

Young People's Travel – What's Changed and Why?

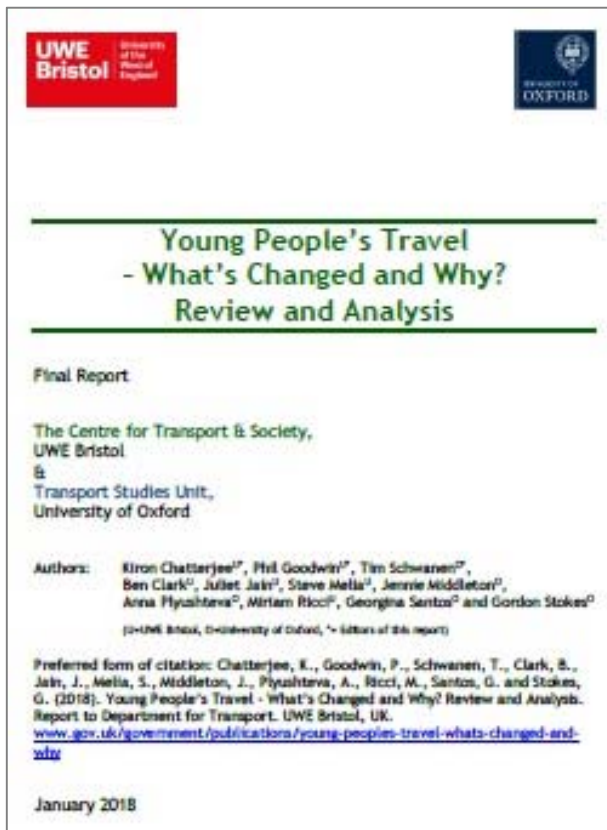
Kiron Chatterjee, Phil Goodwin, Tim Schwanen, Ben Clark, Juliet Jain, Steve Melia, Miriam Ricci, Jennie Middleton, Anna Plyushteva, Georgina Santos and Gordon Stokes



Centre for
Transport &
Society



Research study questions



1. How have changes in young people's **social** and **economic** conditions, and **lifestyles** and **attitudes** impacted on their travel behaviour?
2. How might those drivers, or other anticipated changes, be **expected** to impact their **future travel demand**?

Presentation outline

1. Young people's travel trends
2. Explaining the travel trends
3. Implications

1. Young people's travel trends



Young adults aged 21-29 travelling less – decrease in driving and modest increase in public transport use

	1995-97		2012		Change in mode share
	Trips	Mode share (%)	Trips	Mode share (%)	
Car driver	548	45	353	40	-5
Bus	65	5	74	8	+3
Rail	40	3	54	6	+3
Walk	312	26	213	24	-2
Car passenger	197	16	148	17	+1
Bicycle	23	2	17	2	0
Other	32	3	26	3	0
Total	1,218	100	886	100	-

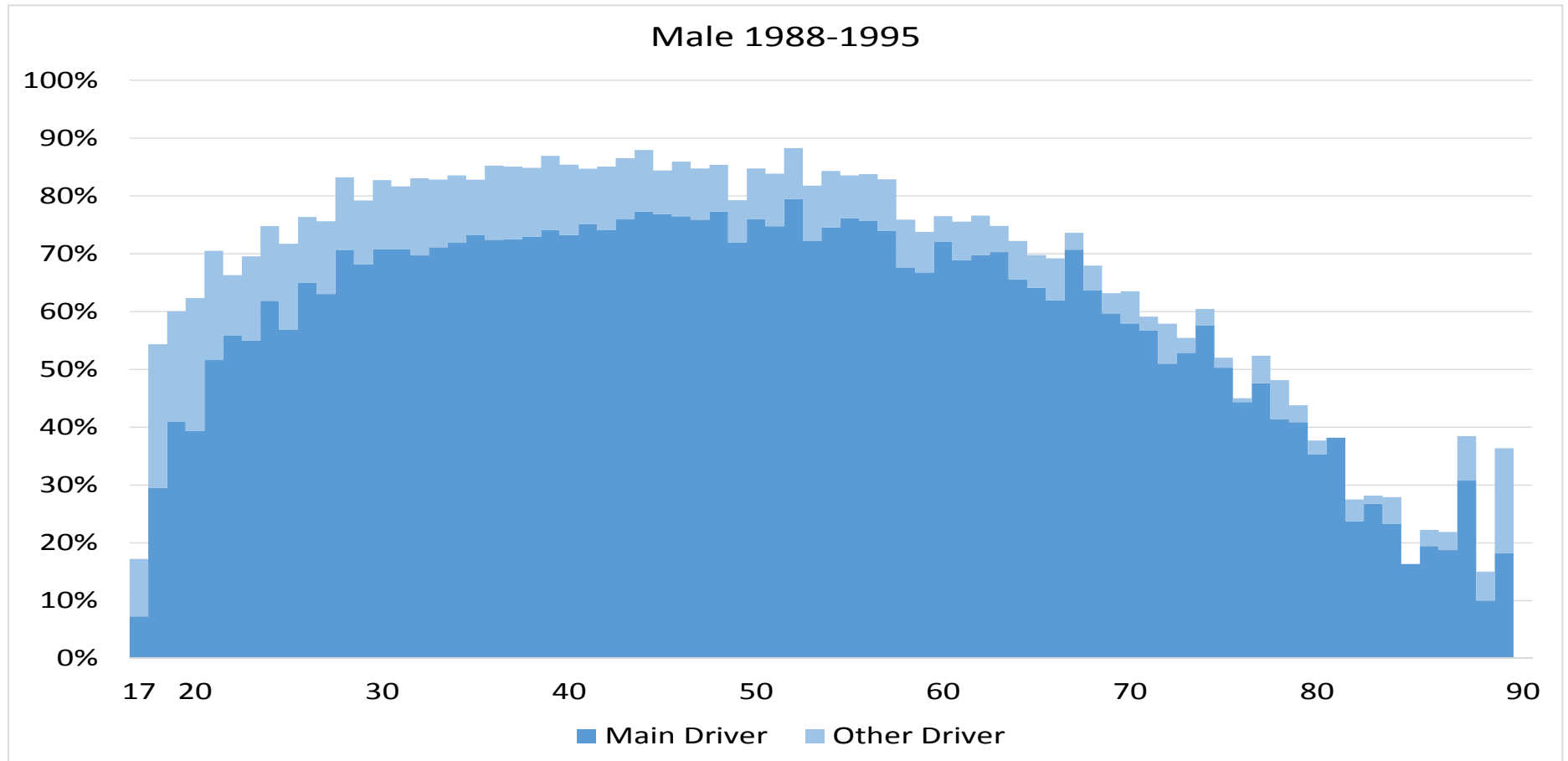
Young people are less likely to get a driving licence or have access to a car

Driving licence	1992-94	2014
17-20	48%	29%
21-29	75%	63%

Driving licence <u>and</u> car access	1995-99	2010-14
17-20	46%	33%
21-29	68%	56%

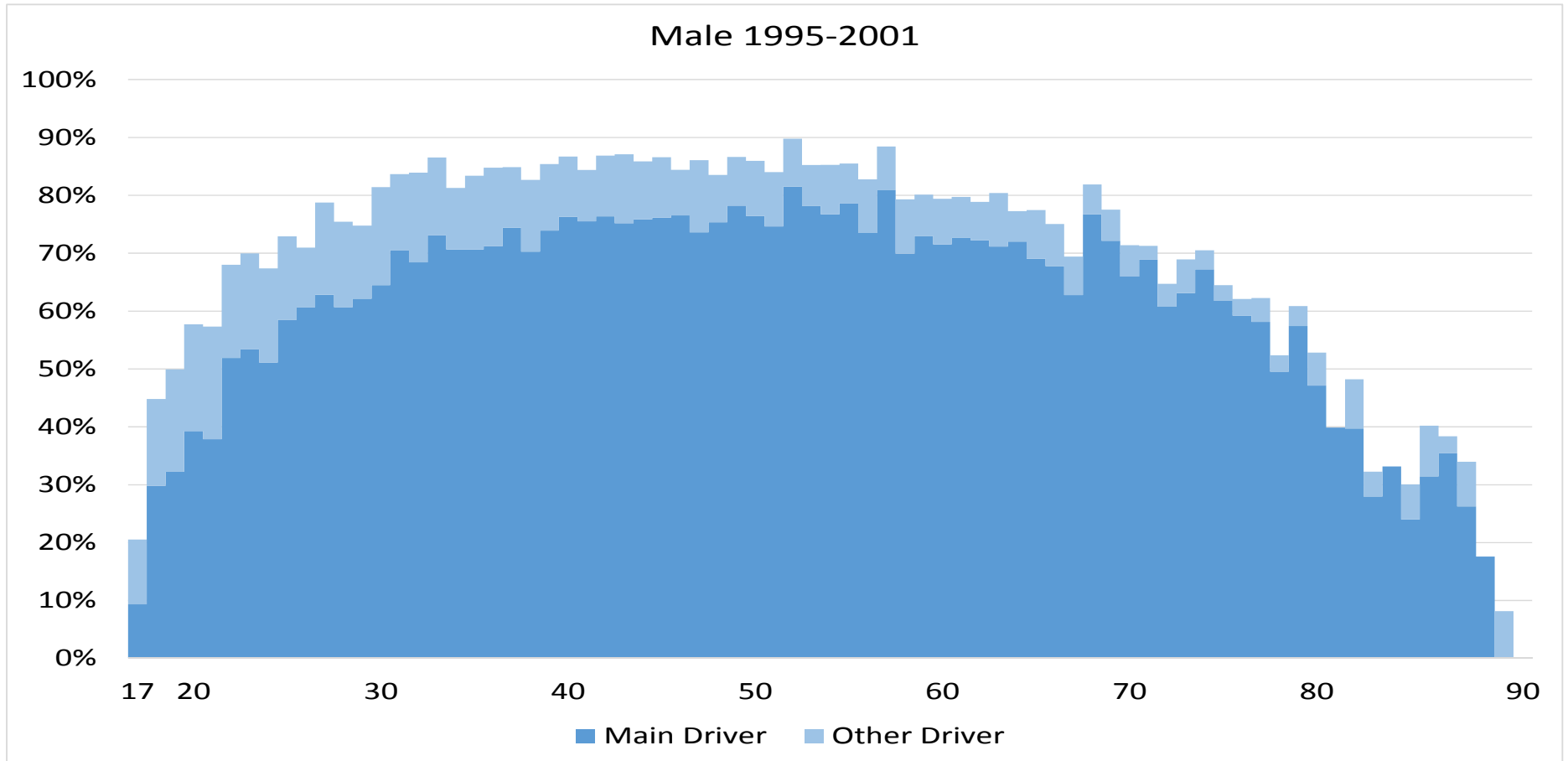
Access to a household car – men

1988-95 1995-01 2002-08 2009-14



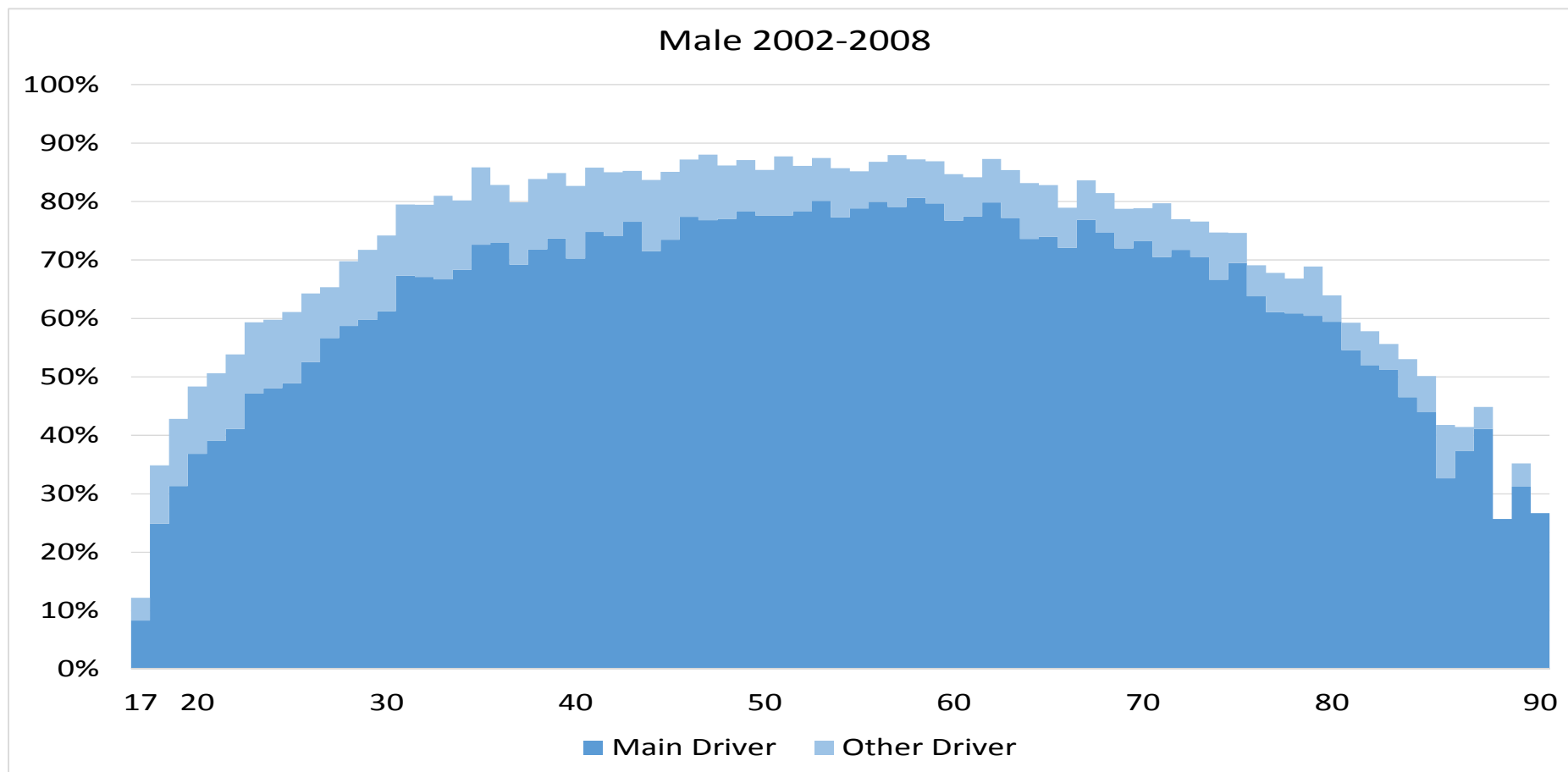
Access to a household car – men

1988-95 1995-01 2002-08 2009-14



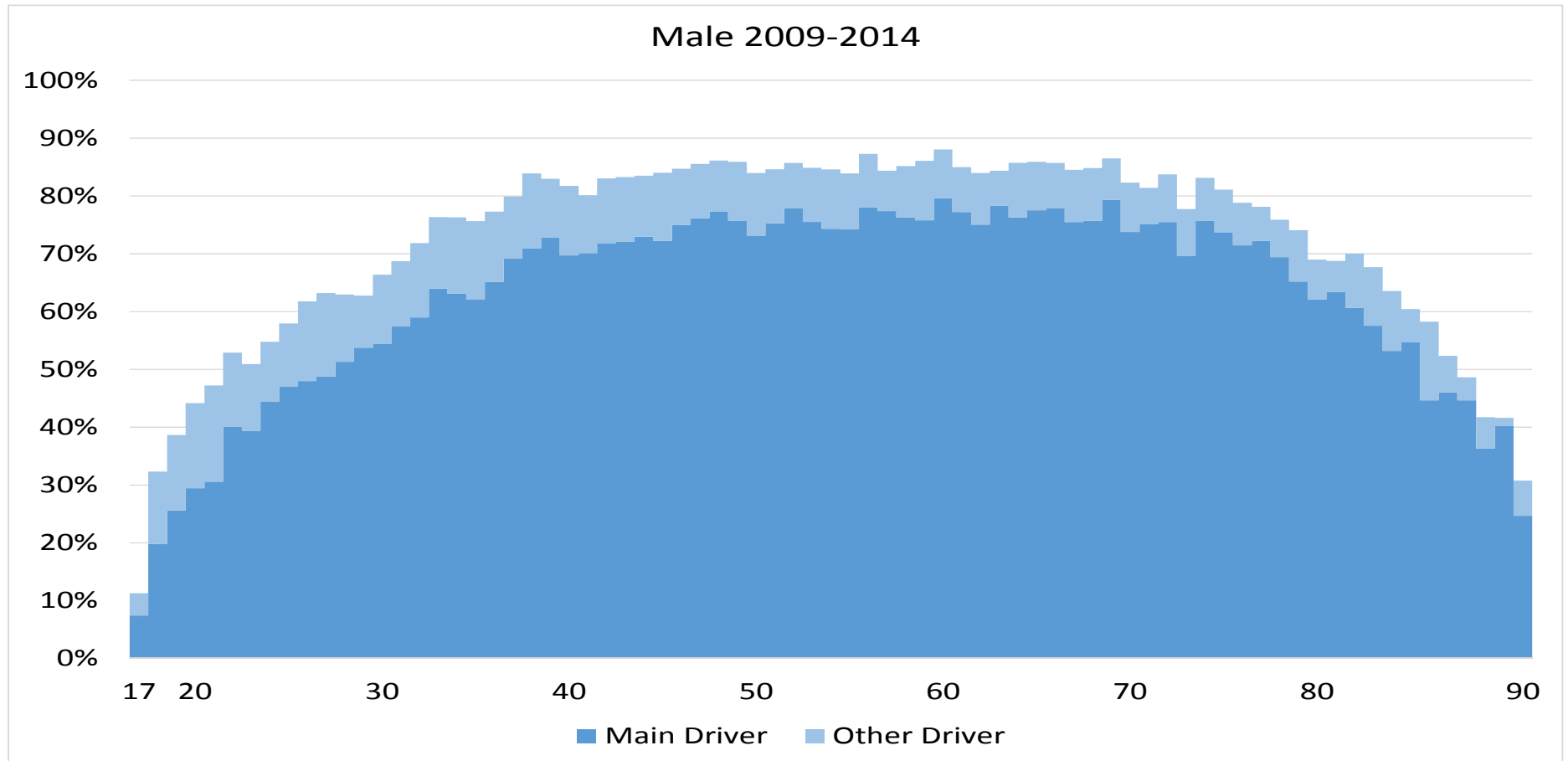
Access to a household car – men

1988-95 1995-01 2002-08 2009-14



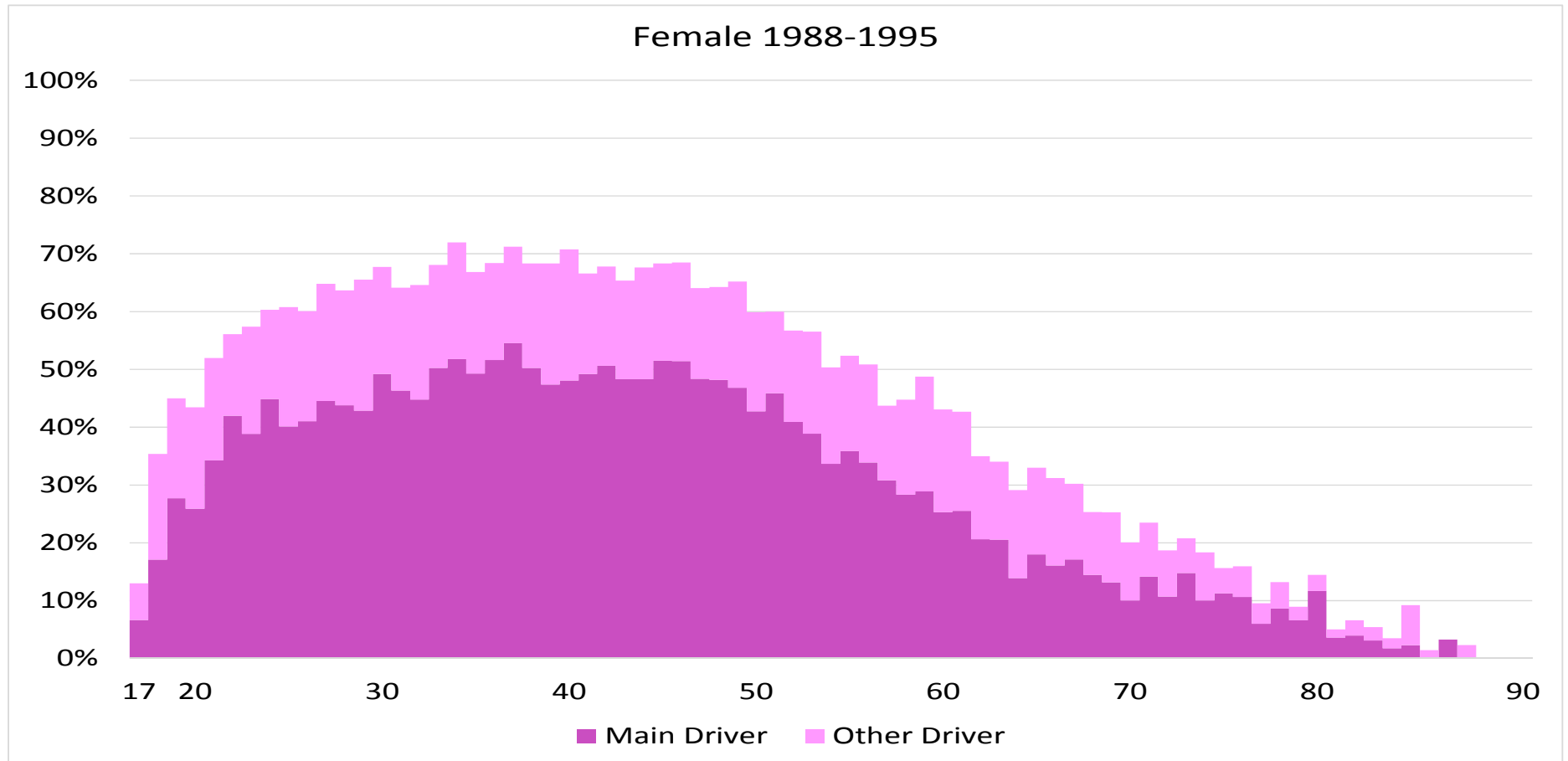
Access to a household car – men

1988-95 1995-01 2002-08 2009-14



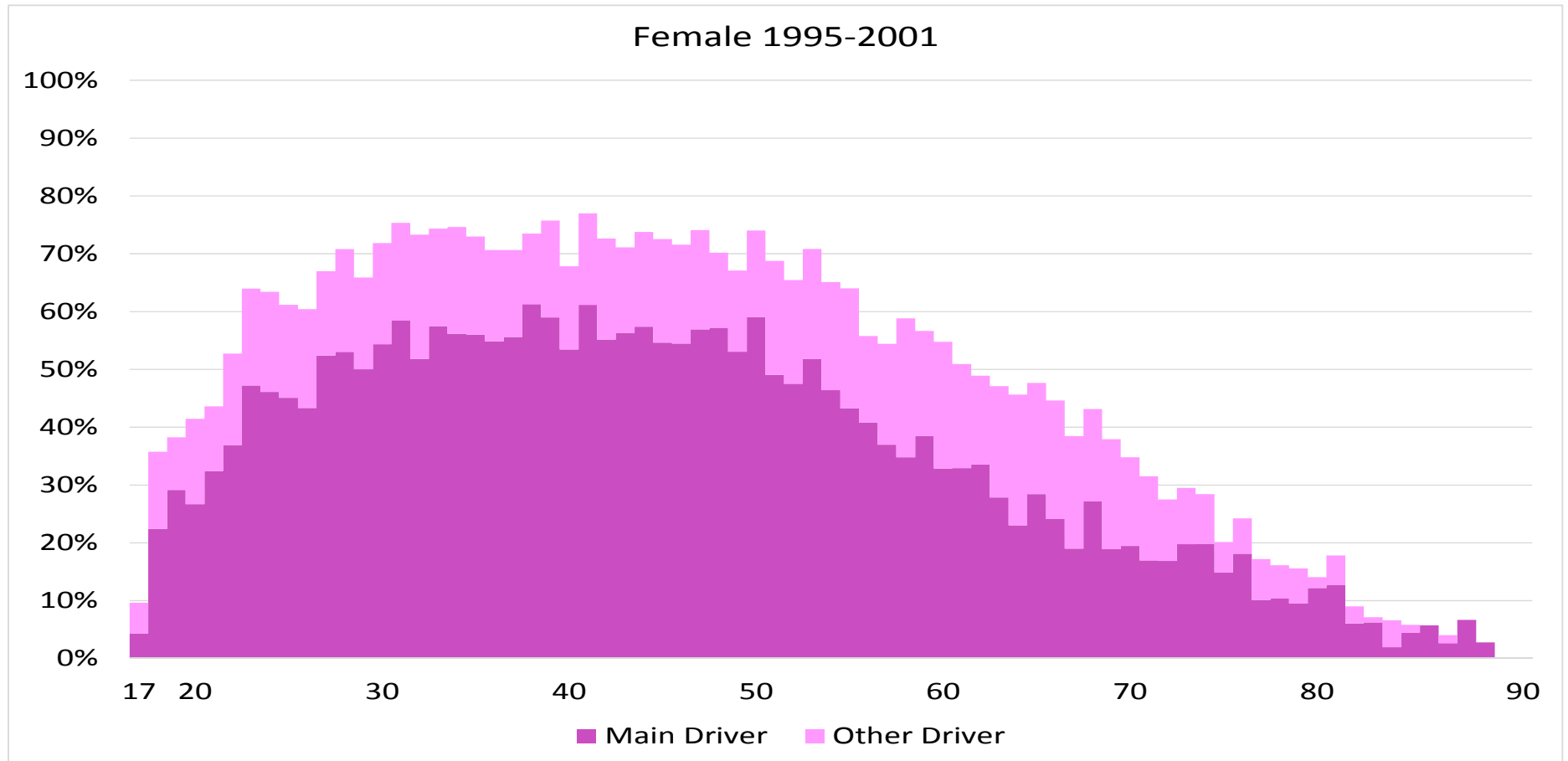
Access to a household car – women

1988-95 1995-01 2002-08 2009-14



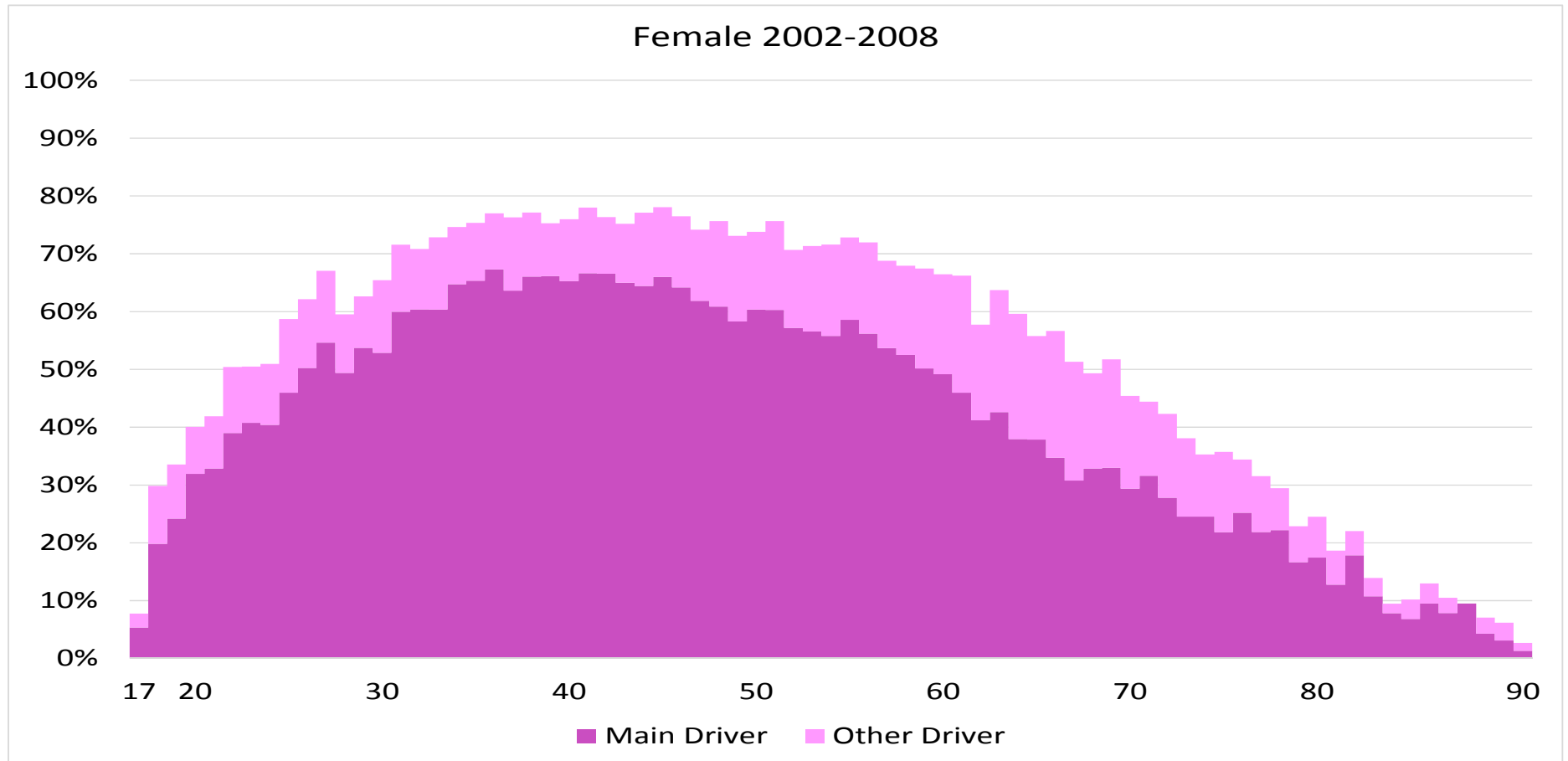
Access to a household car – women

1988-95 1995-01 2002-08 2009-14



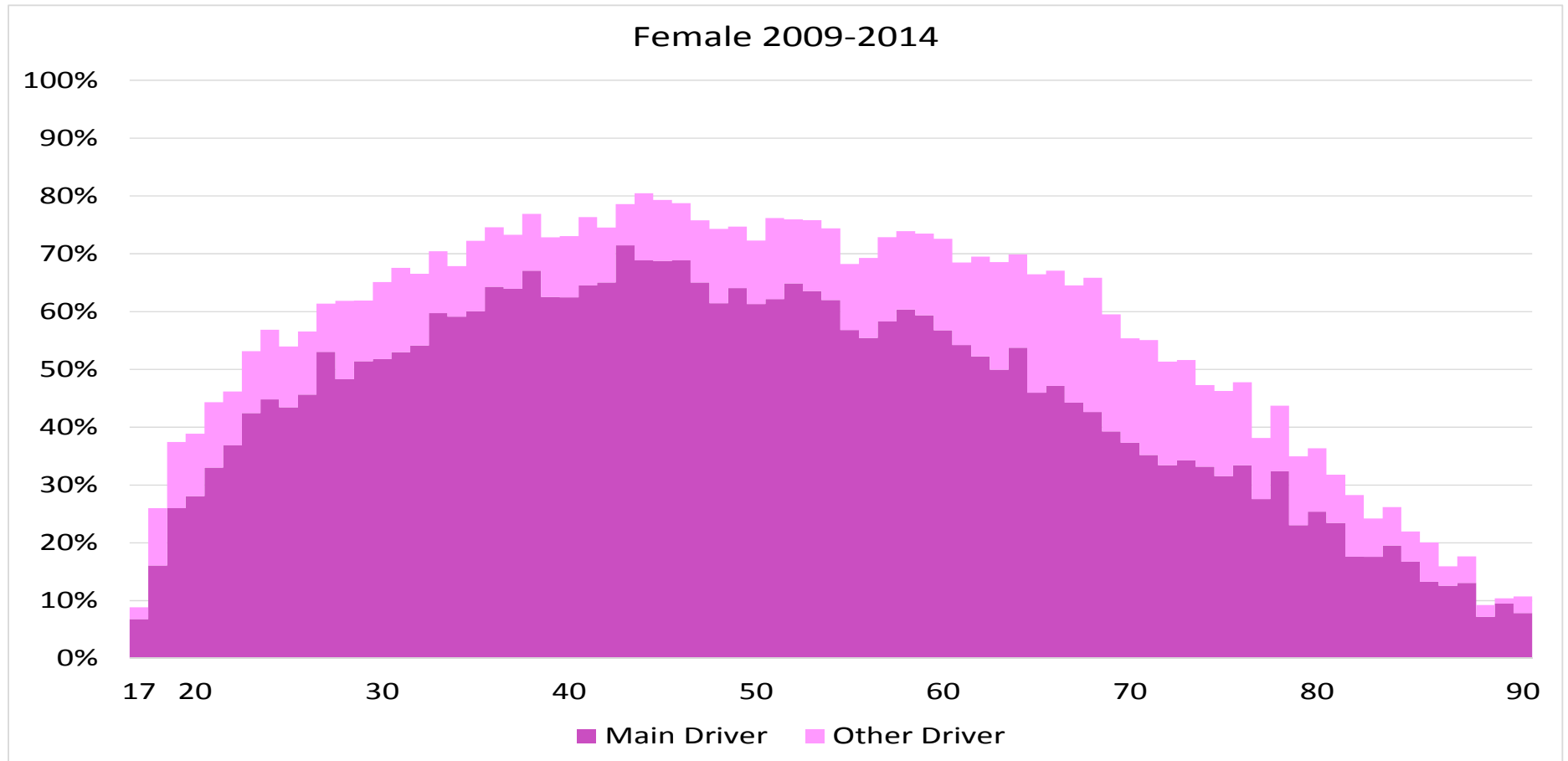
Access to a household car – women

1988-95 1995-01 2002-08 2009-14



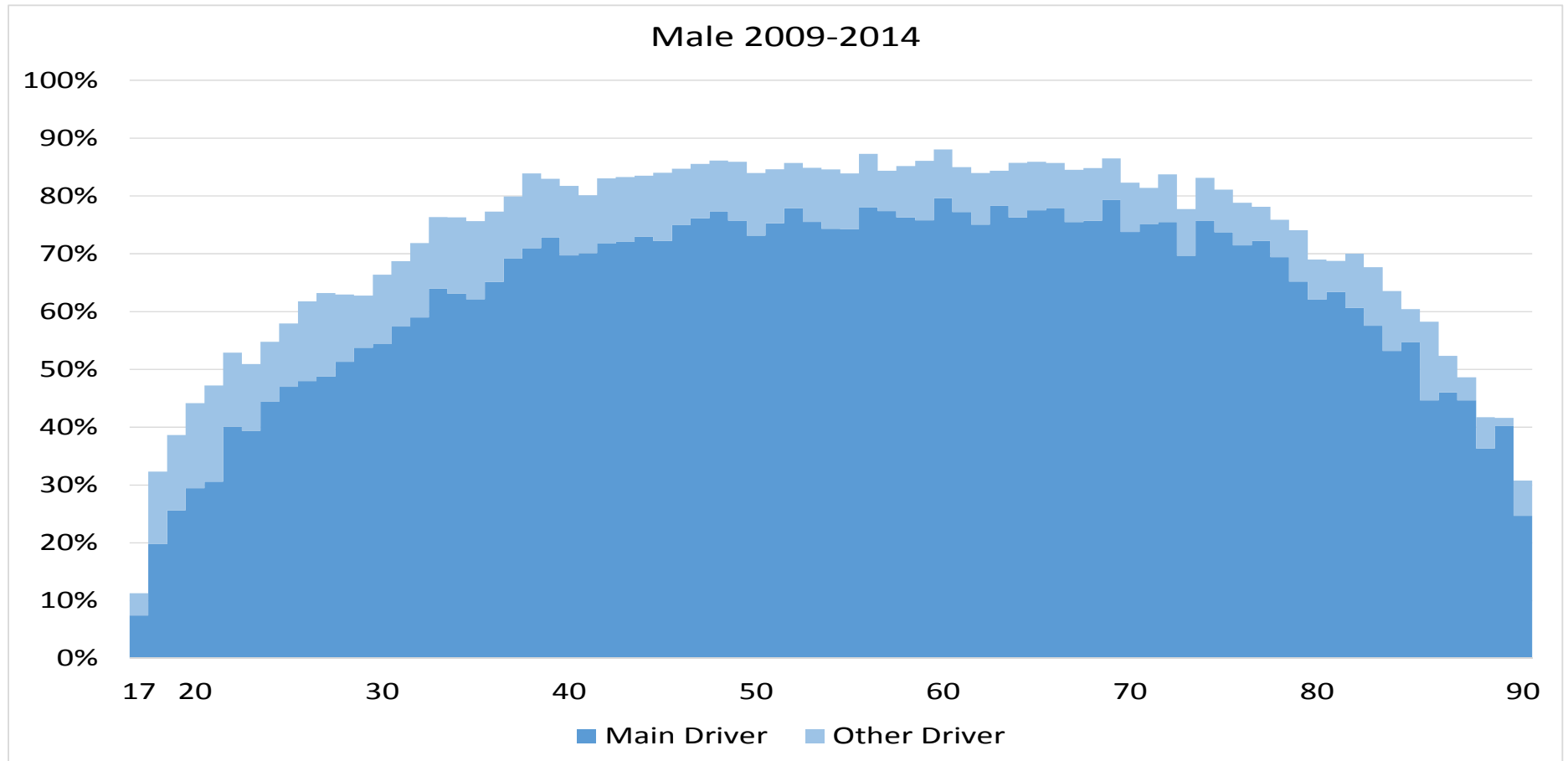
Access to a household car – women

1988-95 1995-01 2002-08 2009-14

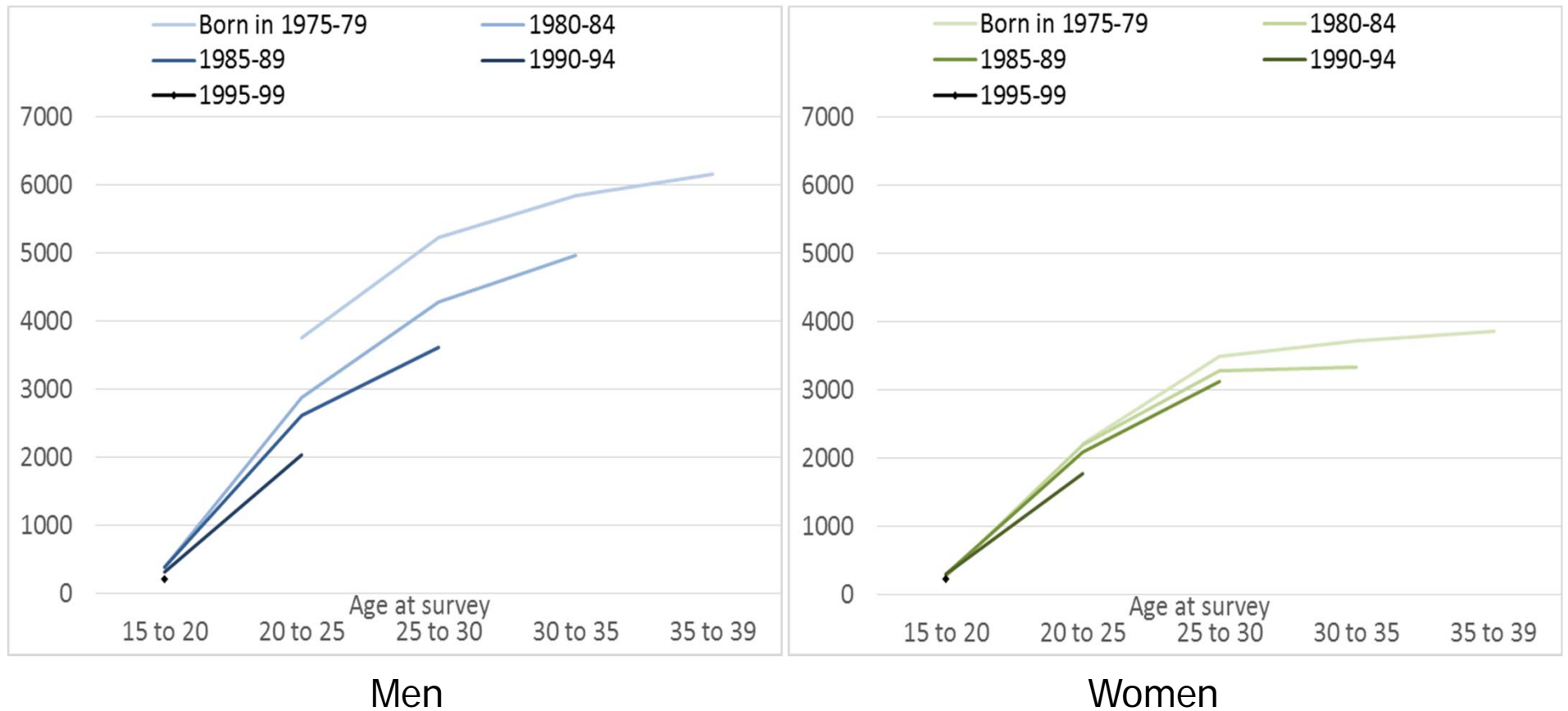


Access to a household car – men

1988-95 1995-01 2002-08 2009-14



Miles driven has continued to rise as people get older, but to lower level for successive cohorts



Summary of travel trends

- Relationship between motoring and age has changed
- Lower levels of driving for successive cohorts
- Convergence in the car use of young men and young women
- The trend reversal started about 25 years ago

2. Explaining the travel trends



Potential influences

Main Category	Specific Factors
Demographic situation	Postponing of parenthood Increase in cohabitation Migration to the UK
Living situation	Living with parents longer Decline in private home ownership Increased urbanisation
Socio-economic situation	Increased participation in higher education Increase in women's labour force participation Increased work in the service sector Increase in low-waged, uncontracted work Decline in disposable income
ICTs	Increased ICT use Use of mobile devices to arrange everyday life ICT use whilst travelling on public transport Increase in gaming
Values and attitudes	Extended youth Rise of pro-environmental attitudes Decline in cars as status symbols
Transport and mobility	Improvements in public transport Stricter driver licensing regime Increased car insurance costs Increased spending on transport Rise of shared mobility

How we obtained evidence

1. Explored trend and likely impact for each factor
2. Assessed evidence on their impacts from transport studies
3. Conducted new secondary data analyses

A. Life trajectories and travel behaviour

USoc panel data for 2009/10 to 2013/14



B. Changing spatial distribution of young adults

Census data for 2001 and 2011



C. Changes in time spent at home and at journey destinations

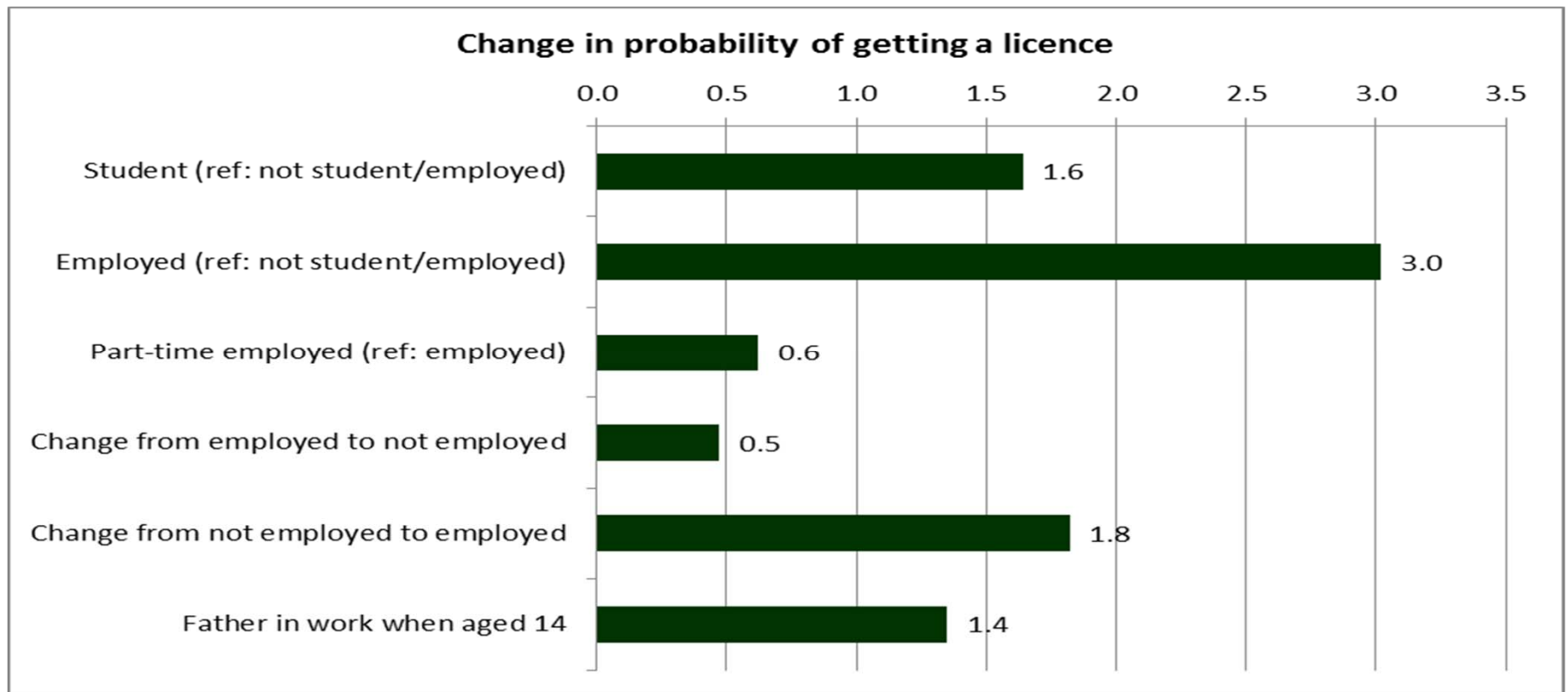
NTS data for 1995-2014



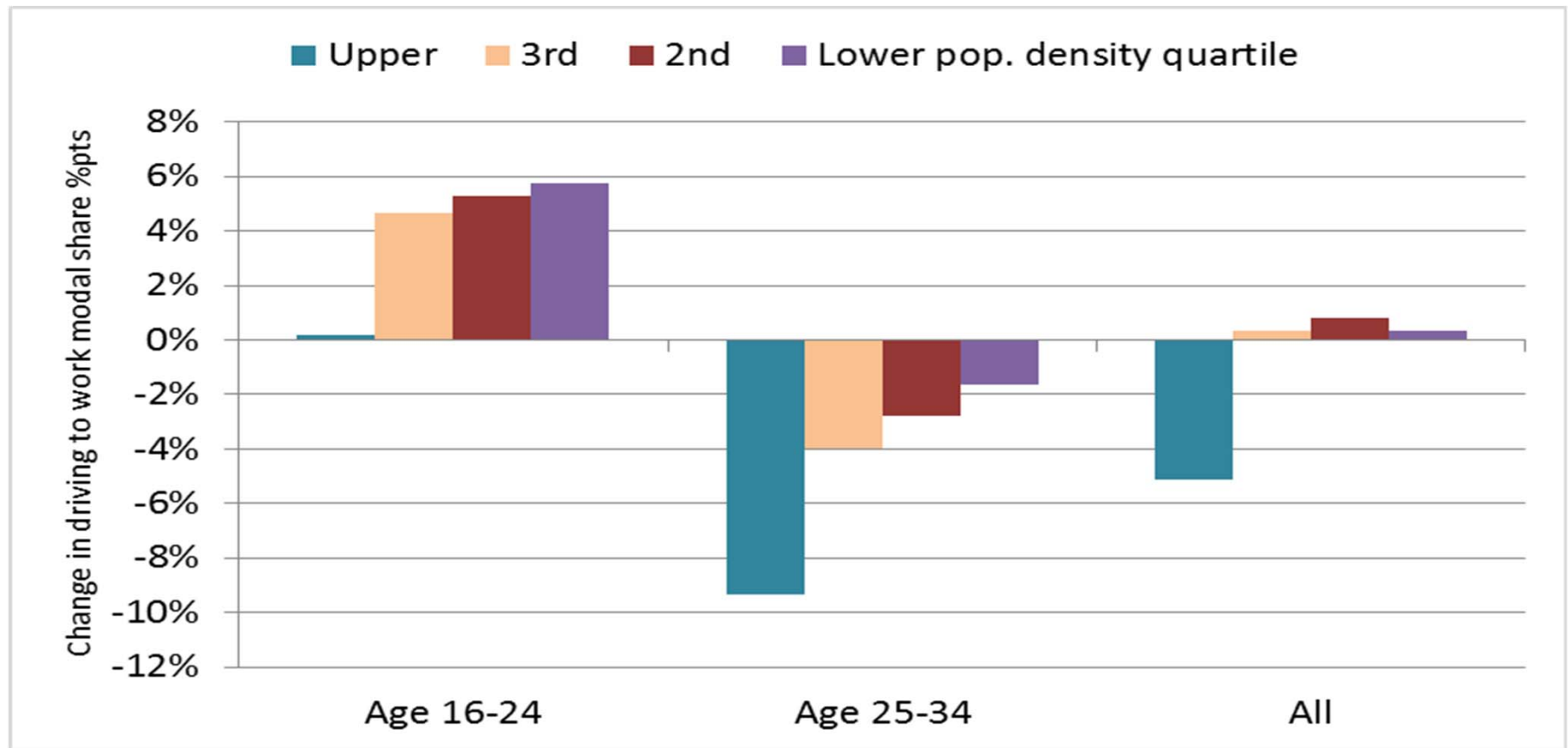
See report for our assessment

	Effects on travel behaviour (to date)				
	Driving licences	Car access	Trip freq.	Mode use	C dri dist
<i>Demographic situation</i>					
Postponing of parenthood	-	--	+	-- (car)	
Increase in cohabitation	-	-	0	- (car)	
Migration to the UK	-	-	0	- (car)	
<i>Living situation</i>					
Living with parents longer	0	+	-	0	
Decline in private home ownership	--	--	0	-- (car)	
Increased urbanisation	--	---	0	--- (car)/ ++(PT)	
<i>Socio-economic situation</i>					
Increased participation in higher education	-	--	-	-- (car)/ ++ (PT)	
Increase in women's labour force participation	++/0	++/0	++/0	++/0 (car)	+
Increased work in the service sector	0	0	0	0	

Young people in full-time employment are 3 x more likely to get a licence

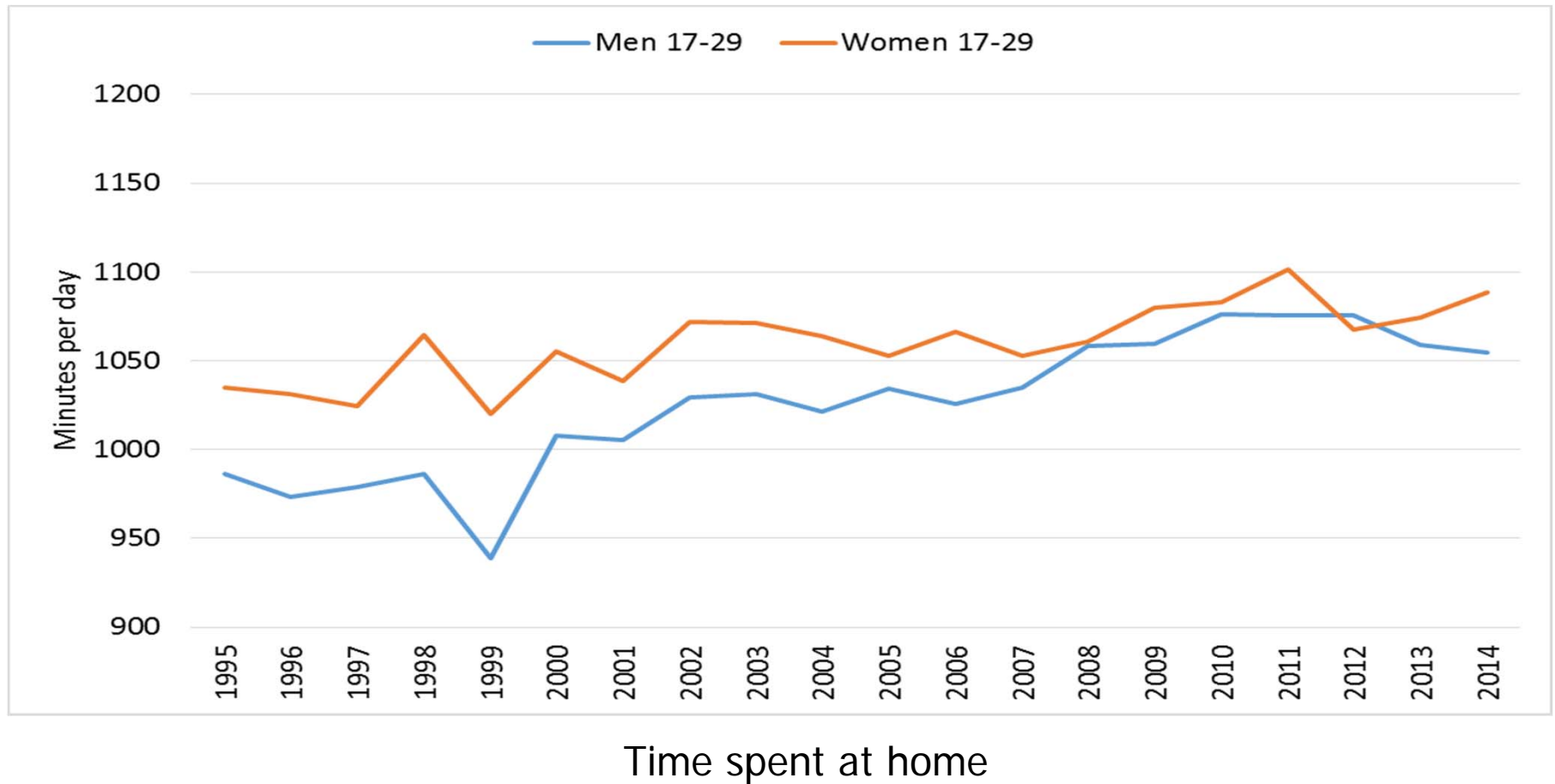


Driving becoming less likely in cities



Change in driving to work modal share 2001 to 2011

Young people getting out less



Summary of key factors

- Increased participation in **higher education**
- Changes in the labour market, including **less secure employment**
- Increases in the average age at which people move into **long-term employment** and have **children**
- Increased **urbanisation** of this generation of young people, which has made car use less necessary
- A rise in the **cost of driving** and **other living costs**, including housing
- Less **face to face interaction**, more time spent at home
- **Car no longer seen as aspirational** at it once was for many young people

3. Implications



We can expect...

- A **sustained change** in travel behaviour, as this generation of young people holds onto these behaviours as they age
- Those who start to drive later, will drive less
- People who secure **stable, full-time employment** will be more likely to own and drive cars as they get older
- Travel behaviour of the next generation will be similar to those born in the 1980s and 1990s
- Forecasting needs to pay greater attention to age and birth-cohorts

Young people are still less likely to get a driving licence in 2017

Driving licence	1992-94	2014	2017
17-20	48%	29%	30%
21-29	75%	63%	67%

Questions for transport policy?

- How to plan for a future where half (or more) of young adults do not drive, and falling car use by young and middle aged?
- How to ensure all young people have affordable access for key journeys, e.g. education, work?
- How to provide adequate public transport to meet increased demand (in urban and rural areas)?
- How to ensure new mobility services are designed for those who most need them?