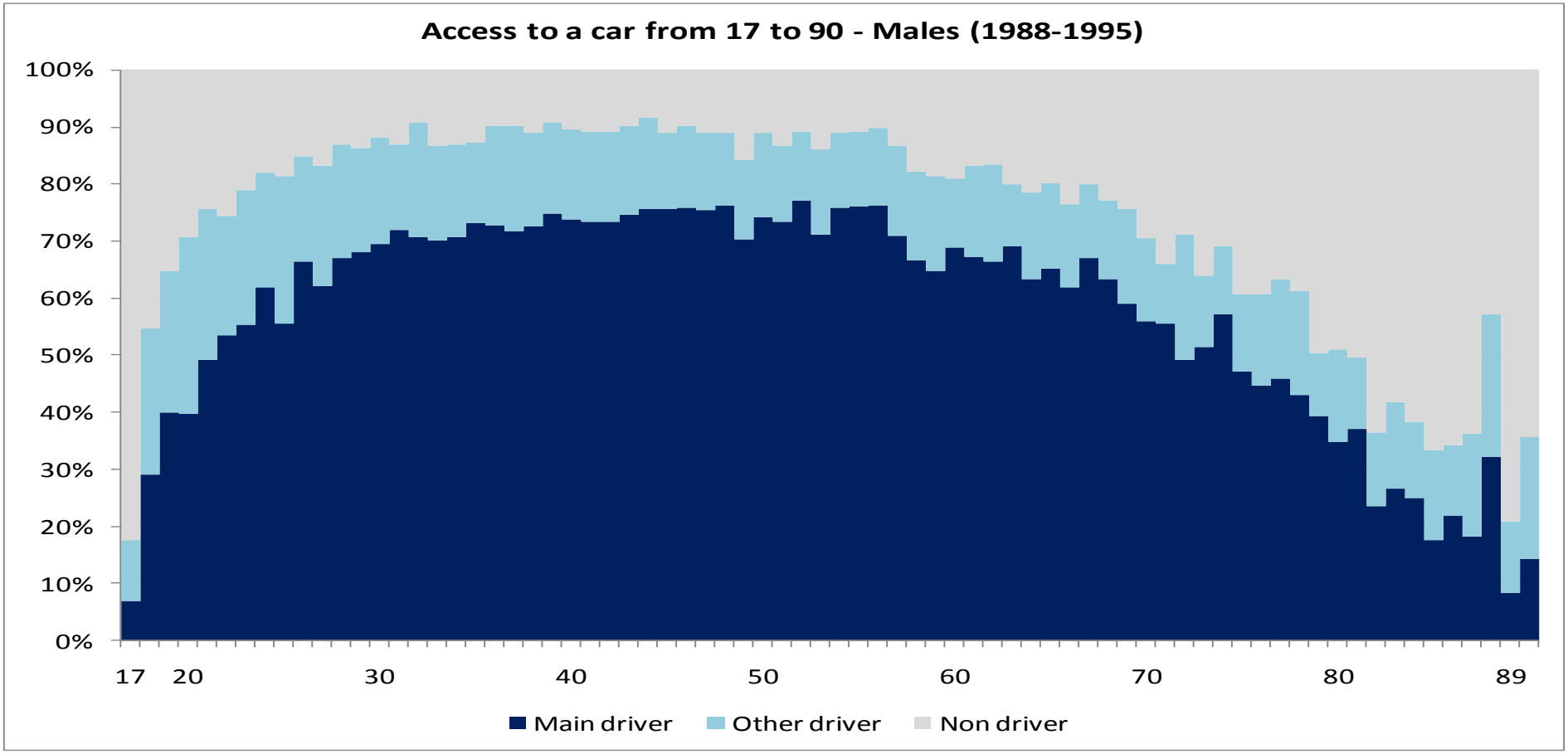
- Total changes are not that striking
- Men still drive more than women

Summary of trends

- Younger males show the largest falls in mileage, but older males also reducing mileage

- Much of the above can be explained by changing patterns of car access by age

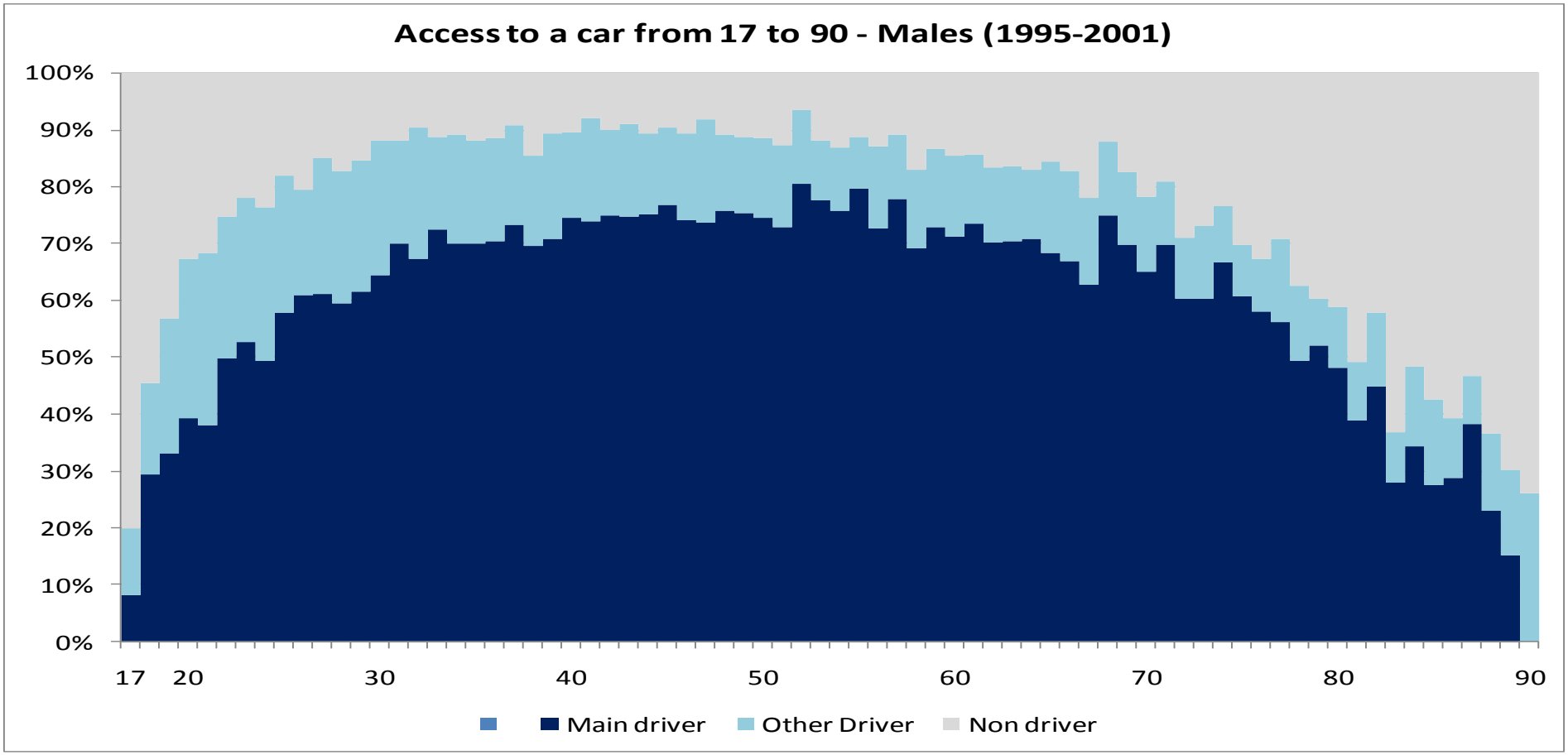
Access to a car by age – Men 1988-95 1995-01 2002-08



- Fast take up from age 17
- Decline after age 50

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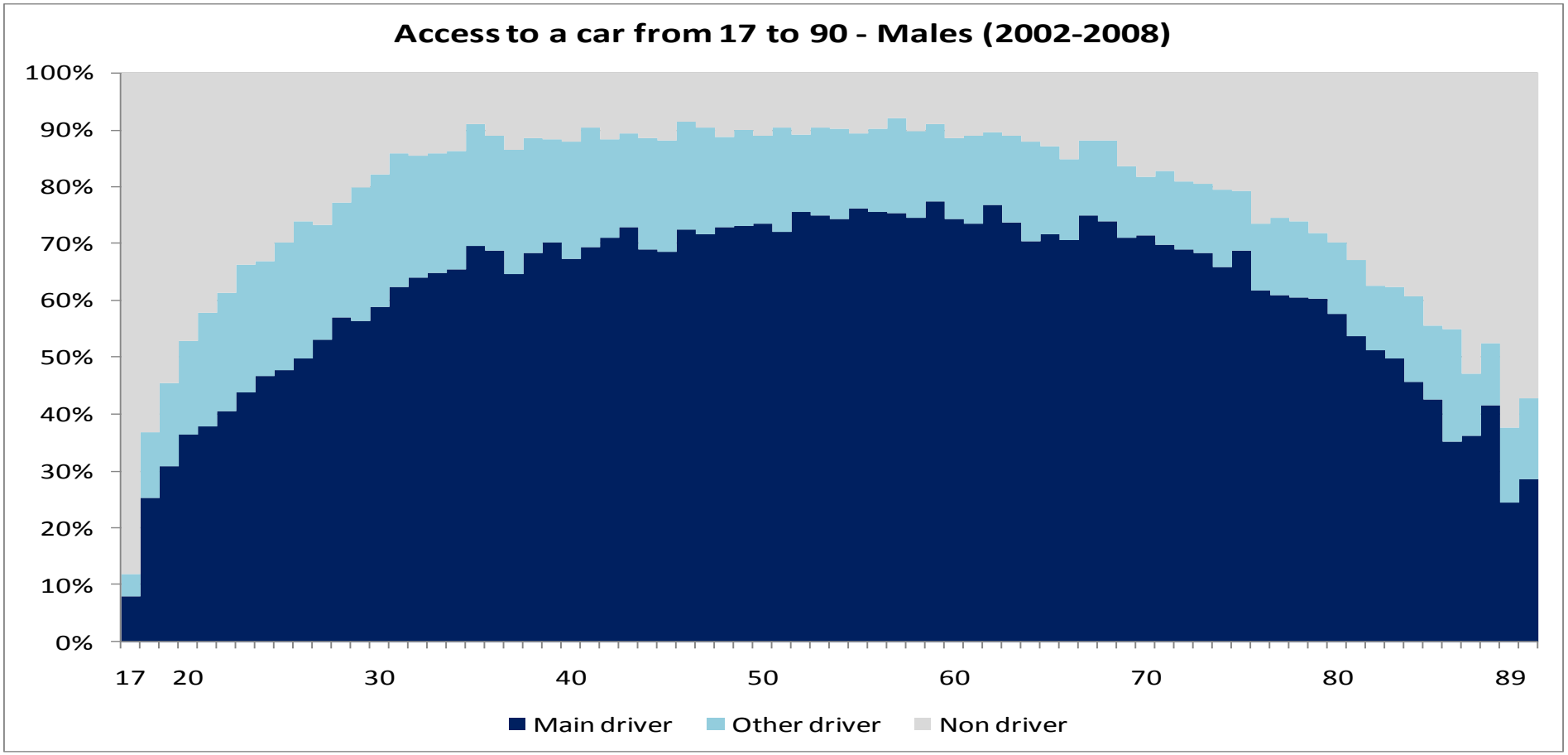
Access to a car by age – Men 1988-95 1995-01 2002-08



- Slightly slower rise
- 'peak' remains to late 50s

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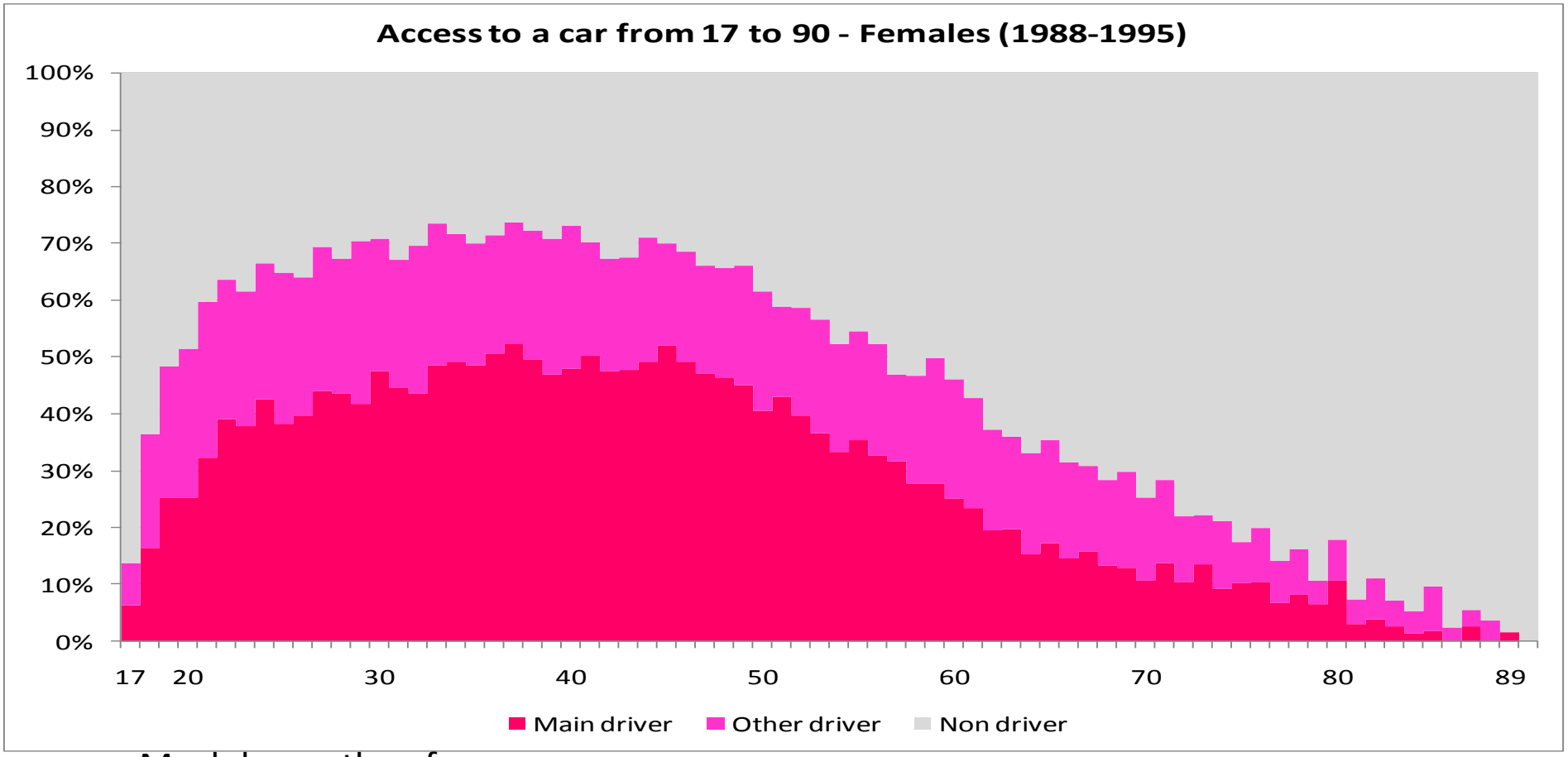
Access to a car by age – Men 1988-95 1995-01 2002-08



- Markedly slower rise
- 'peak' to mid 60s
- Bigger % with car at 90 than at 18

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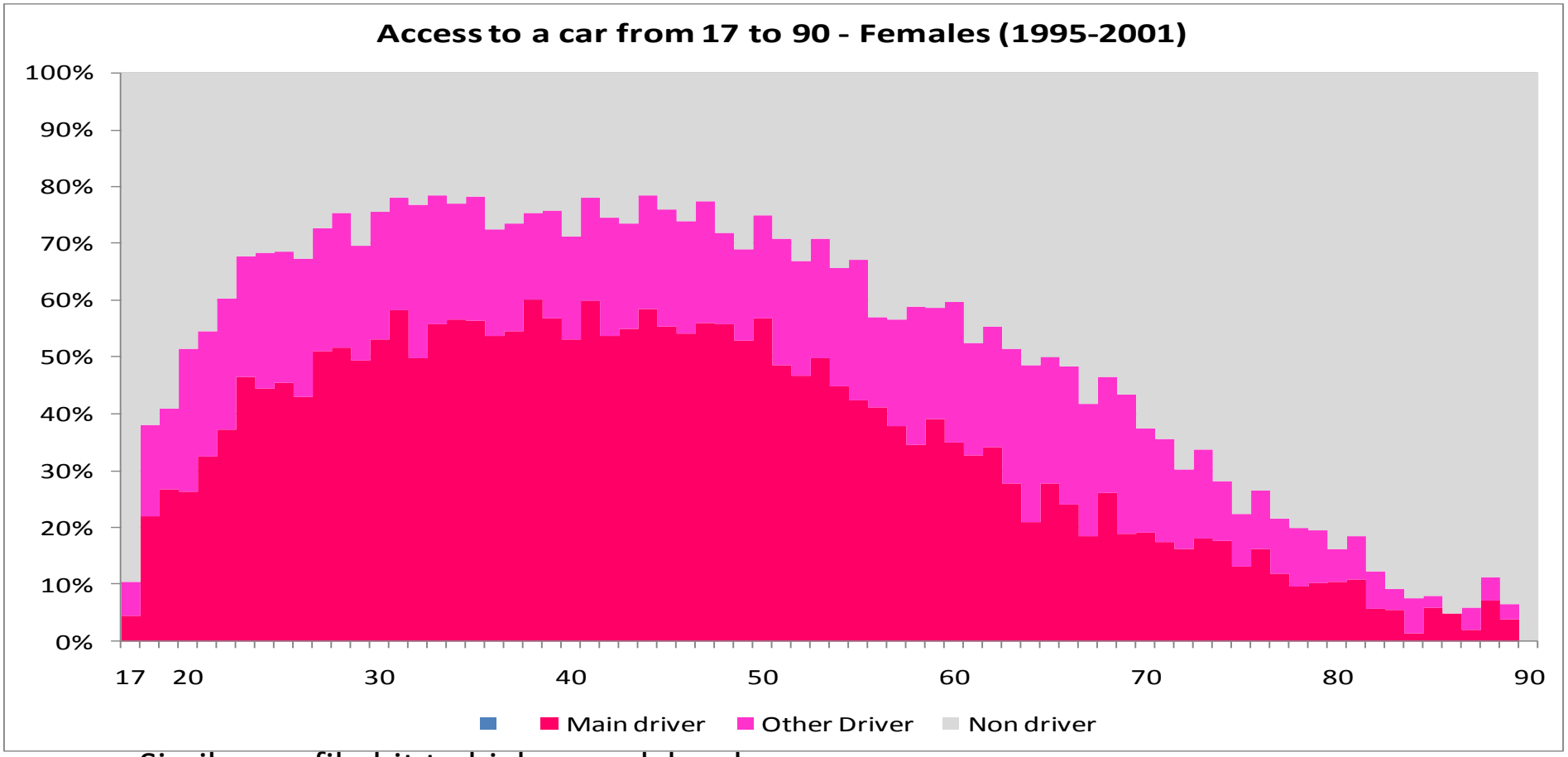
Access to a car by age – Women 1988-95 1995-01 2002-08



- Much lower than for men
- Tail off from about 45

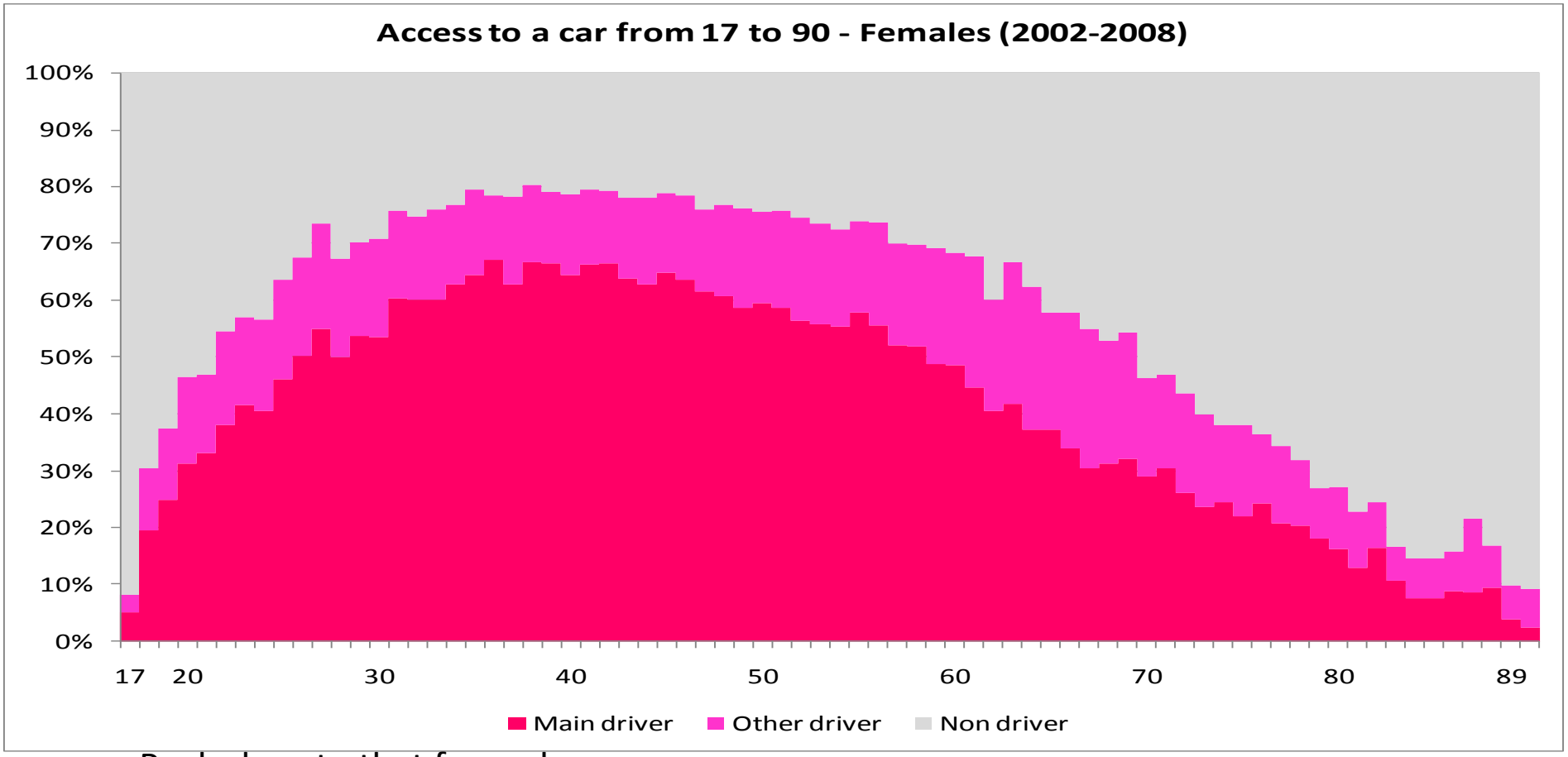
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Access to a car by age – Women 1988-95 1995-01 2002-08



- Similar profile bit to higher peak level

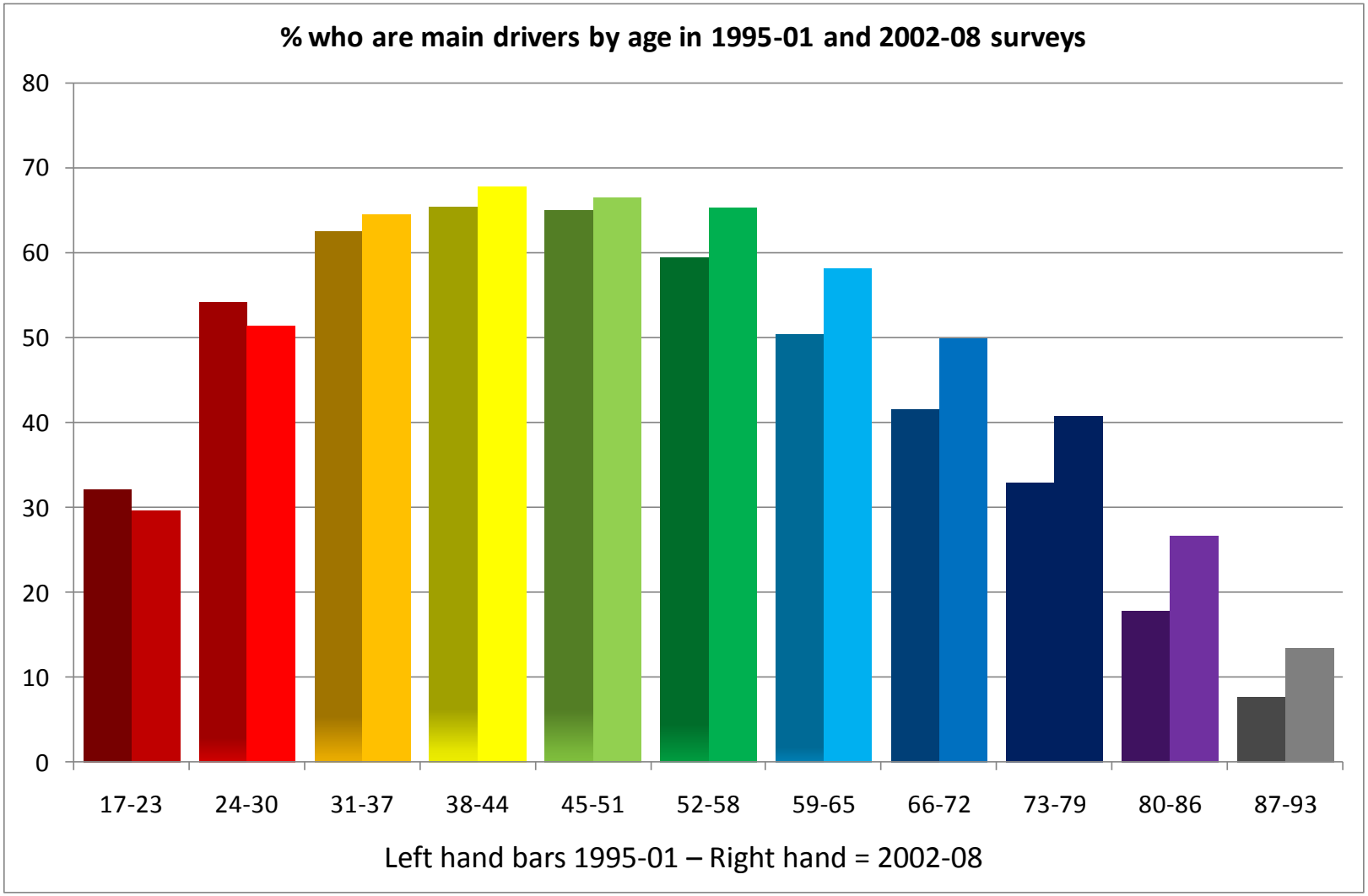
Access to a car by age – Women 1988-95 1995-01 2002-08



- Peak close to that for males
- Lengthening of peak level

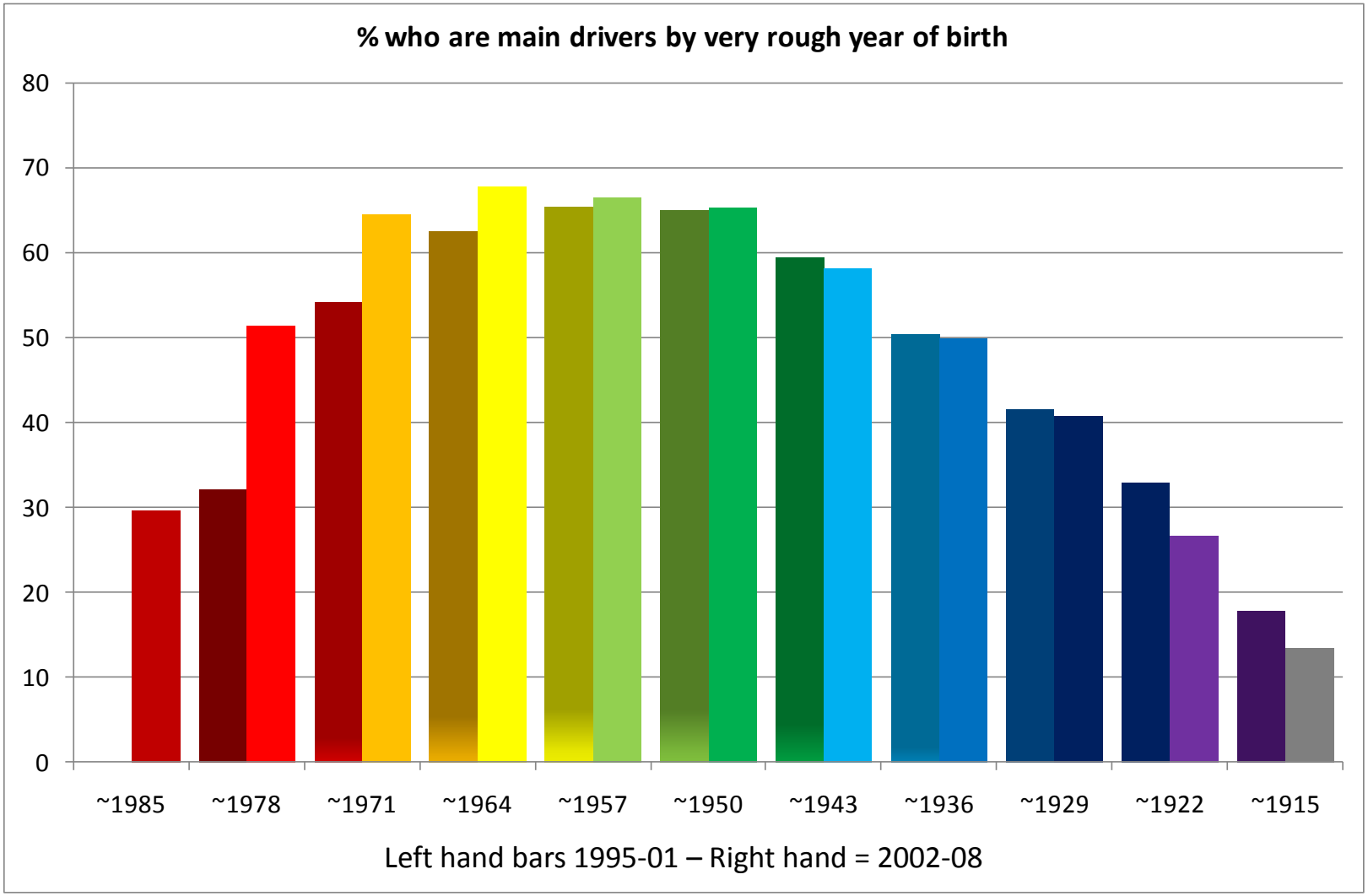
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% who are ‘main drivers’ - Same age in each survey



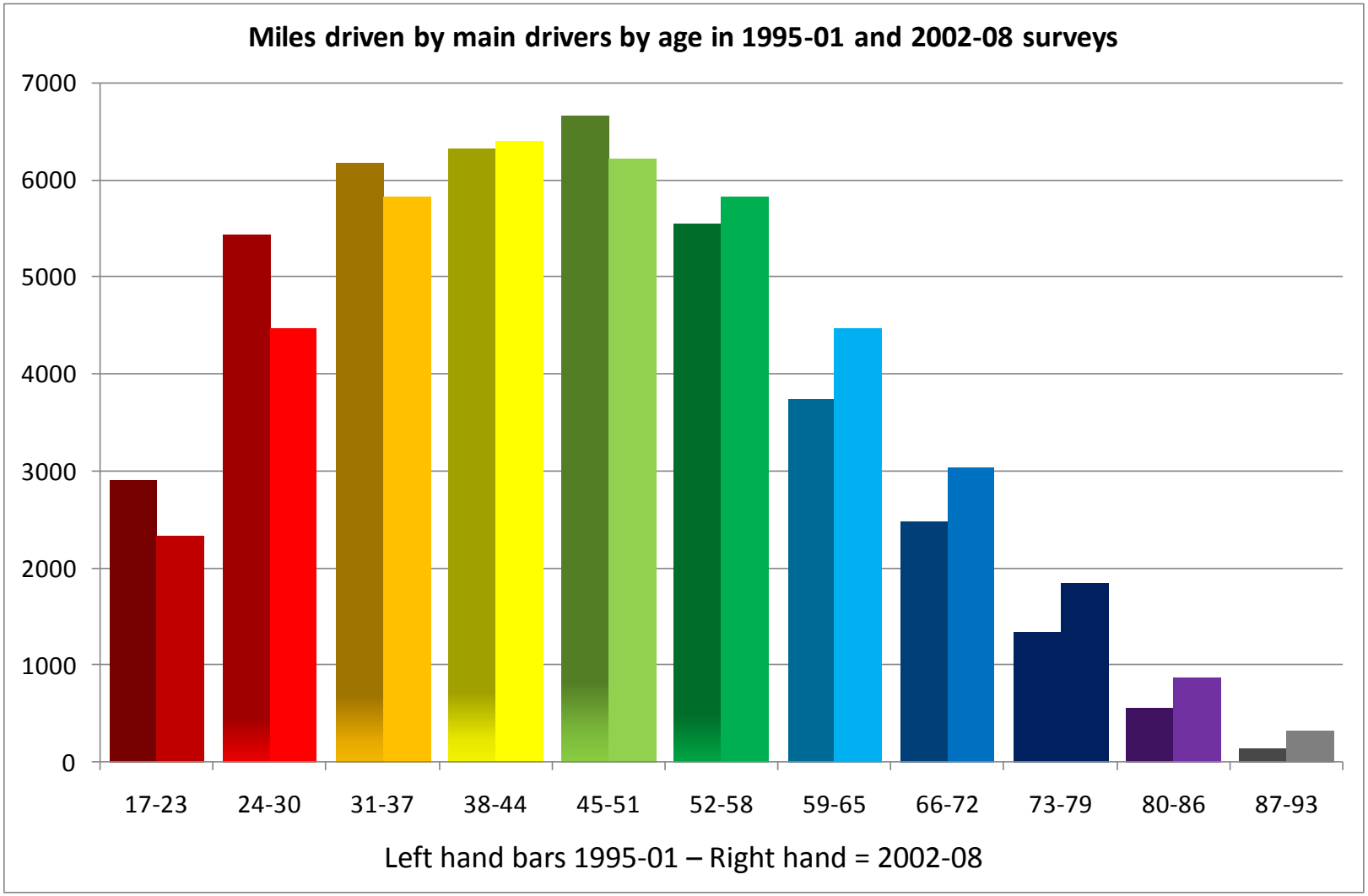
- Appears that older people are becoming main drivers more
- Younger ages less likely to be main drivers

% as ‘main drivers’ in the two periods (by when born)



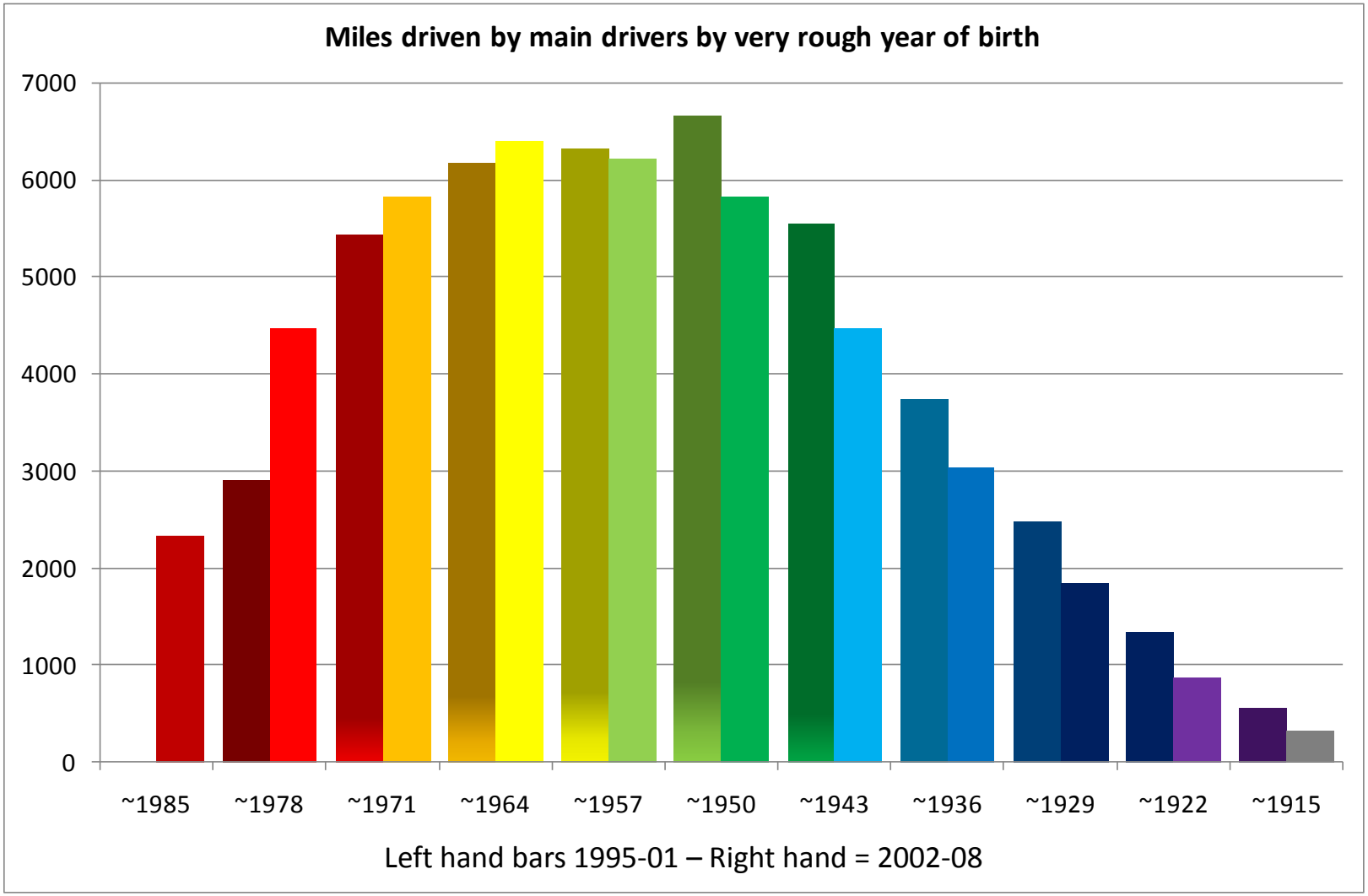
- In fact people just hang on to their cars (up till about age 80)
- And people carry on gaining cars up to the early thirties

Car miles per person (ages in survey)



- Falls in car mileage up to early thirties
- Increases from fifties onwards

Car miles per person (by when born)



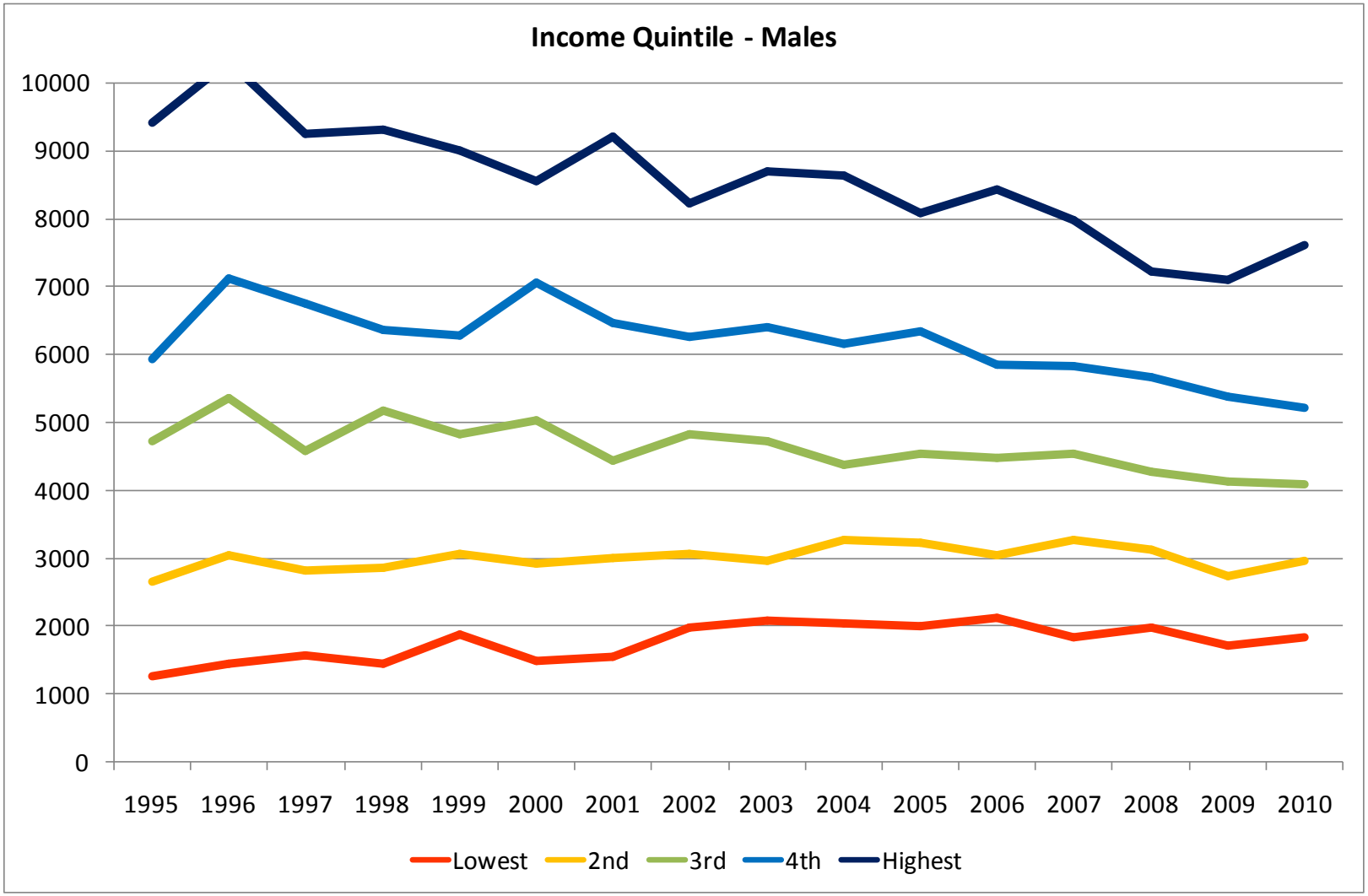
- Similar picture to access to a car as main driver
- But reductions from age of late 50s

Miles per person by different characteristics

- Income quintile
- Type of area of residence
- Employment status

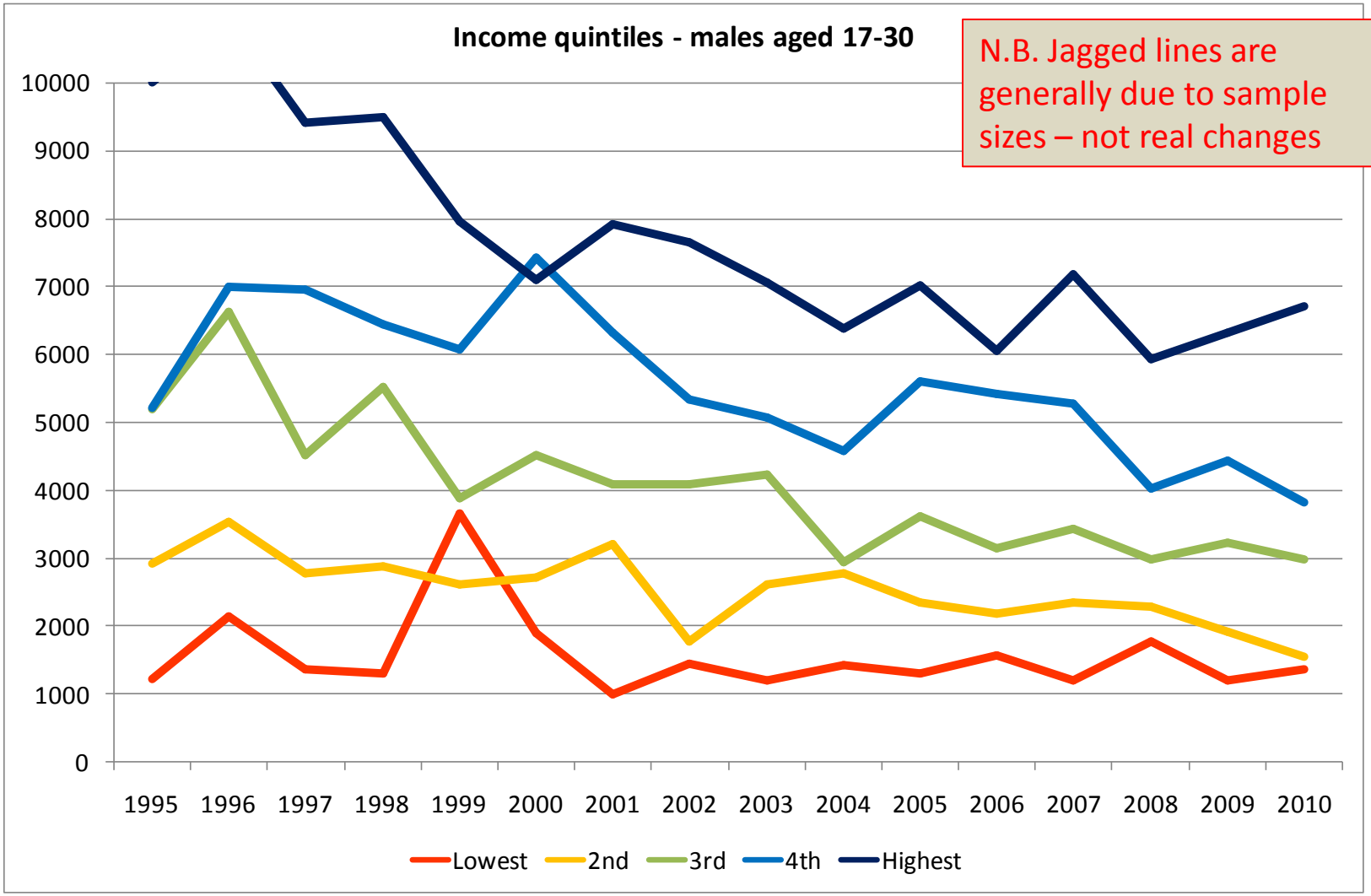
- For men and women
- With focus on 17-30 year olds

Higher income men driving less (all ages)



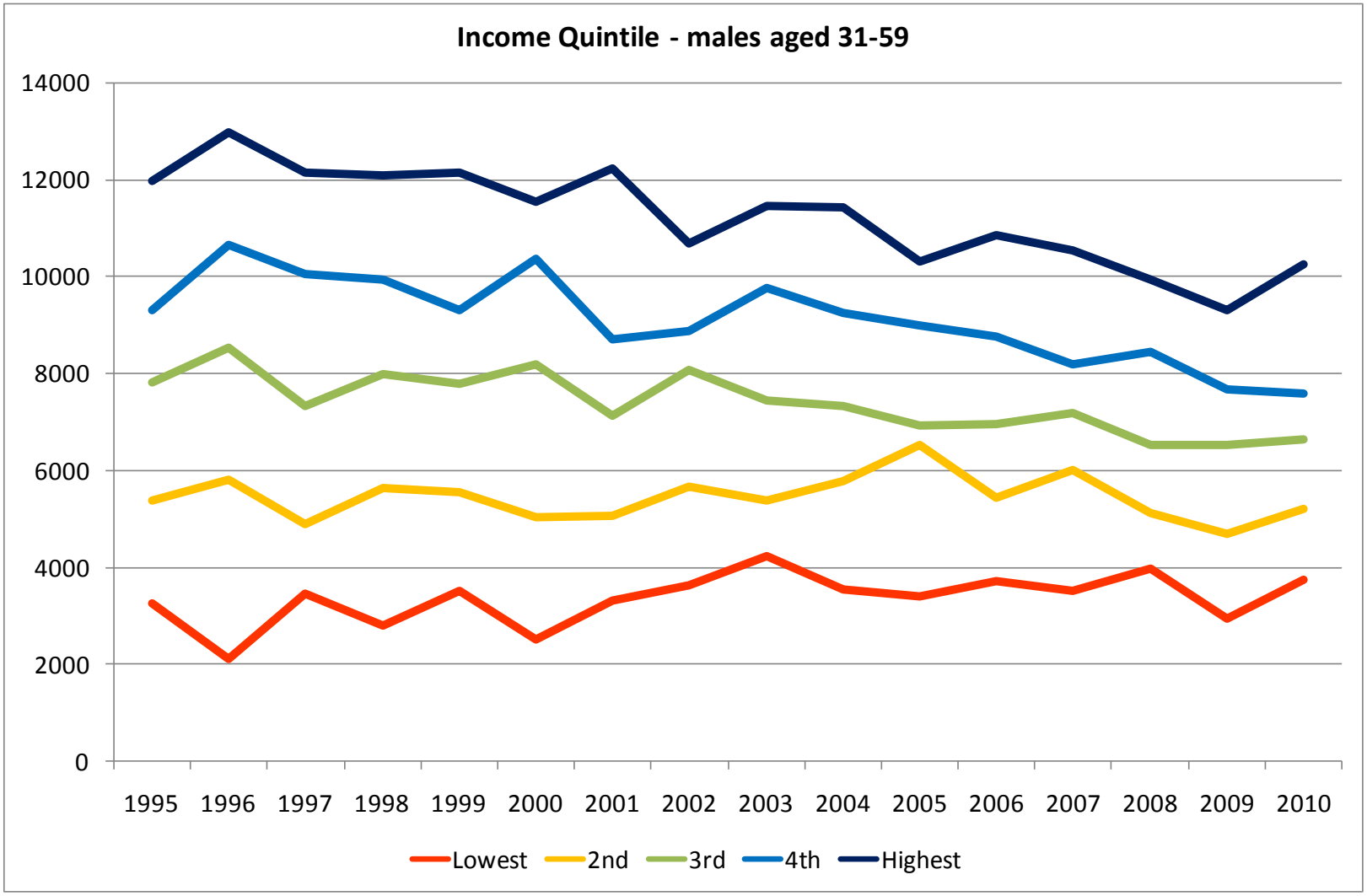
- Higher income men are driving less
- ... And lower incomes, driving more

Bigger effect for younger men

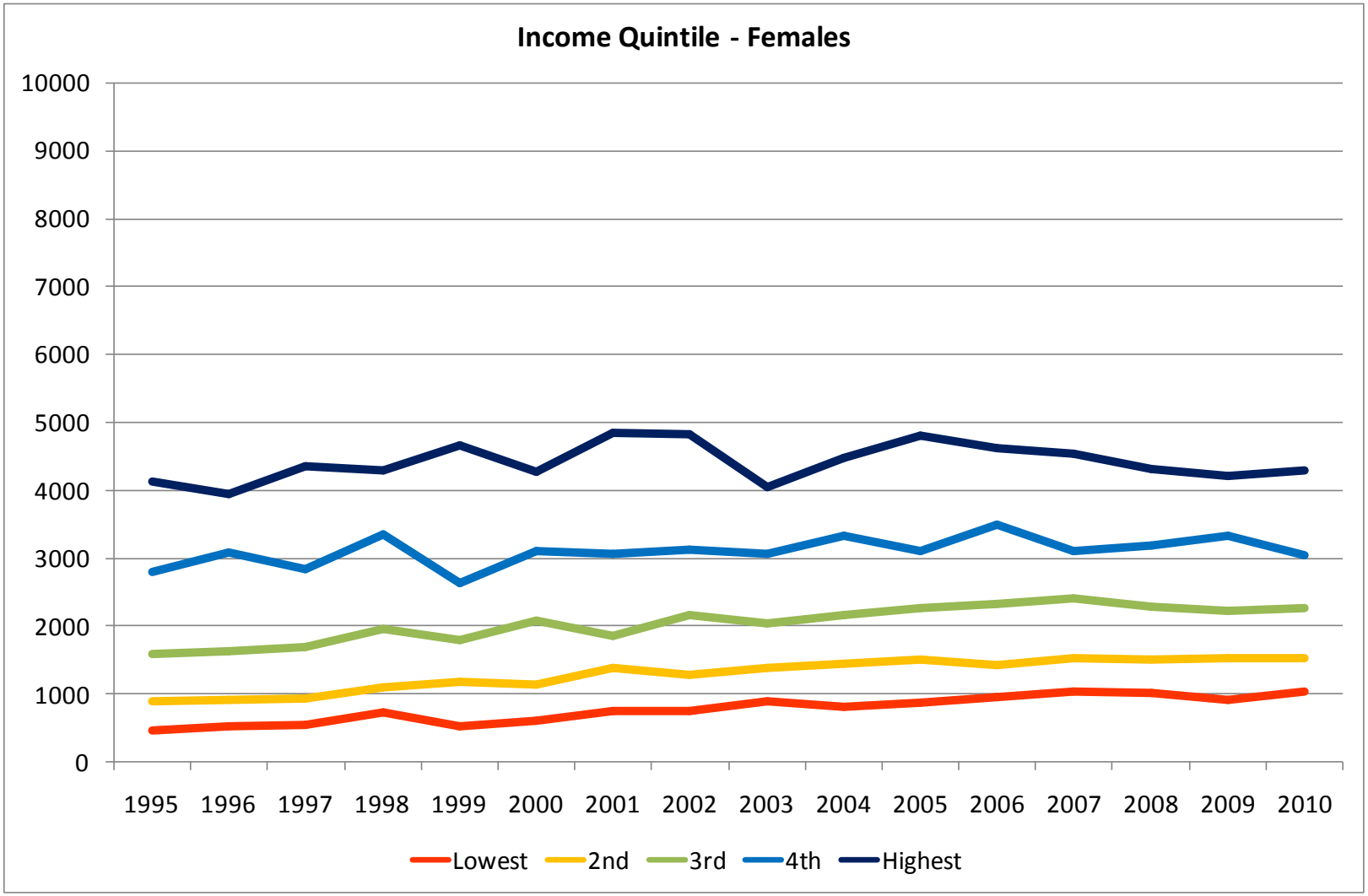


- Mileage for all incomes falling except for lowest quintile

But middle aged men also less for higher incomes

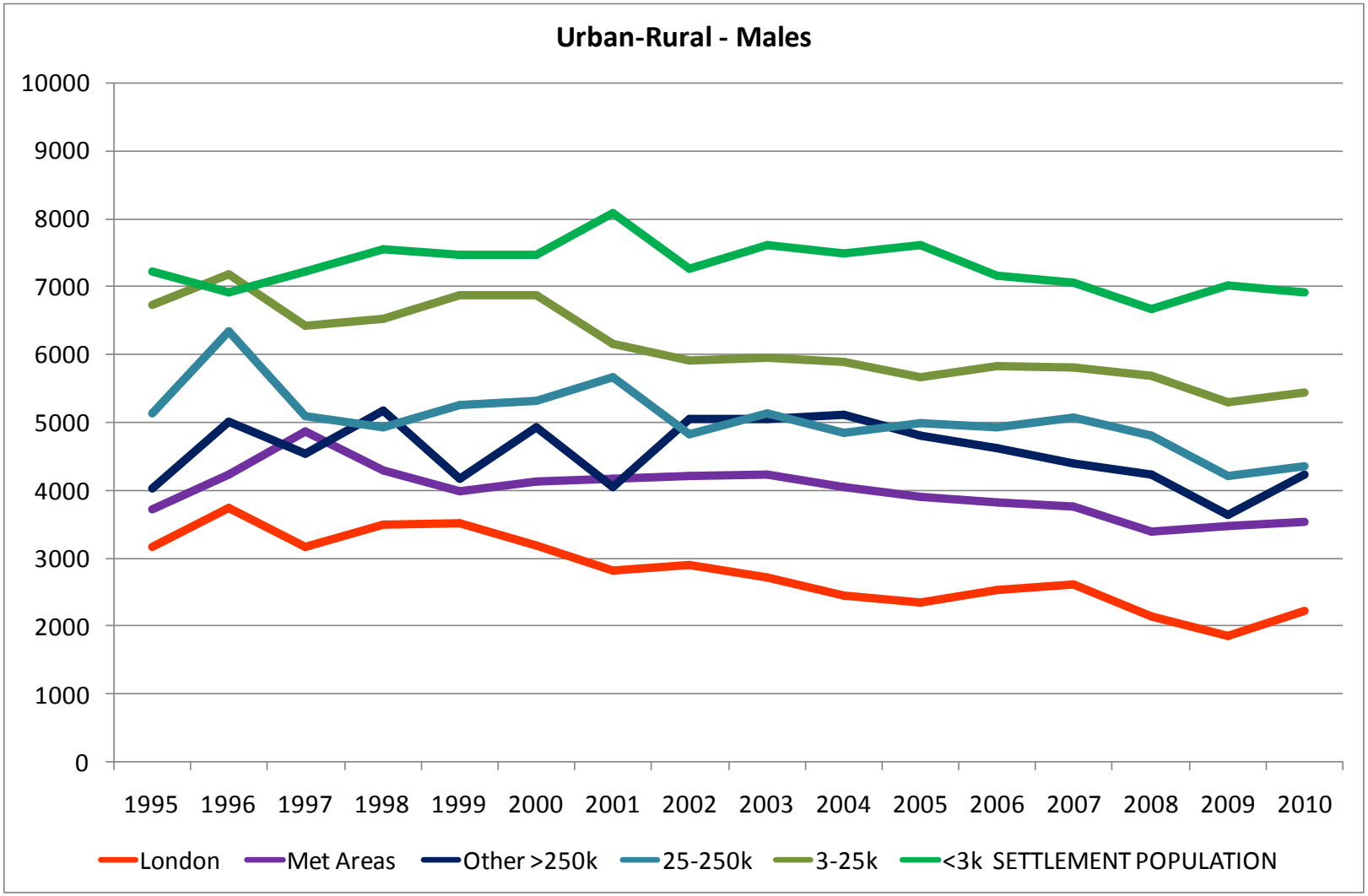


Growth in mileage for women in lower incomes



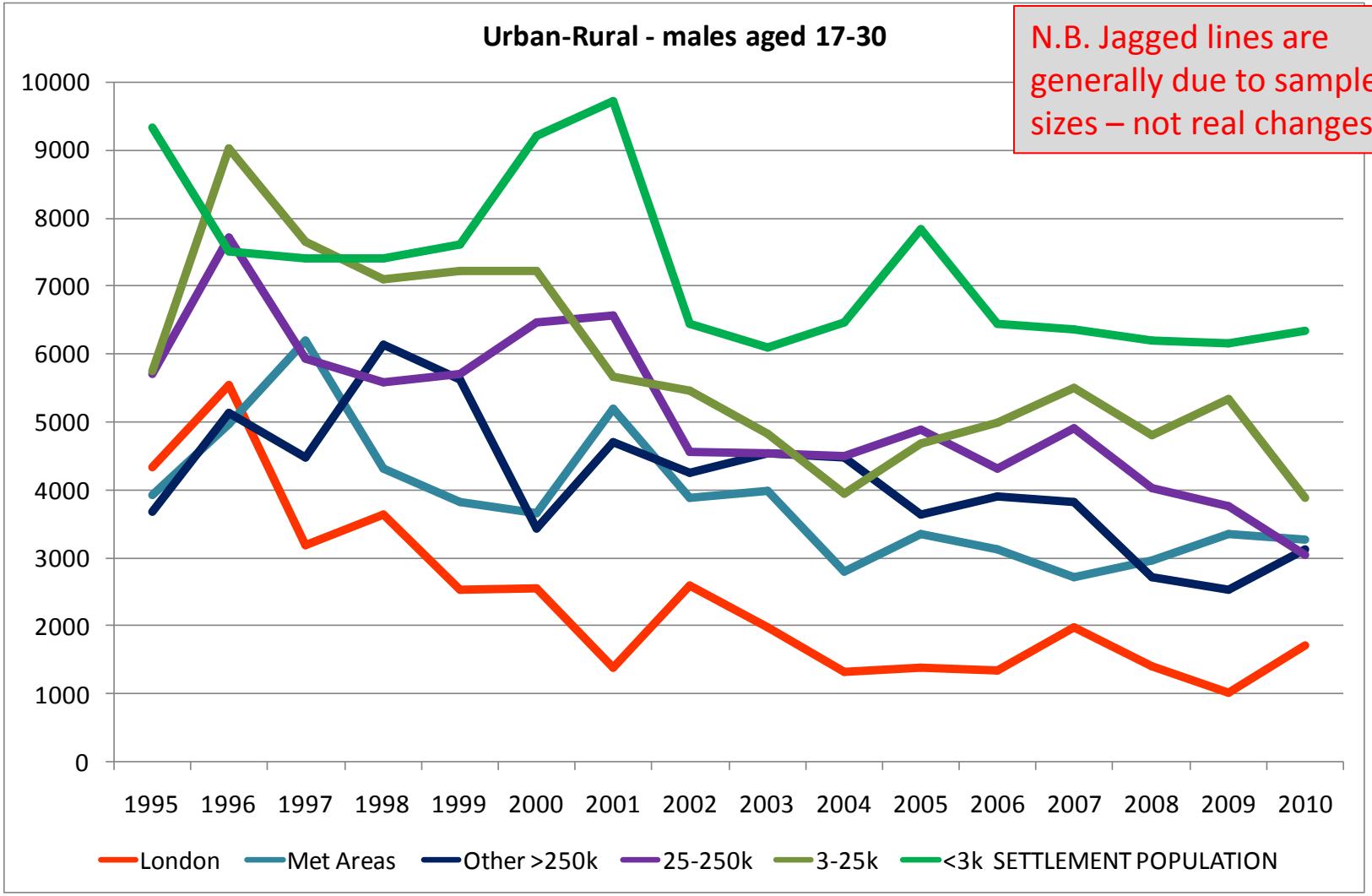
- Large increases for women in lower income households (doubling for lowest quintile, but from very low base)

URBAN-RURAL – Falls for men in most area types



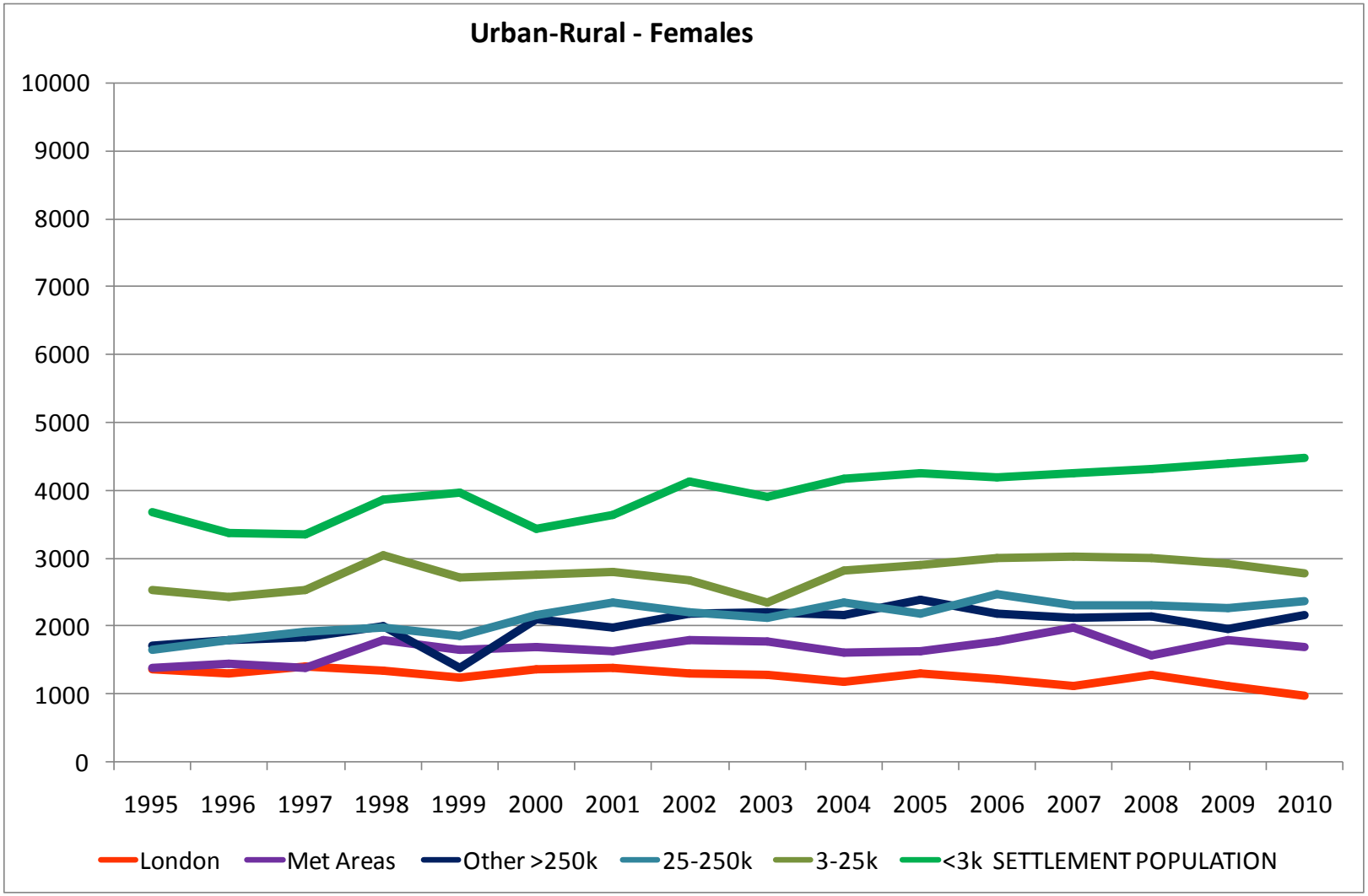
- Biggest falls in London, but no areas show a significant rise
- Rural has virtually no change

Men under 30 driving less in all types of area



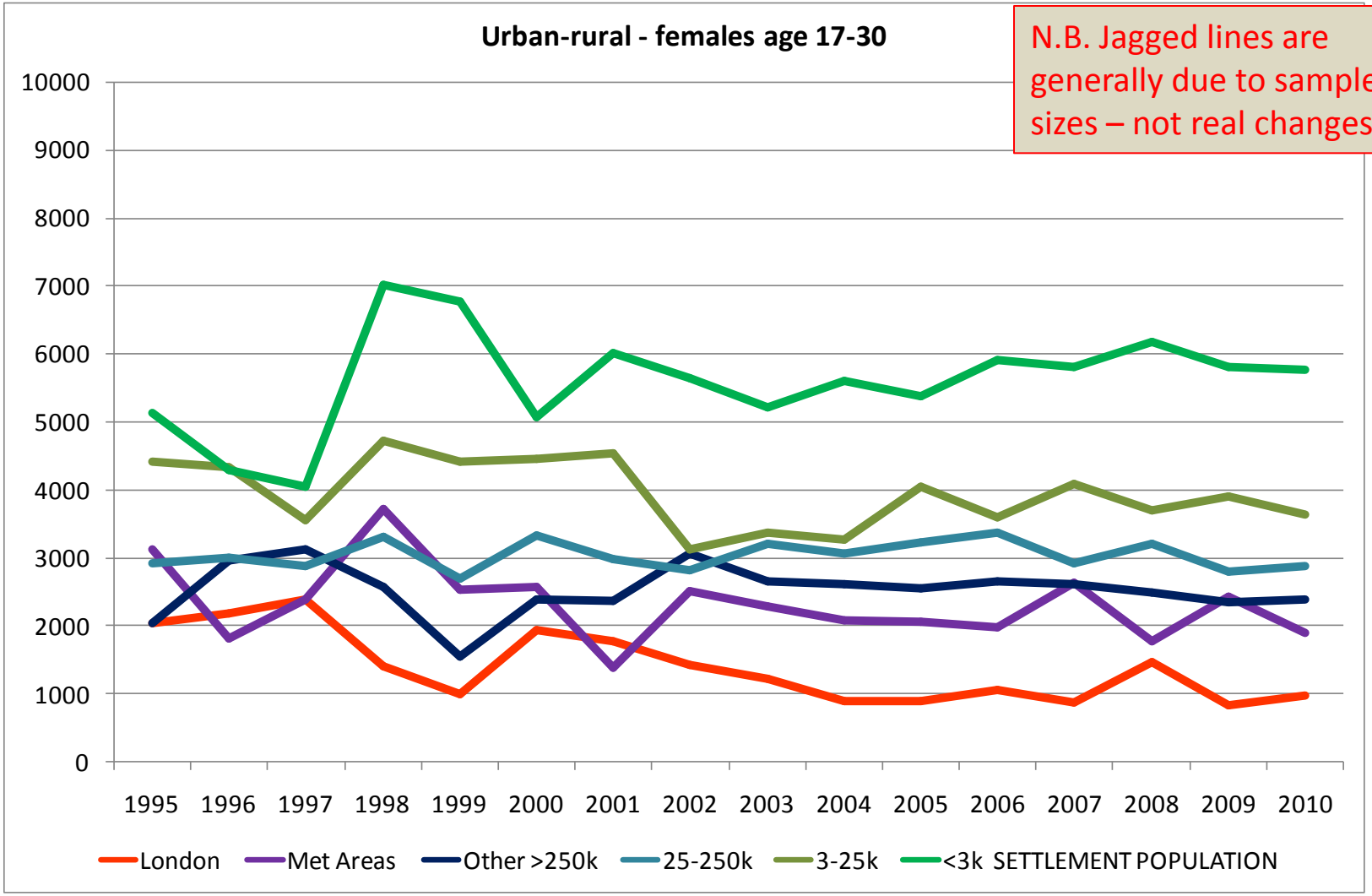
- Falls in all types of area
- Fastest in London (better public transport?) and Small Towns (more can be done without a car?)

Mixed picture for women



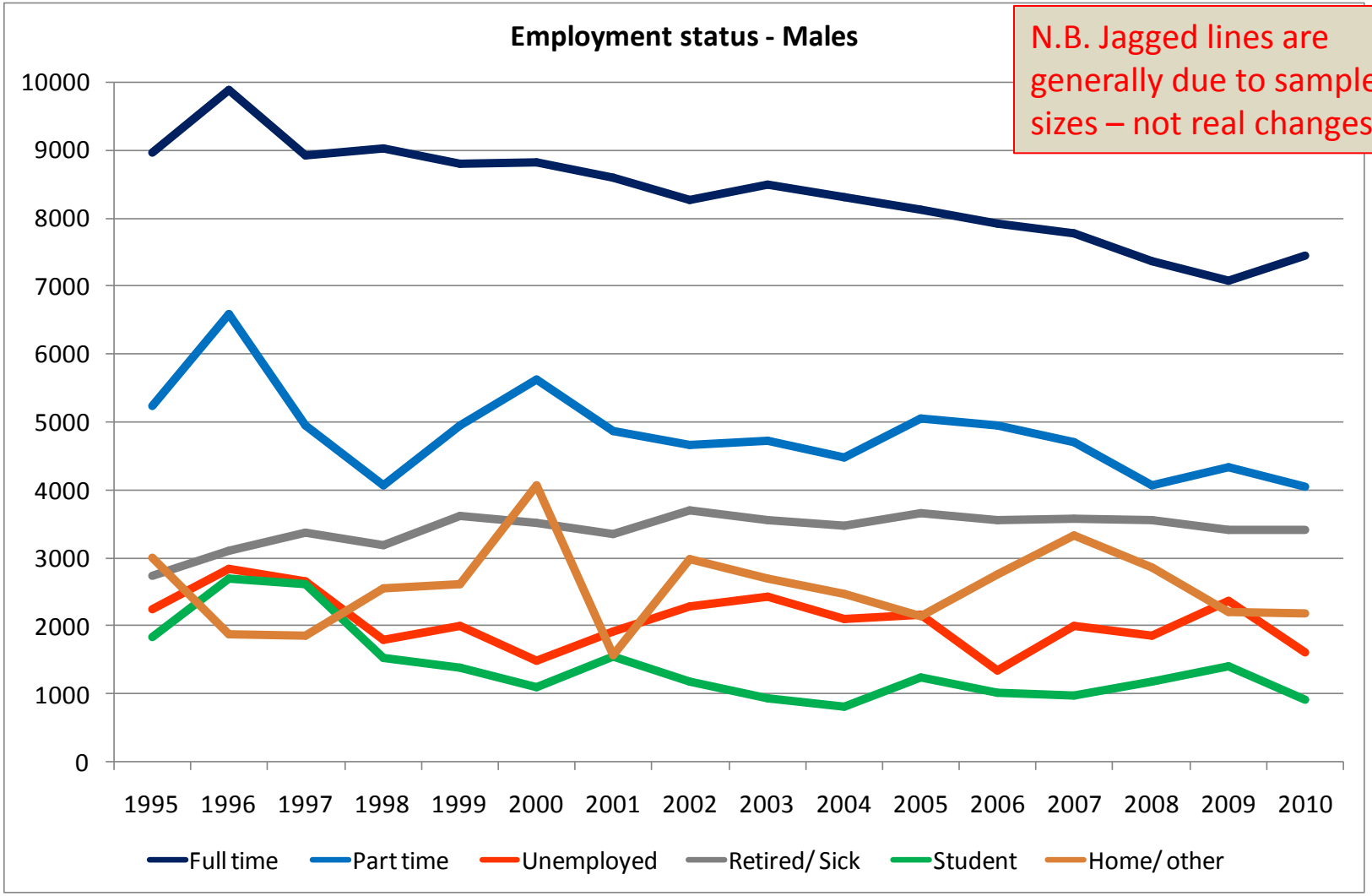
- Rise in mileages in rural areas – falls in London

Women under 30 – higher mileage than for all in rural areas



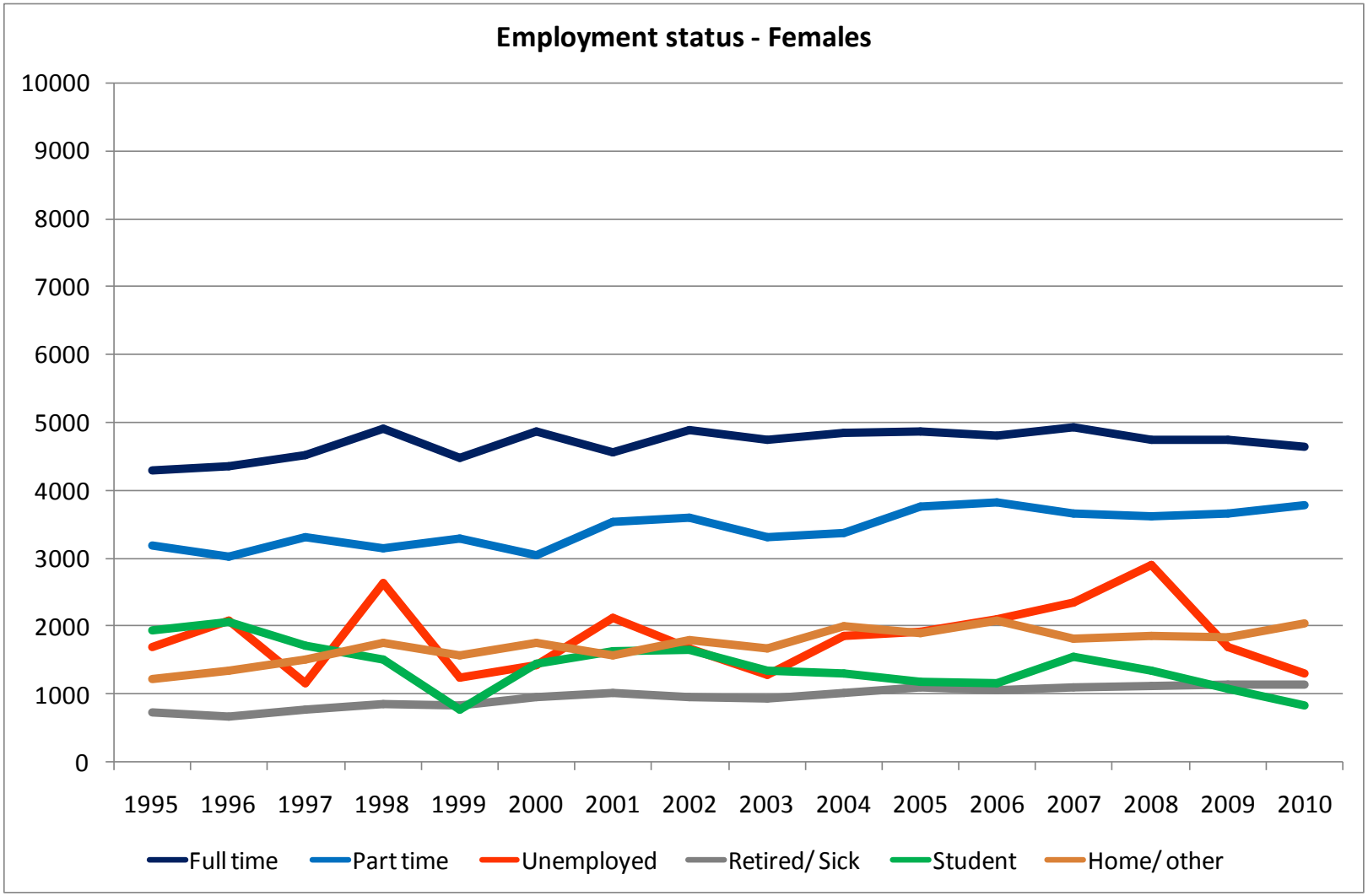
- Driving less in larger cities and small towns
- Driving more in rural areas – and no change in medium sized towns

EMPLOYMENT STATUS – Large falls for men in work



- Men in full time employment have highest mileages, but these have been falling

More stability for women



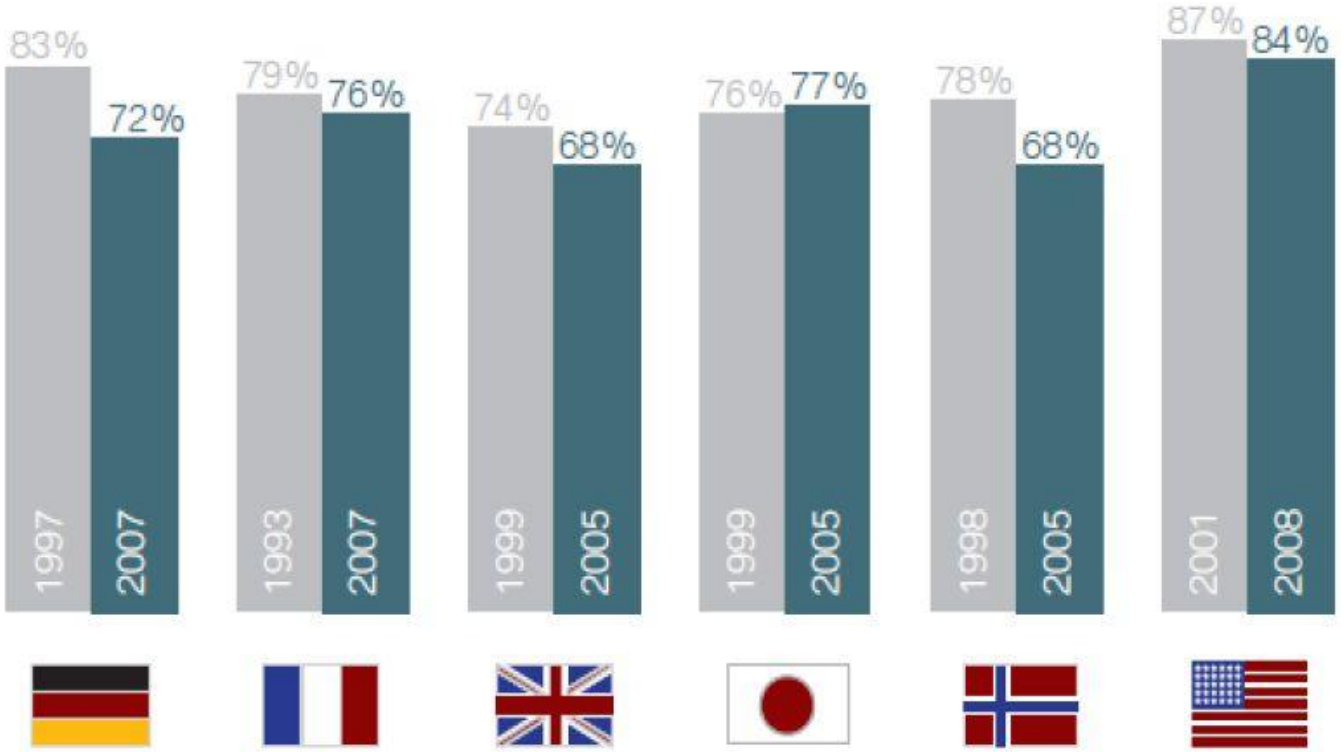
- Slight rises in mileage for those in work
- Also rise for ‘home/ other’, and retired/ sick

Younger drivers

- One of the main factors behind lower mileage seems related to less car driving by younger drivers

- Will they change to behave like current middle aged people or will they continue with lower car use?

Not just a UK phenomenon

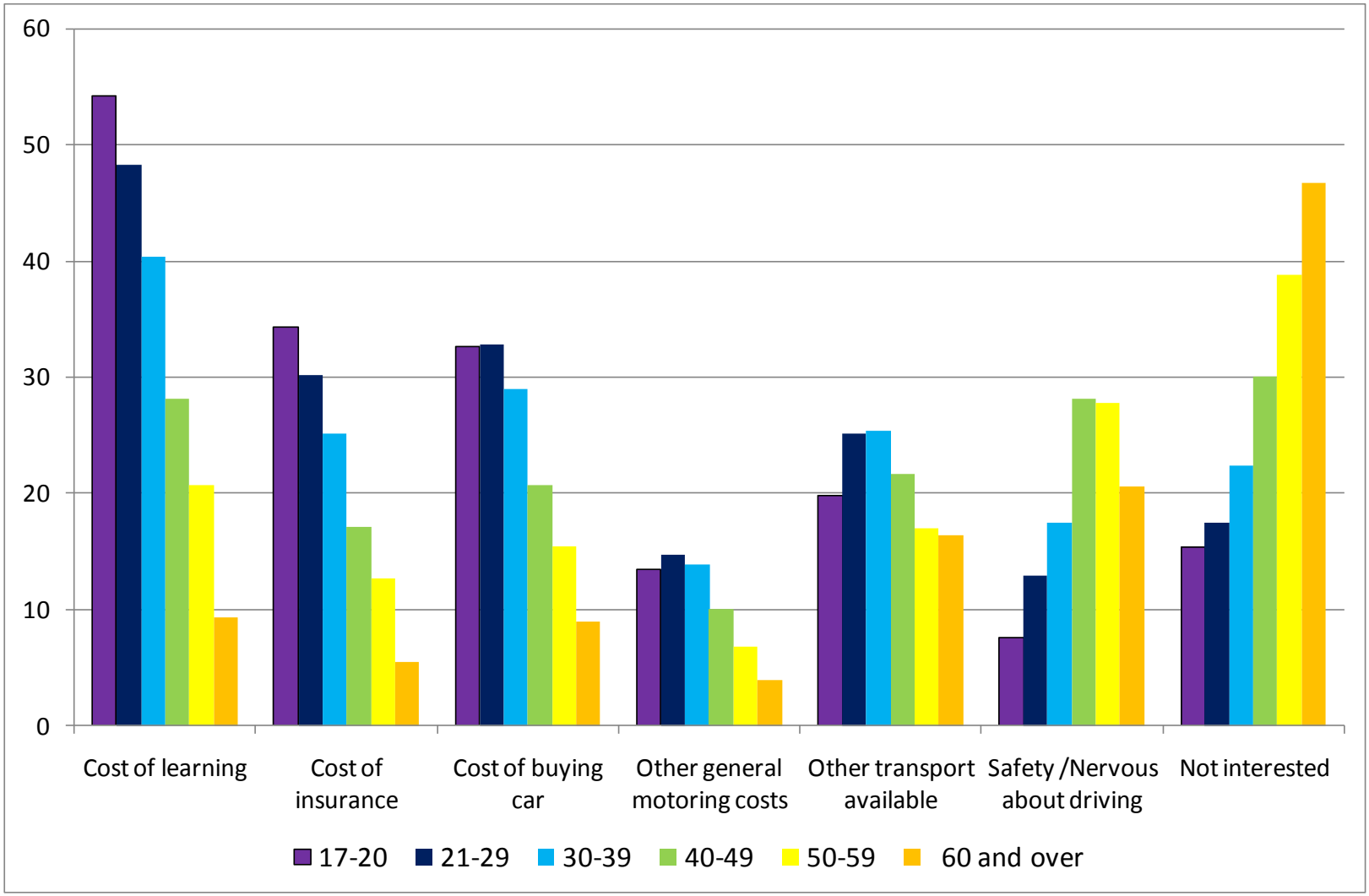


Proportion of young people (age 20 to 29) holding a drivers licence and living In a household with private car (ifmo 2011)

Abbildung 2: Anteil junger Menschen (Alter 20 bis 29) mit Führerschein und Pkw im Haushalt (Datenquellen: 8, 9, 13–19)

Japan only country showing an increase

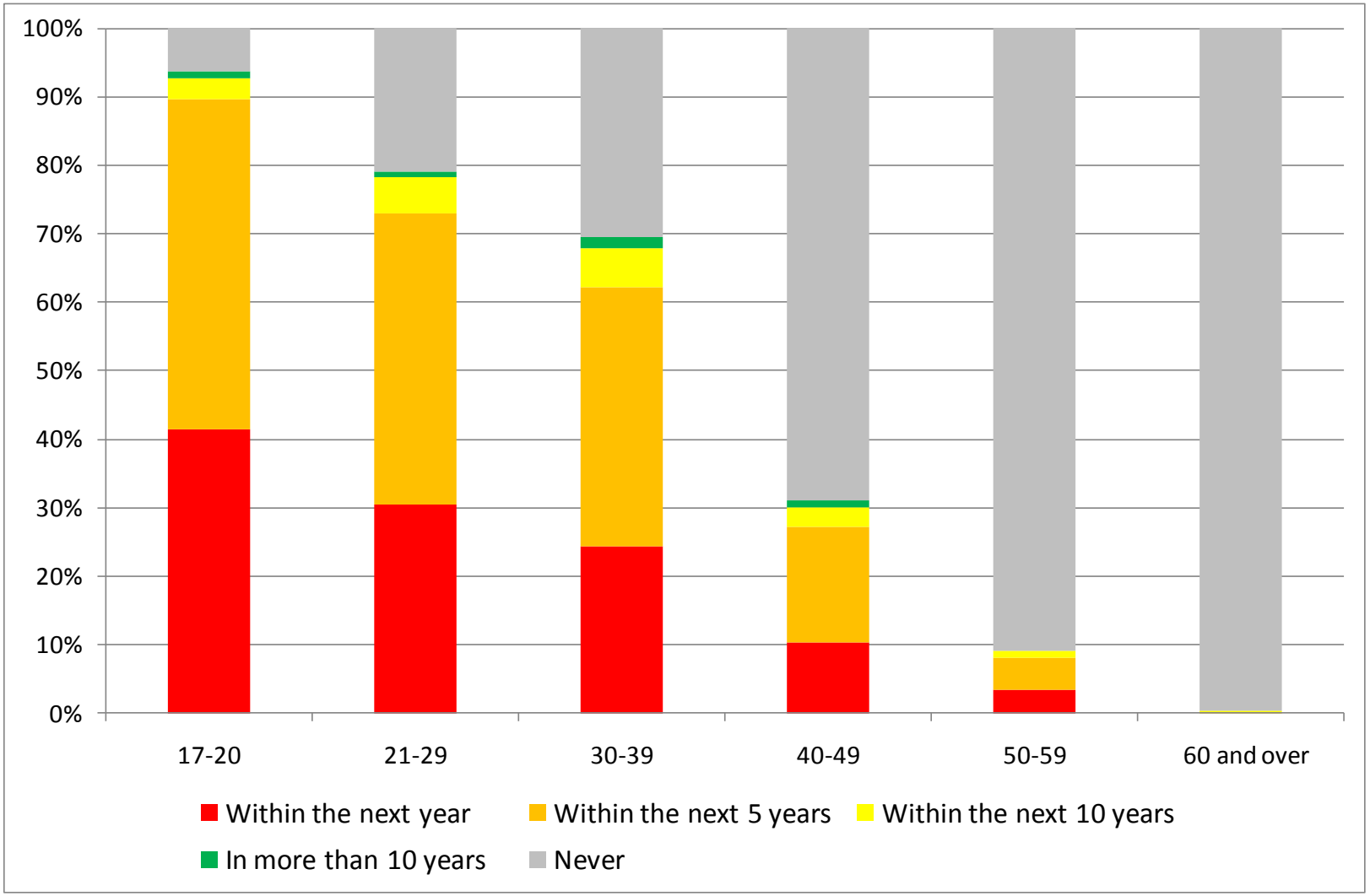
Reason for not learning by age



- Cost at younger age – ‘nerves’ etc for older

Source – 2010 NTS report

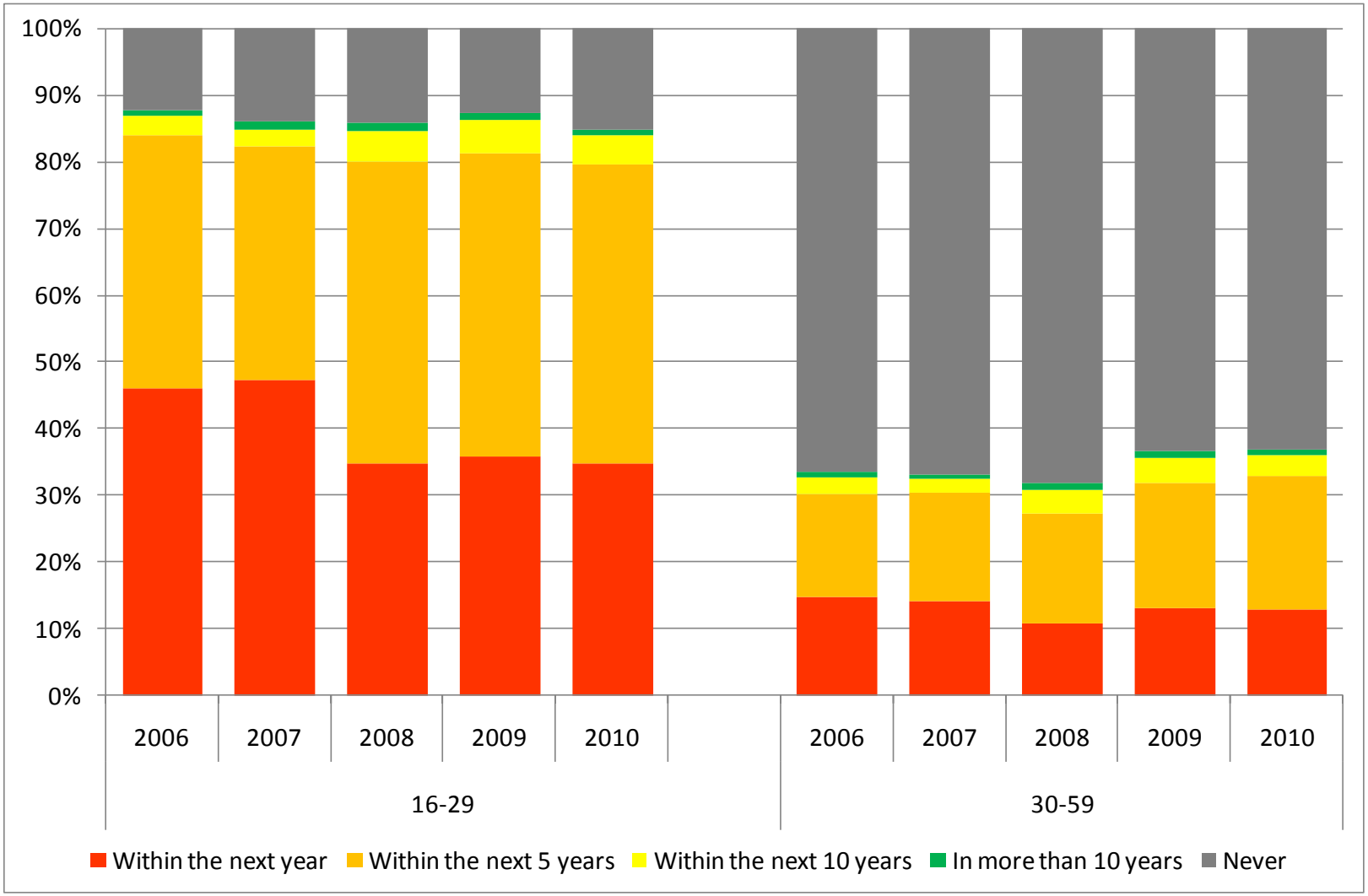
Likelihood of learning



- Younger age groups still likely to learn (but we don't know historical data)

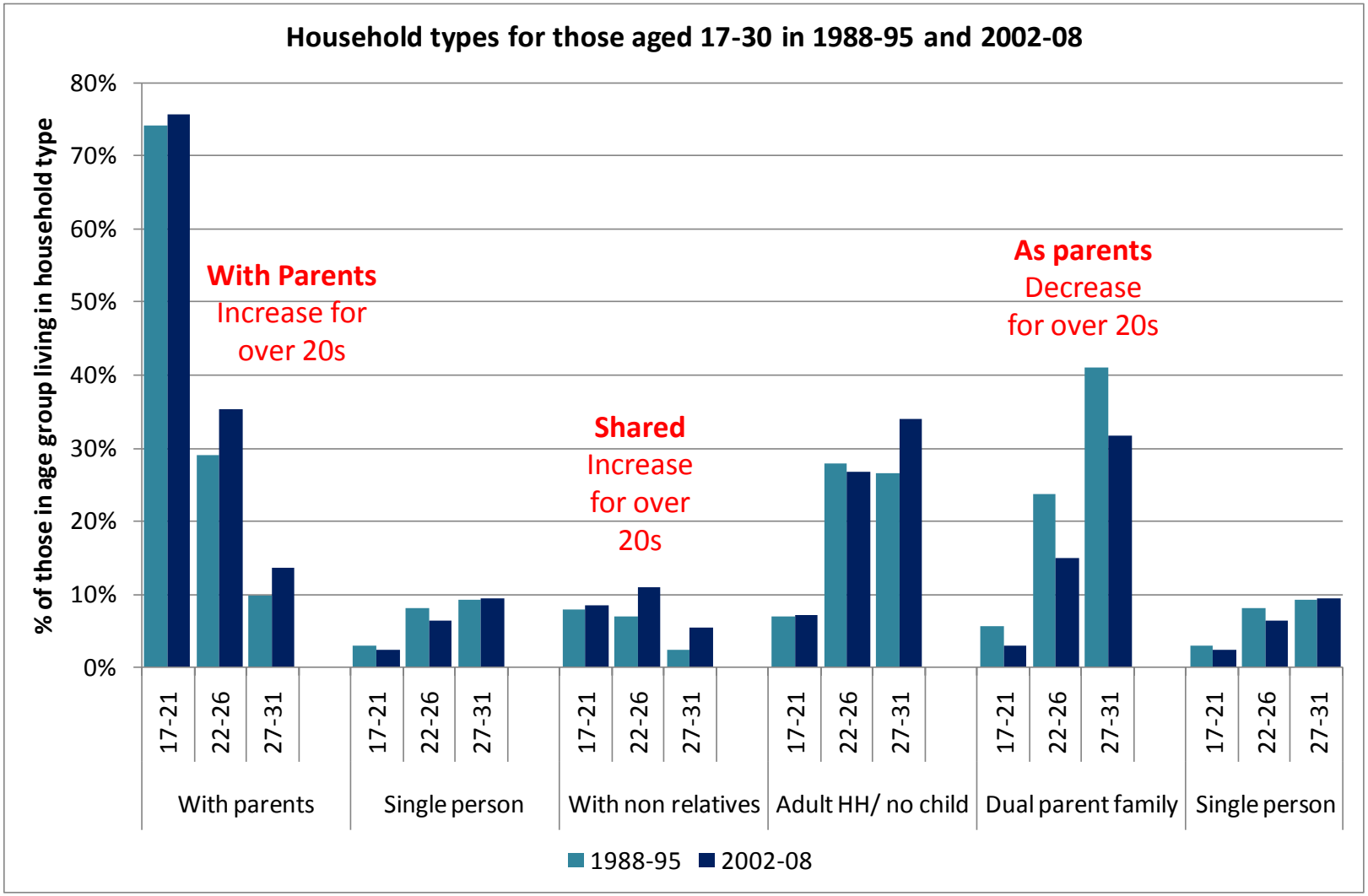
Source – 2010 NTS report

Likelihood of learning – change from2006-2010



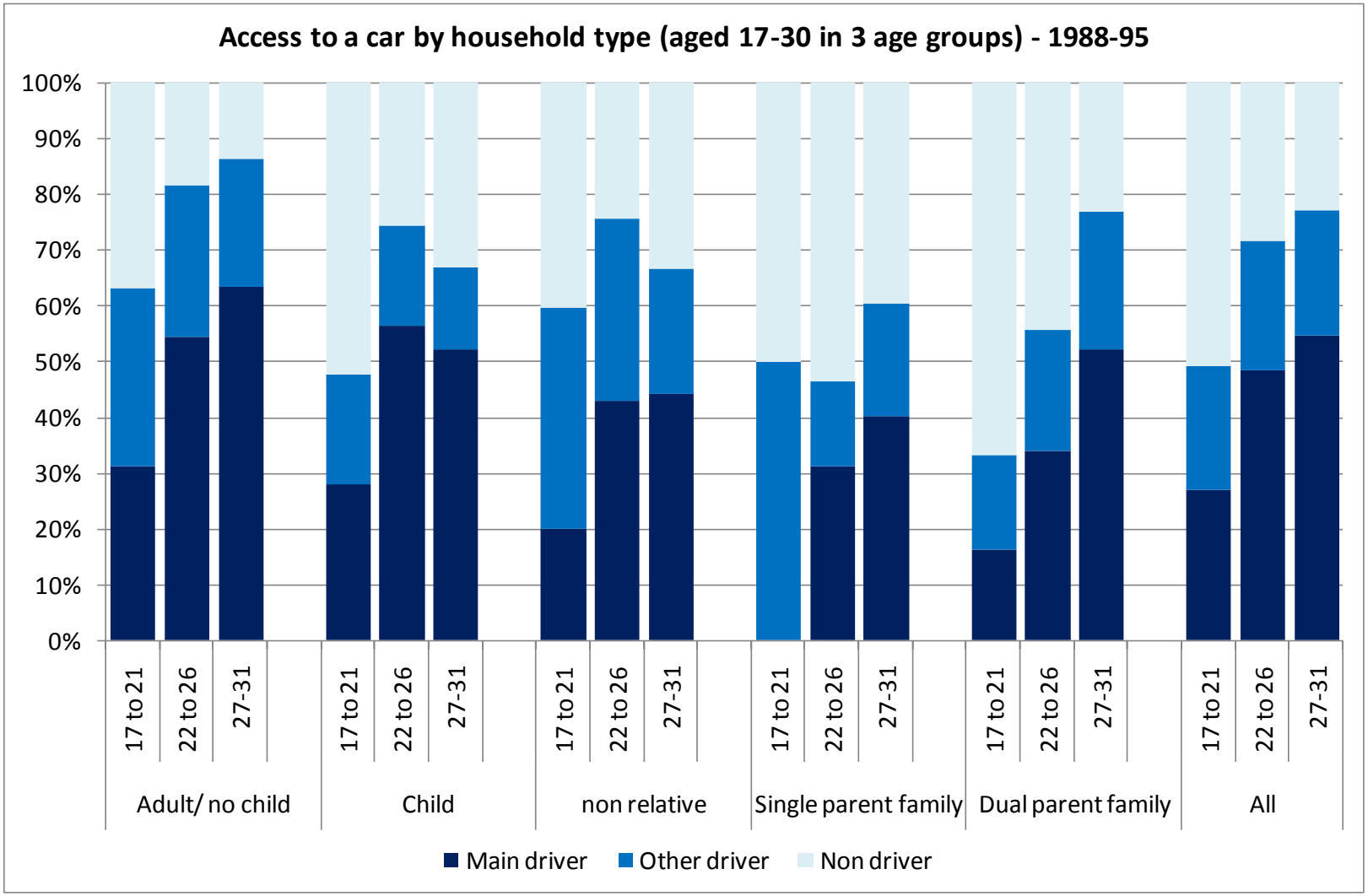
- Younger age groups still likely to learn (but we don't know historical data)
- Much less likelihood of learning in next year since "economic downturn"

Younger people still live roughly the way they did in the early 90s



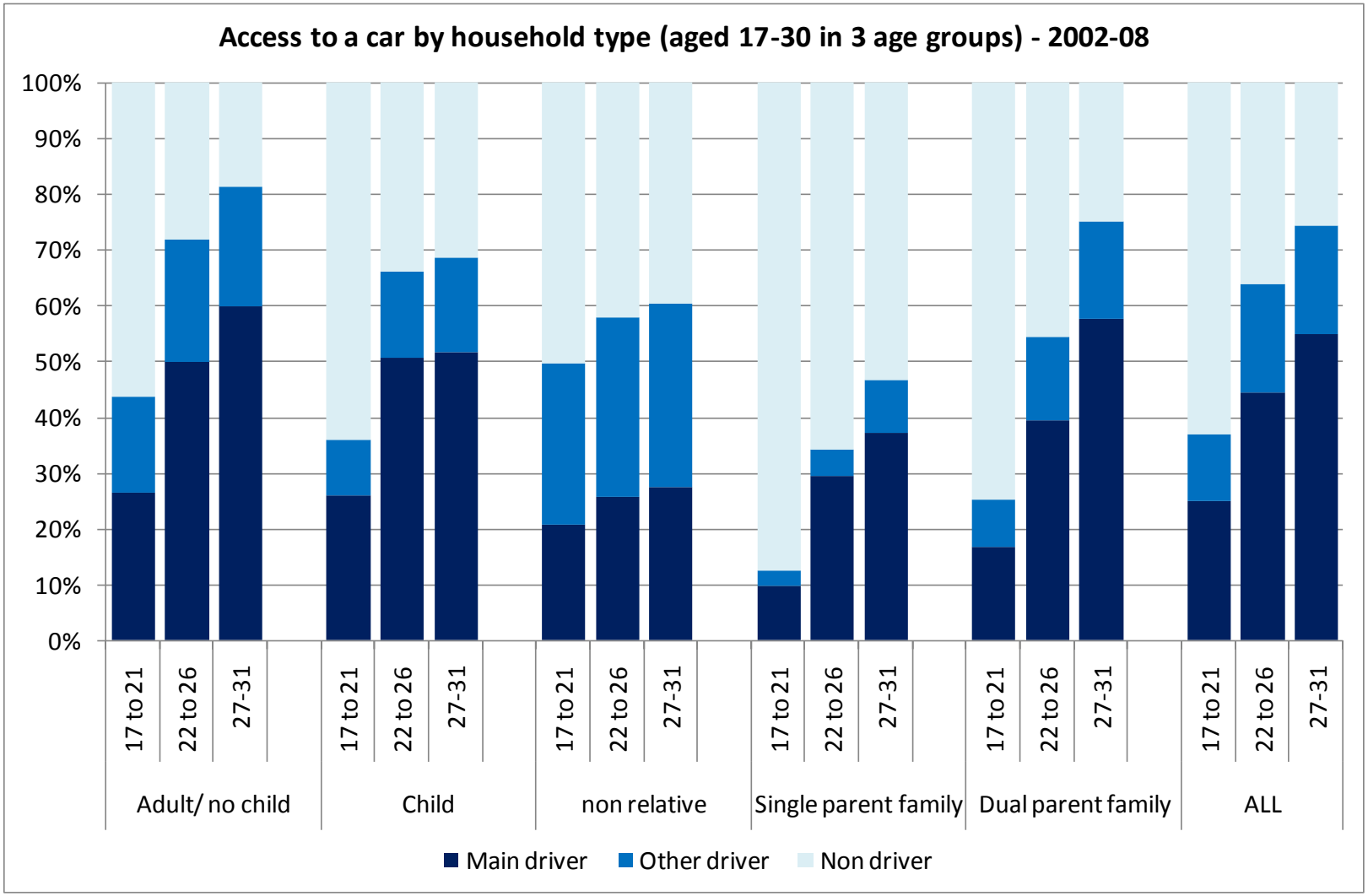
- More living with non-relatives (students/ shared houses) but are small proportion
- Fall in numbers with children

Access to a car for younger people – 1998-95 2002-08



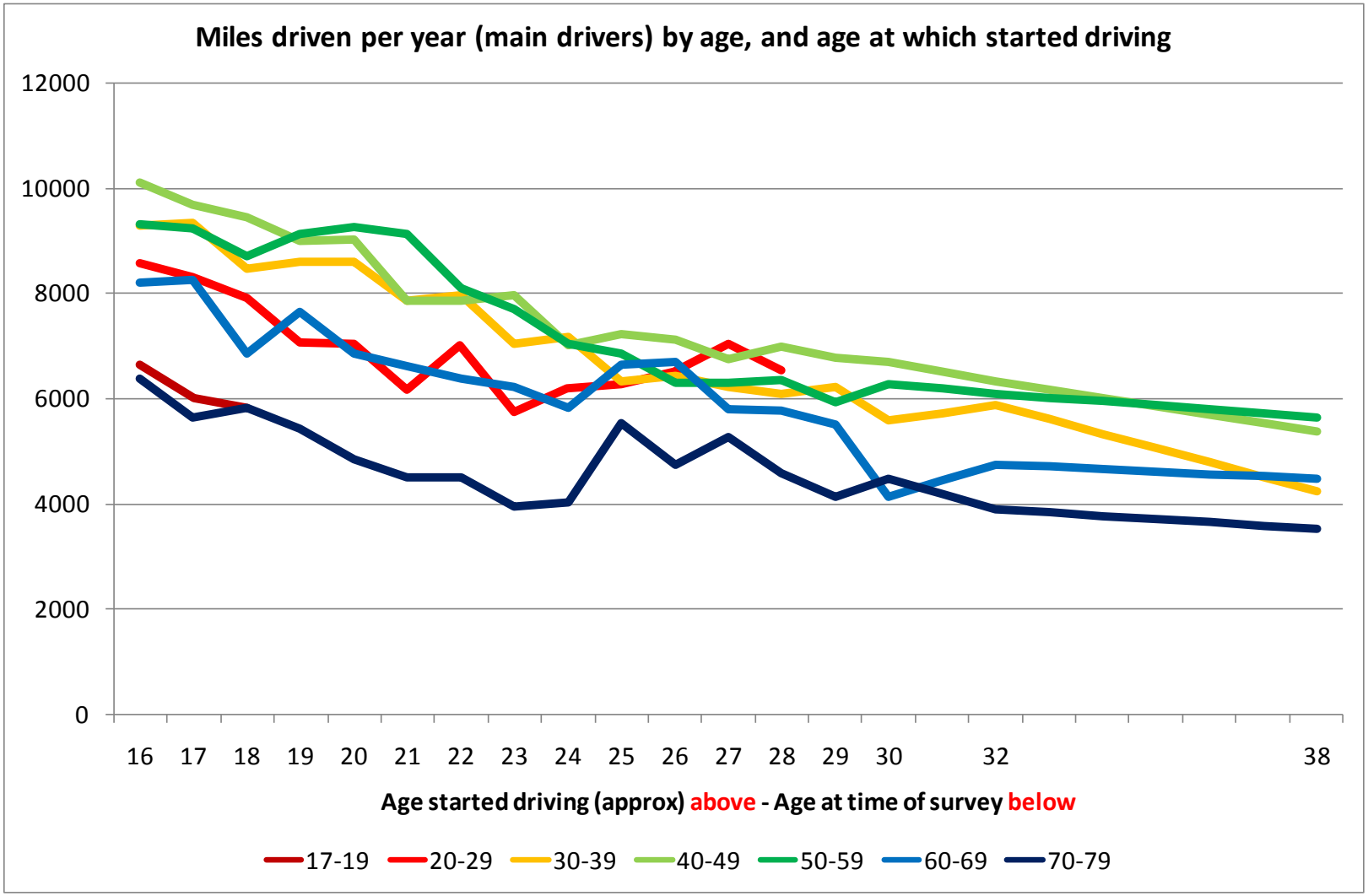
- Higher access for those married or cohabiting

Access to a car for younger people – 1998-95 2002-08



- Falls for most groups (but much smaller fall for 27-31s)
- Rise in main driver access for those with children (but fewer have children)

People who learn to drive later in life, drive less



- If you learn in your late twenties, you'll probably drive 30% less than if you learn under 20

It's difficult to forecast ... 1990

- "Another possibility is that some new product could hit the market which would make the car redundant in the psychological sense. It is hard to imagine what this could be. Computers seem to be the product which come closest to satisfying the kind of psychological desires which cars cater for. Some computing product (probably portable) could maybe be produced which would cater for power, or freedom desires, although it does not seem at all likely at the moment"

Stokes and Hallett (1990) *Attitudes to car ownership – the link with advertising* – Transport Studies Unit Working Paper 562

What does the future hold?

Cause or driver of change	How important?	Future prospects
A “blip” in the data	Cannot explain 15 yrs	Will always get blips
High fuel prices	Last three years – yes	Likely to continue
Economic downturn	Last three years – yes	Likely to end (maybe)
Congestion	Yes, in towns and cities	Depends on traffic!
Cheap air flights	Some effect	Questionable future
Cost of learning and insurance for young drivers	Appears to have had large effect	Likely to continue – but will young learn to driver later?
Environmental awareness	Likely, but little evidence	Will probably continue
Policy to reduce car reliance has been effective	Likely, but fragmented evidence	Depends on leadership from government
ICT substitution	Seem to have little effect	Will continue
Working from home	on total travel	Likely to continue
Love affair with the car over	Likely to grow/ polarise	Likely to continue
No extra ‘utility’ from extra driving	Seems plausible, but research yet to be fully done	If true, then this will be major effect

What does this mean for policy?

- Benefits of less congestion are huge
  - We need to continue to improve alternatives to car use
  - What else can we do to 'lock in' the benefits?
- If we are certain of 'peak' we can treat road building in a different way
  - Improve lives of those in areas blighted by traffic rather than cater for future growth
- Need to further re-assess impacts on poorer and older people in areas without alternatives

Thank you

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