

Ageing and generational effects in travel behaviour

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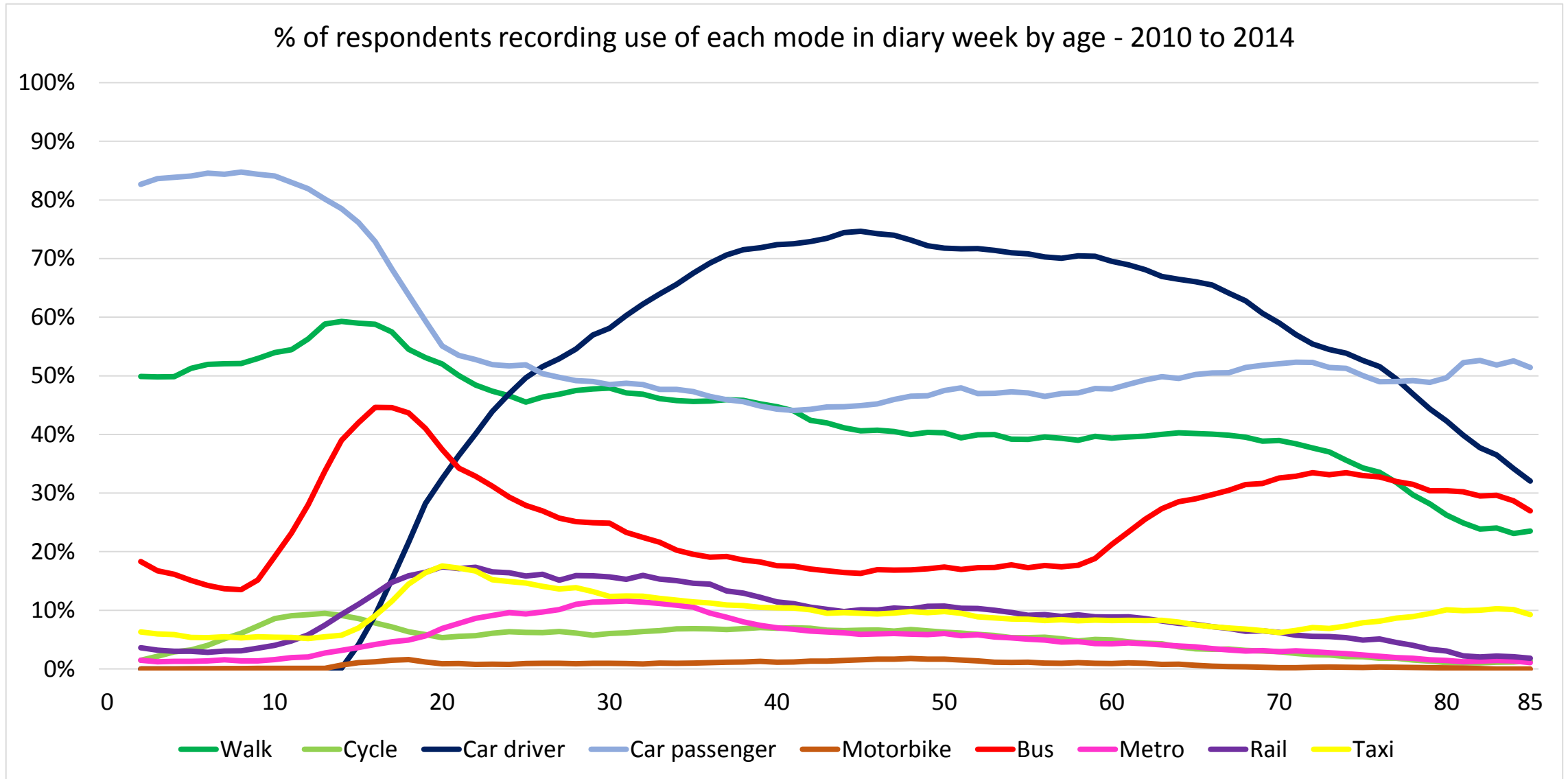
TRANSPORT STUDIES UNIT
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Overview

- There is a large element of 'habit' in lifelong access to a car
- Age cohorts are likely to continue their car access habits in ways they have/ did/ will up to age 40
- *What does this imply for prediction*

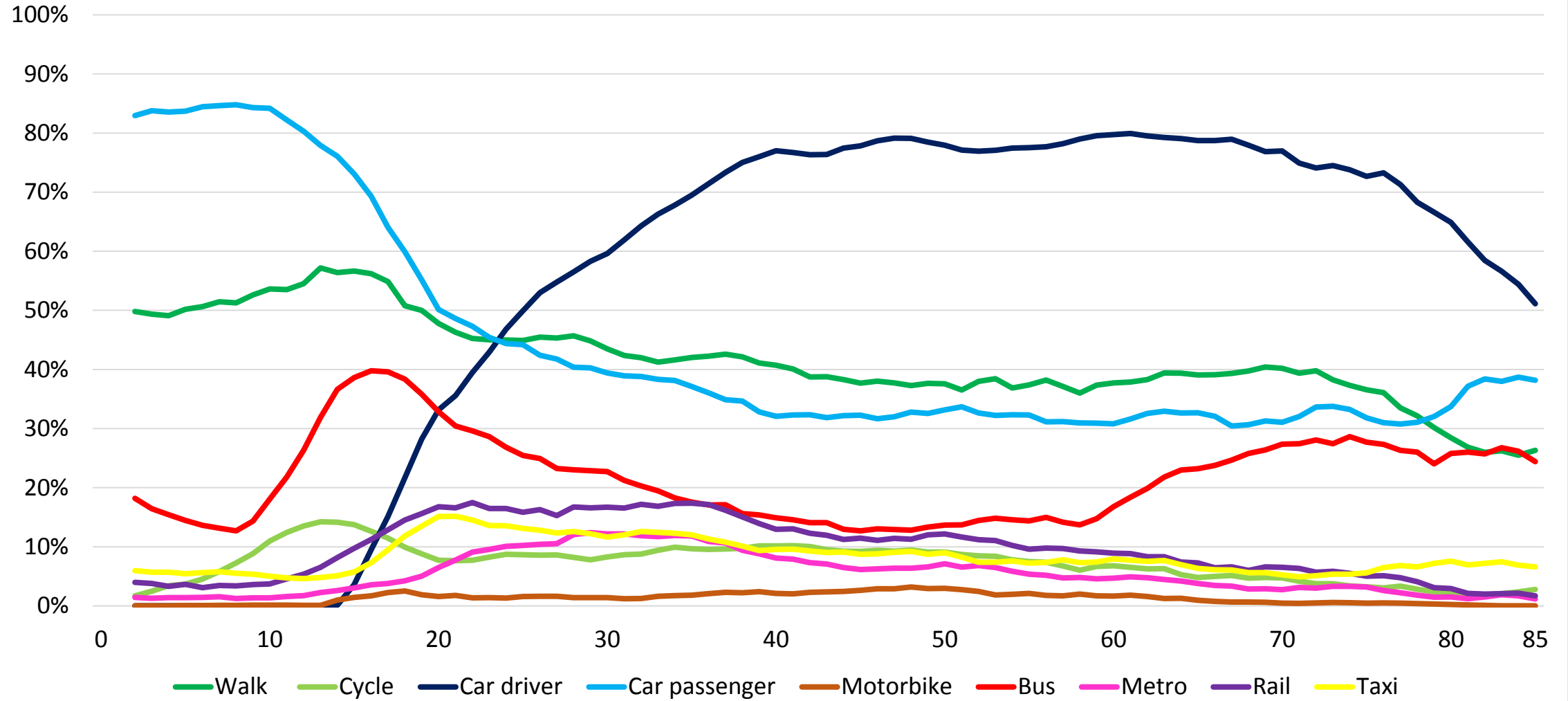
Our travel behaviour is related to age



NB - Walk trips less than 1 mile only recorded on last diary day so rate relatively lower than others

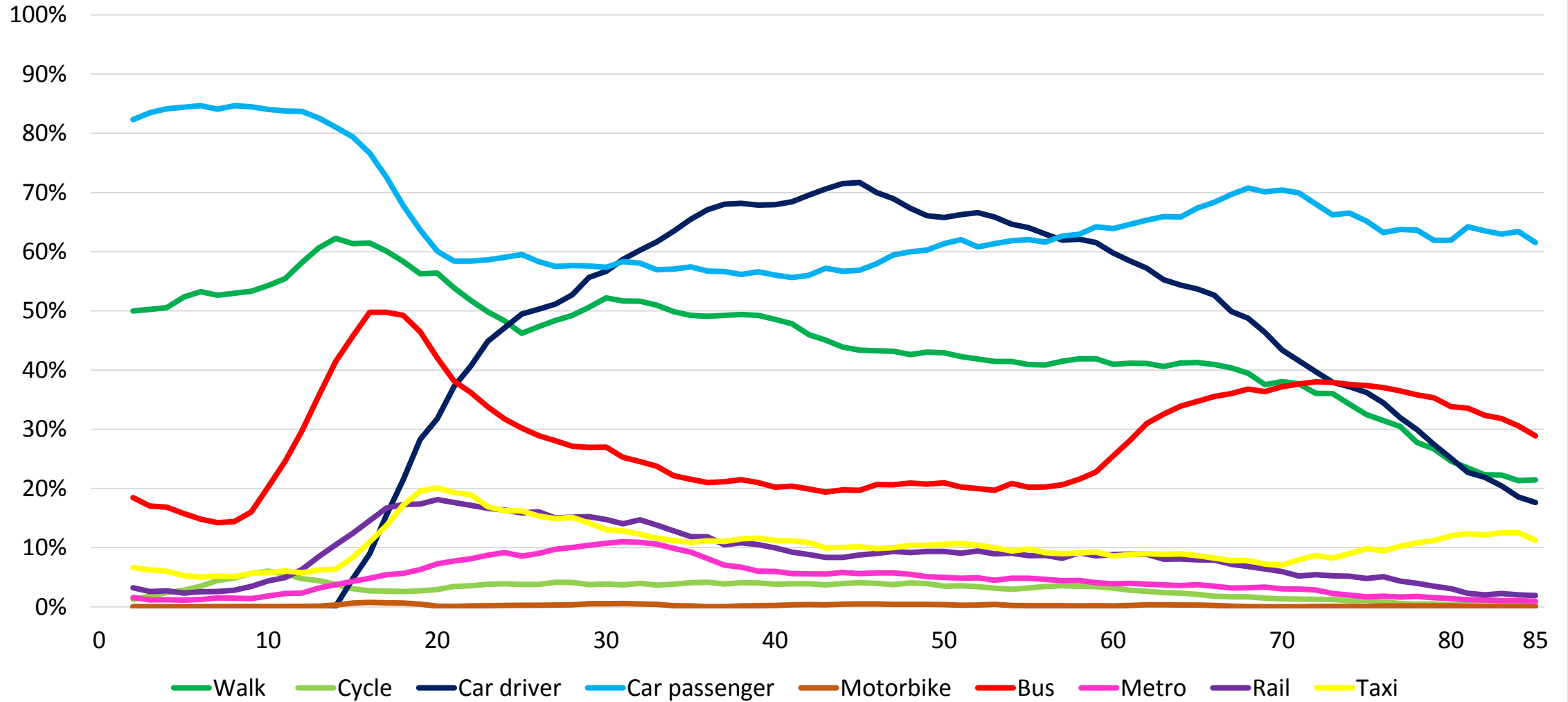
... and also related to gender (male)

% MALES recording using mode in the diary week by age - 2010 to 2014



... and also related to gender (female)

% FEMALES recording use of mode in the diary week by age - 2010 to 2014



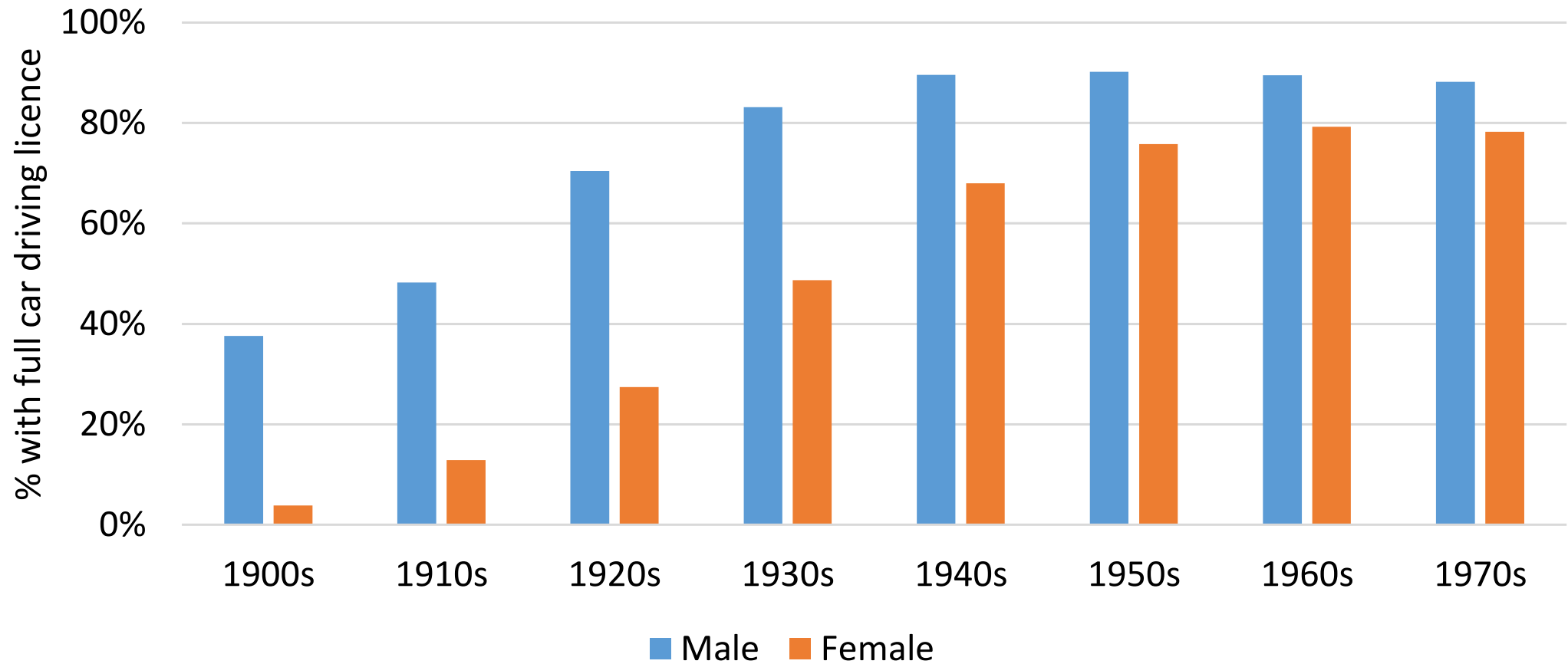
Recent changes to lifecycle stages

- Childhood – parents more likely to have complex lives
- Increase in students (with move to cities)
- Having children later
- Women very much more likely to work, and work while with younger children
- More working at home
- Retirement getting later (*and more active for many*)
- Living longer



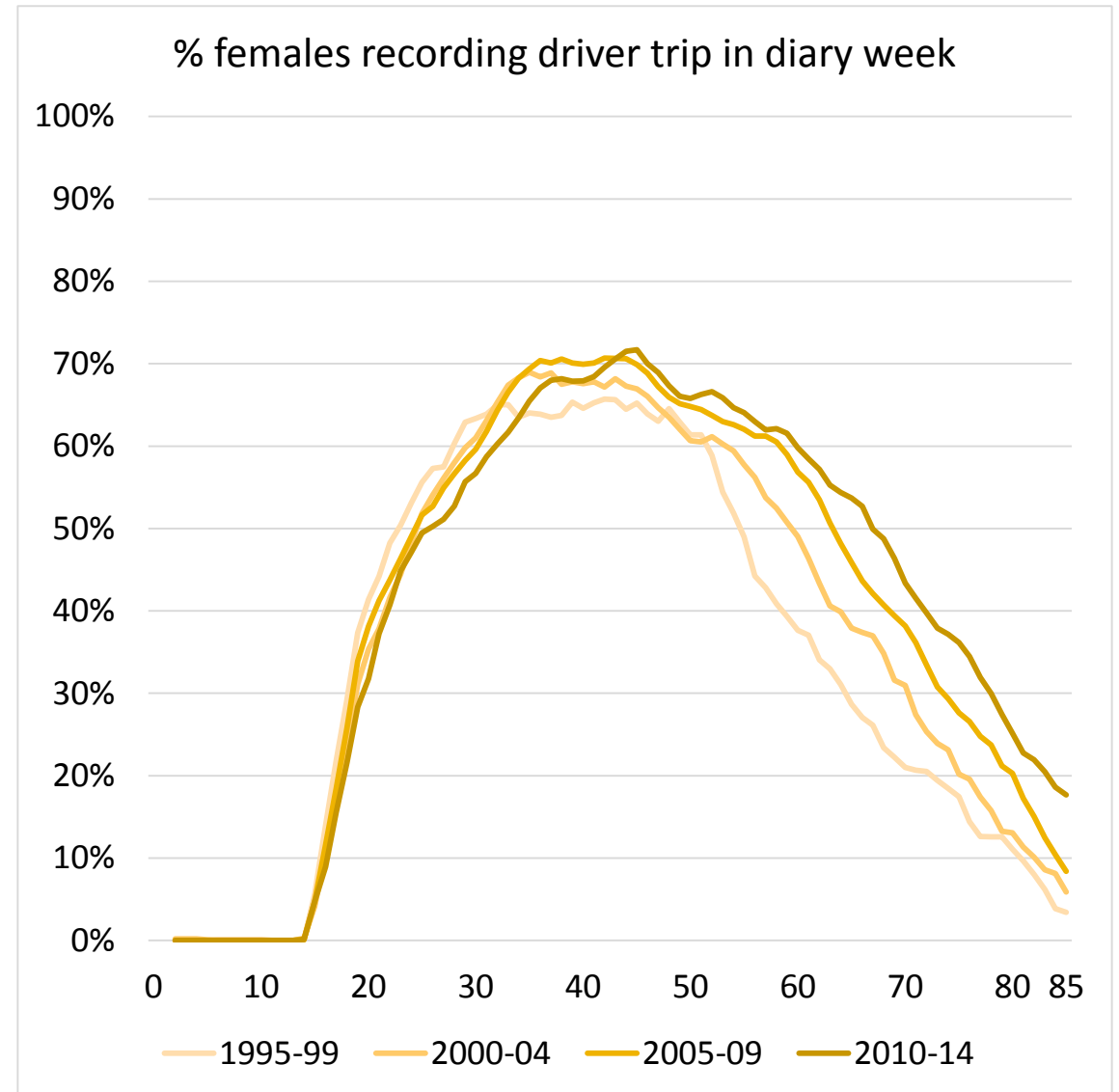
It used to be that men were drivers ... women were passengers

Figure C1 Proportion of men and women with full driving licences by decade of birth*



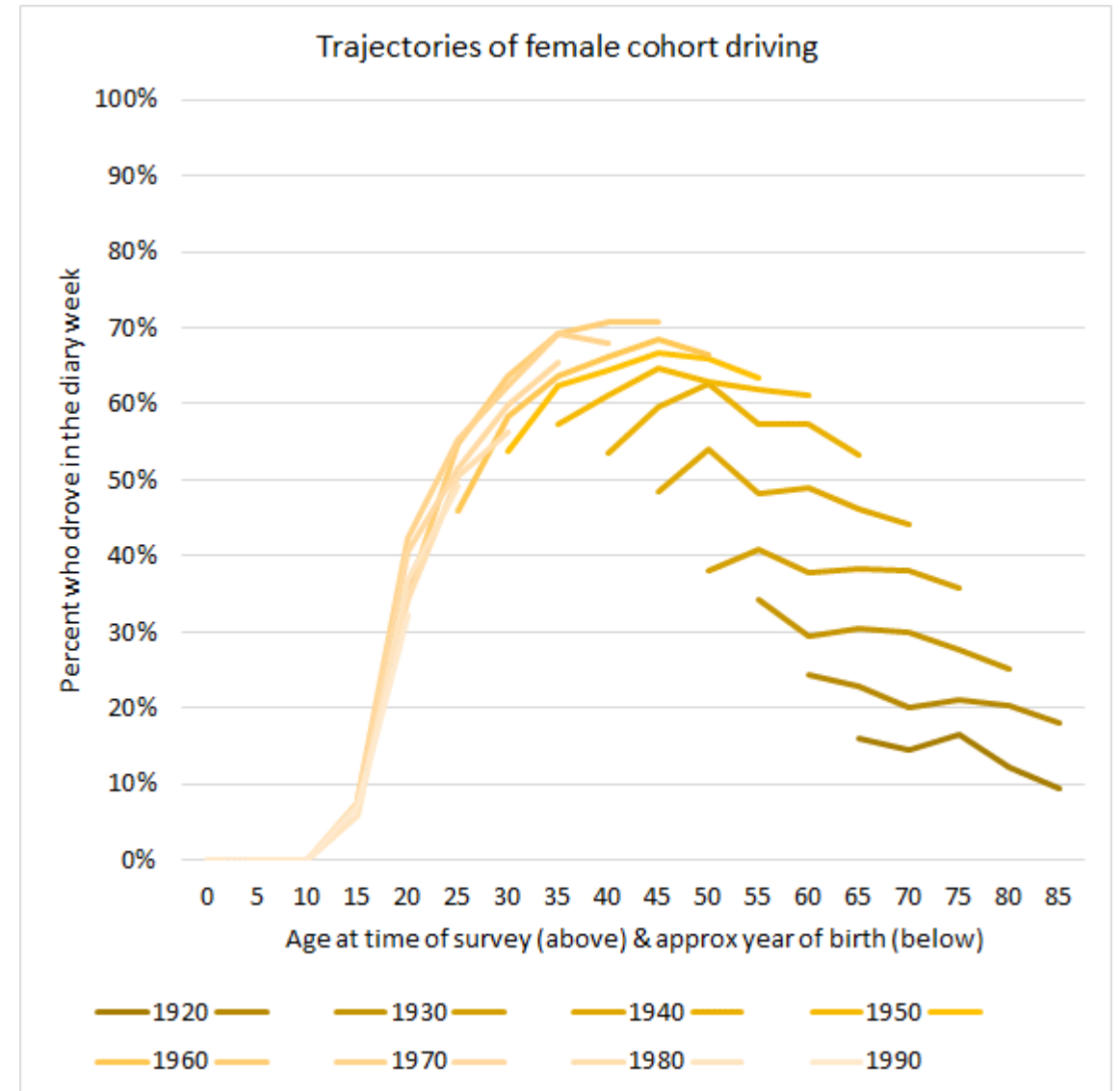
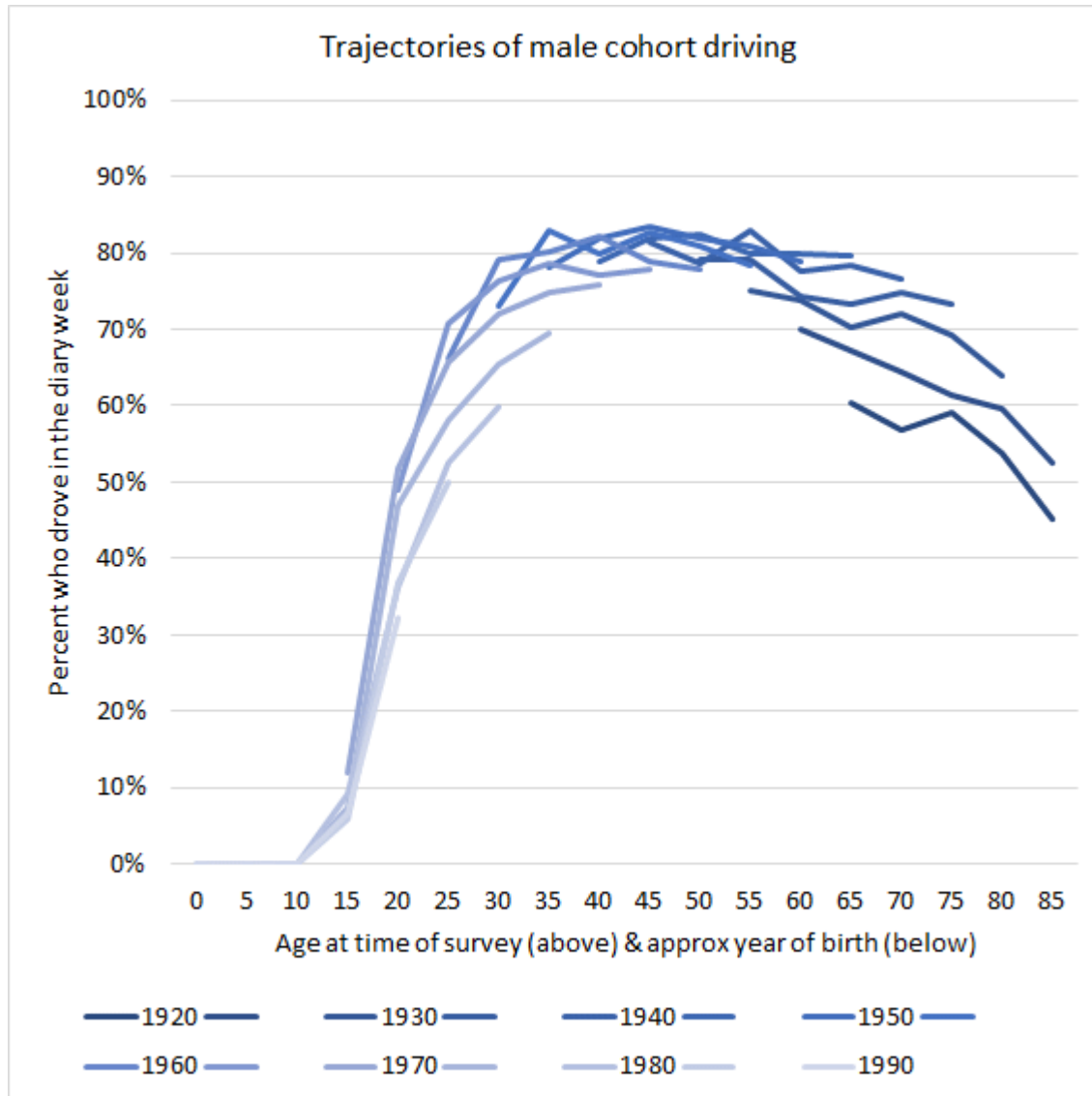
*Persons aged 40+ at time of survey during period 1995-2014

% recording a car driver trip in the diary week over time



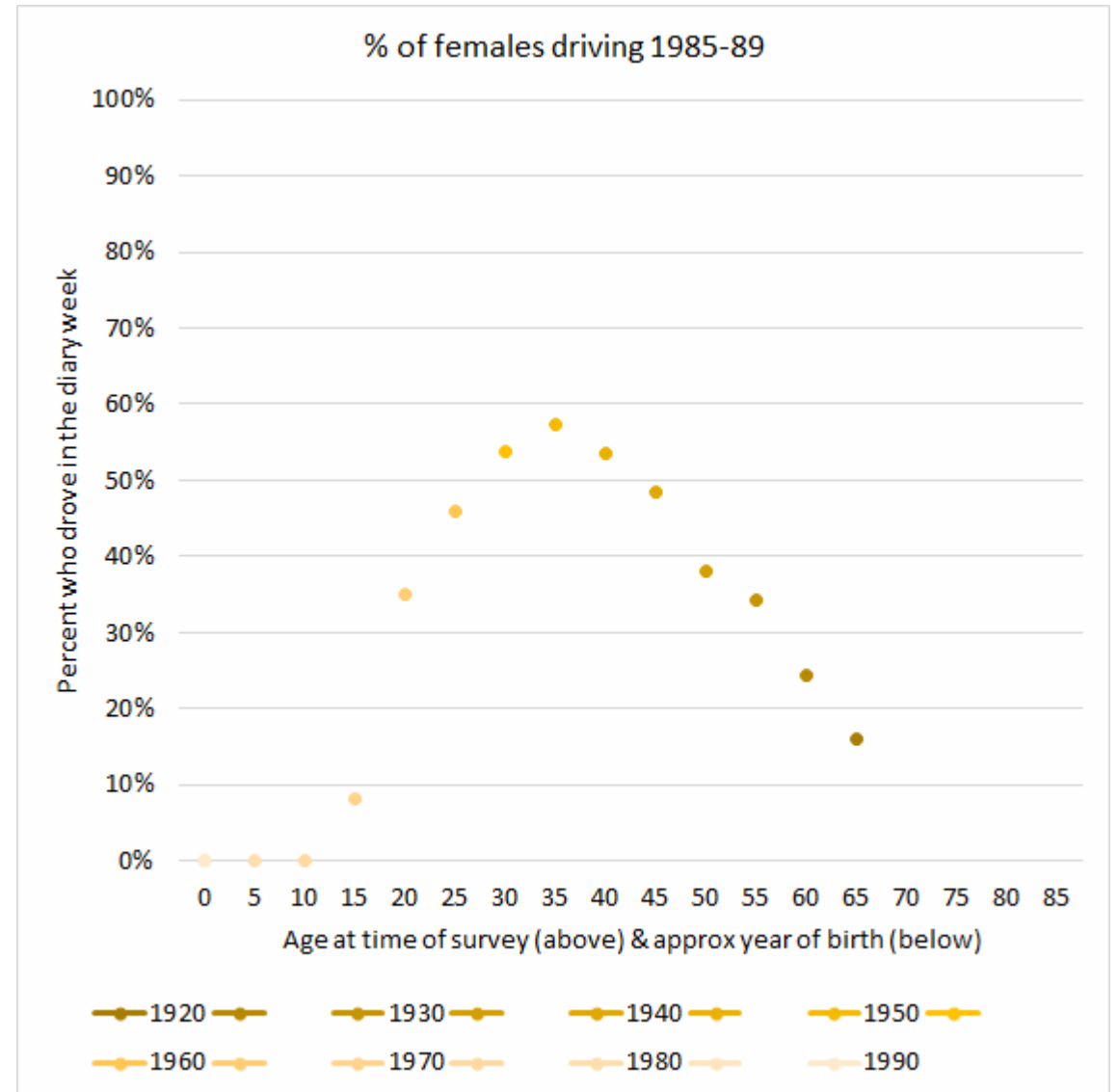
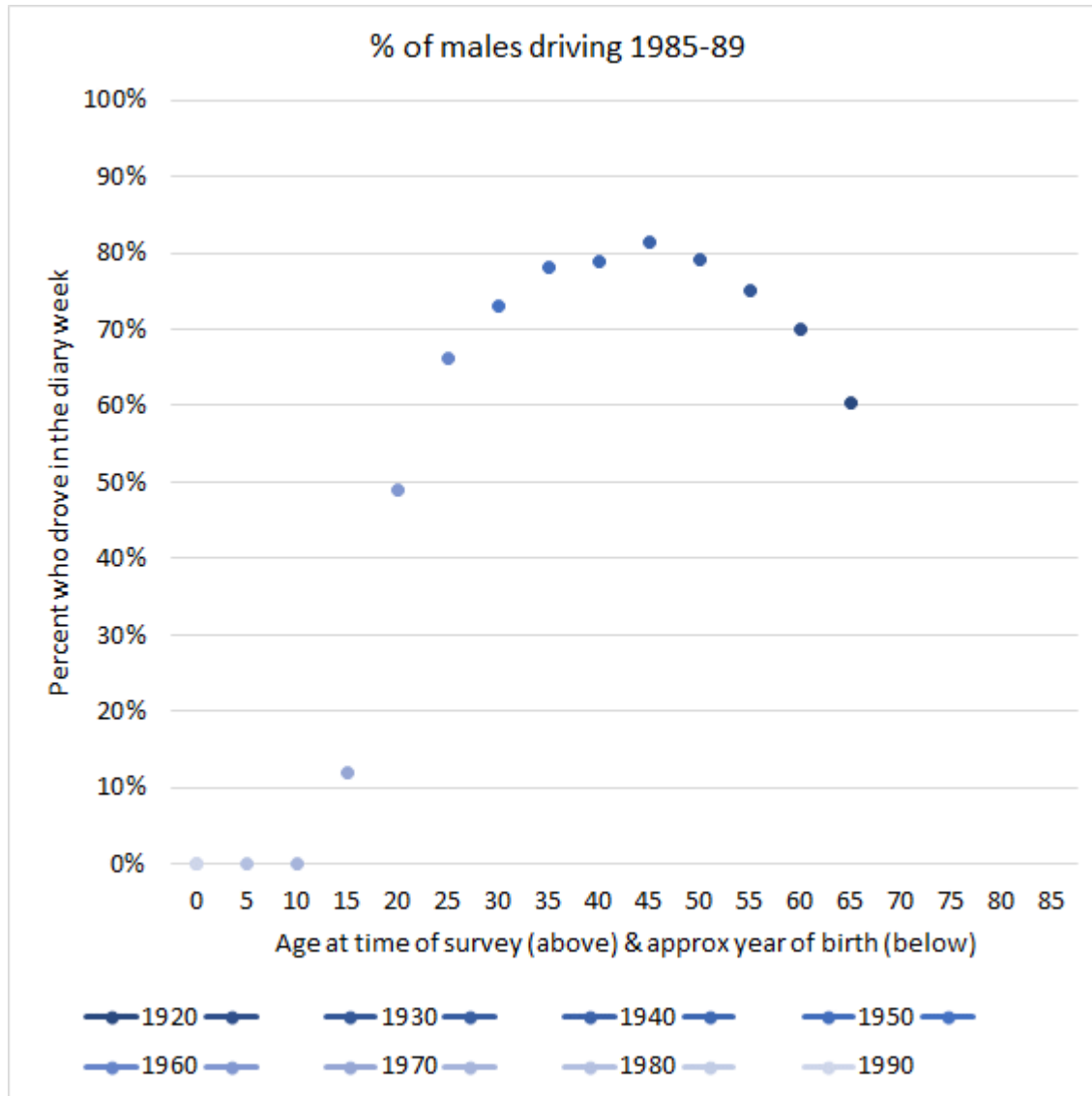
Rate of driving in younger age groups has fallen – while for older age groups it has grown

Driving in diary week – trajectories 1995-99 to 2010-14

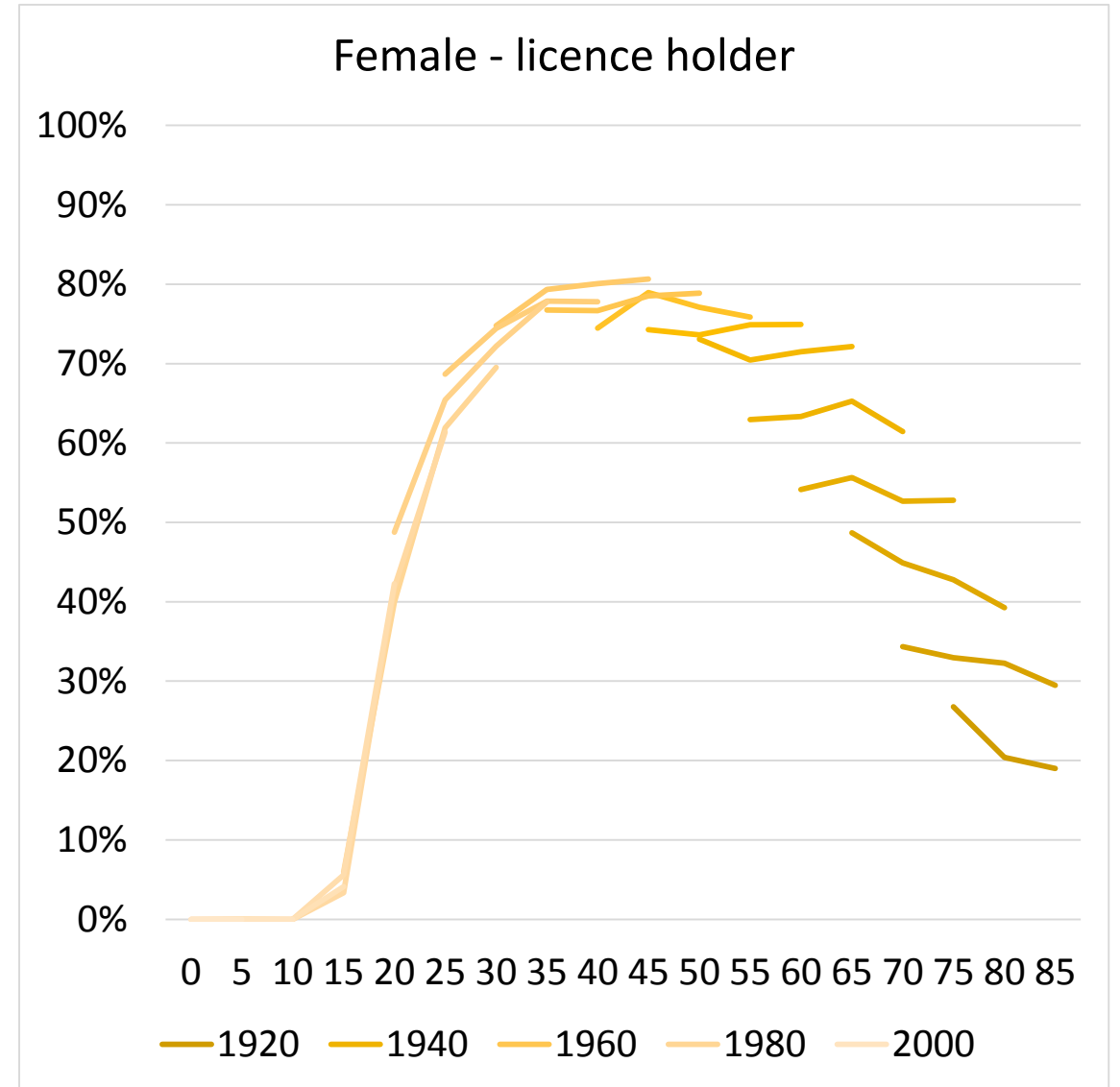
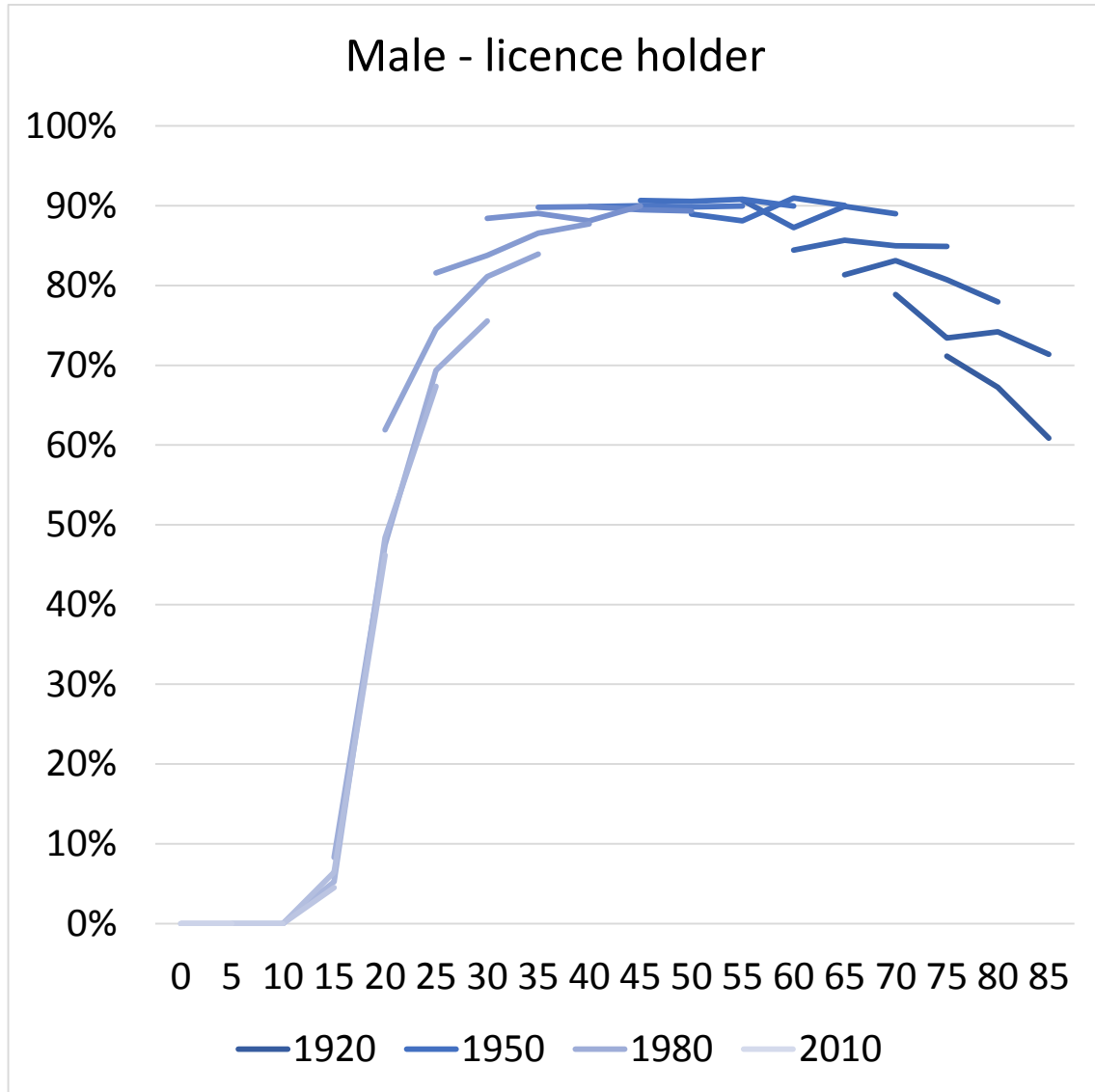


Dynamic of cohort trajectories

Needs to be viewed in 'slide' mode – "animated gif" images

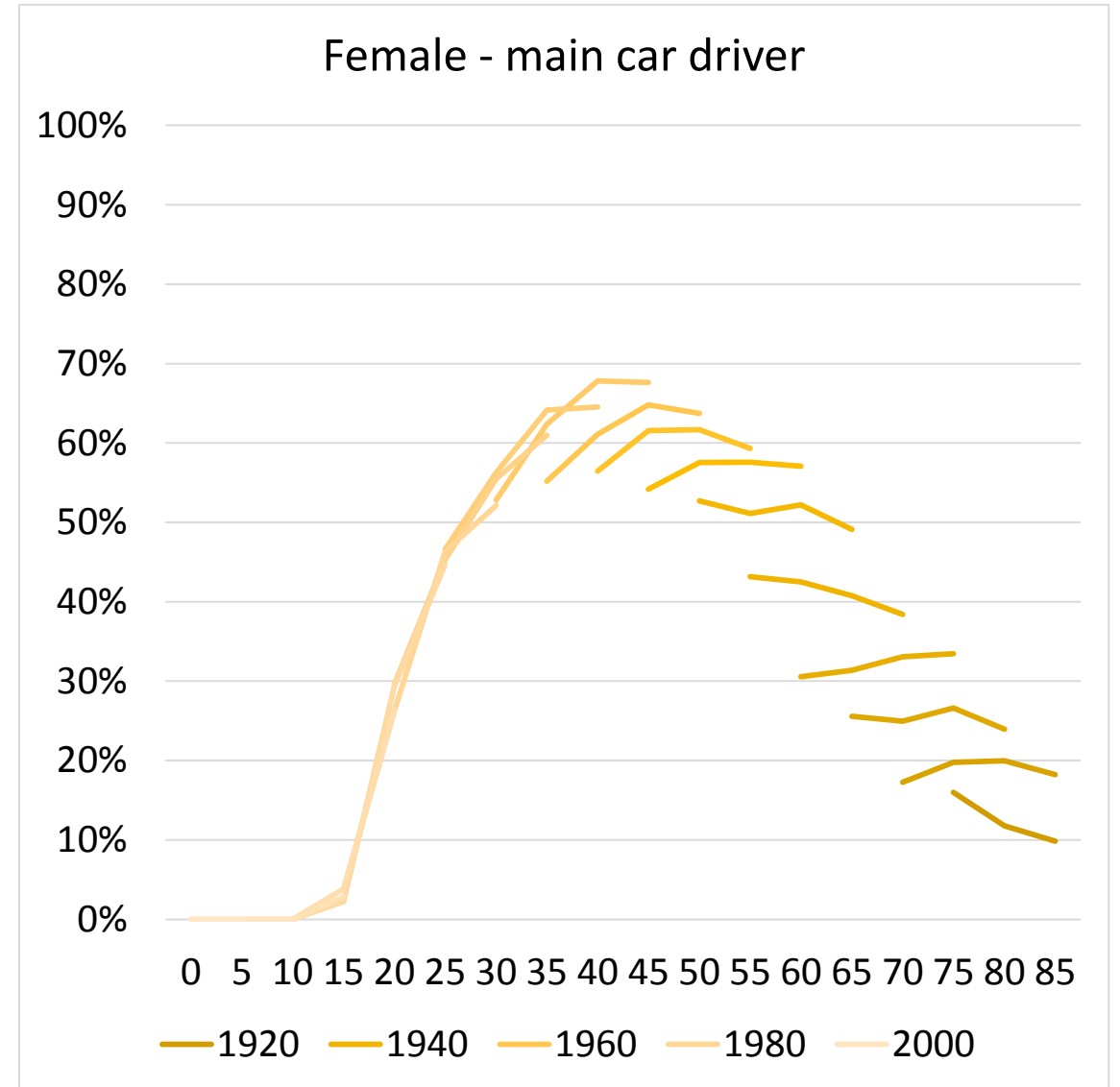
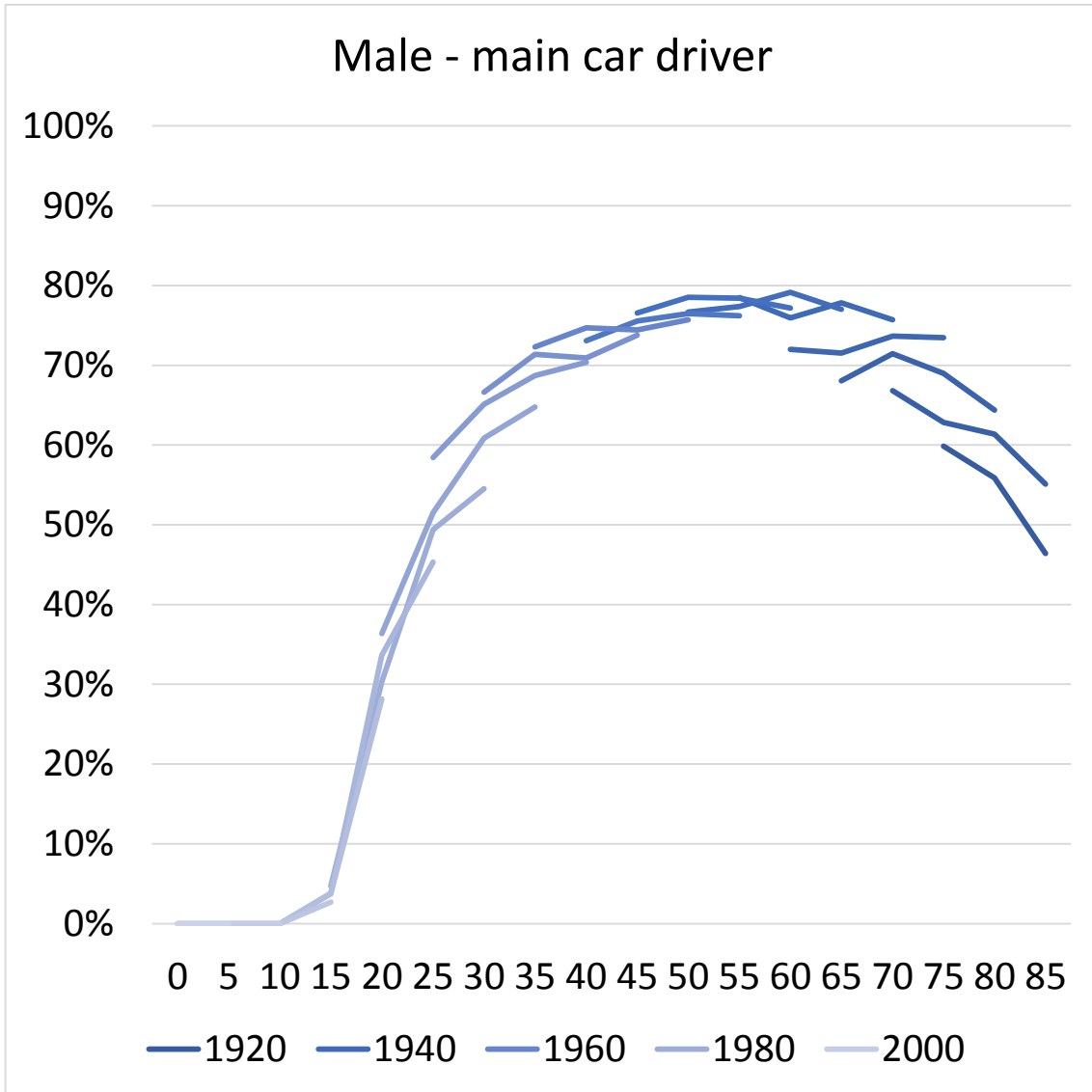


Car licence holding Cohorts



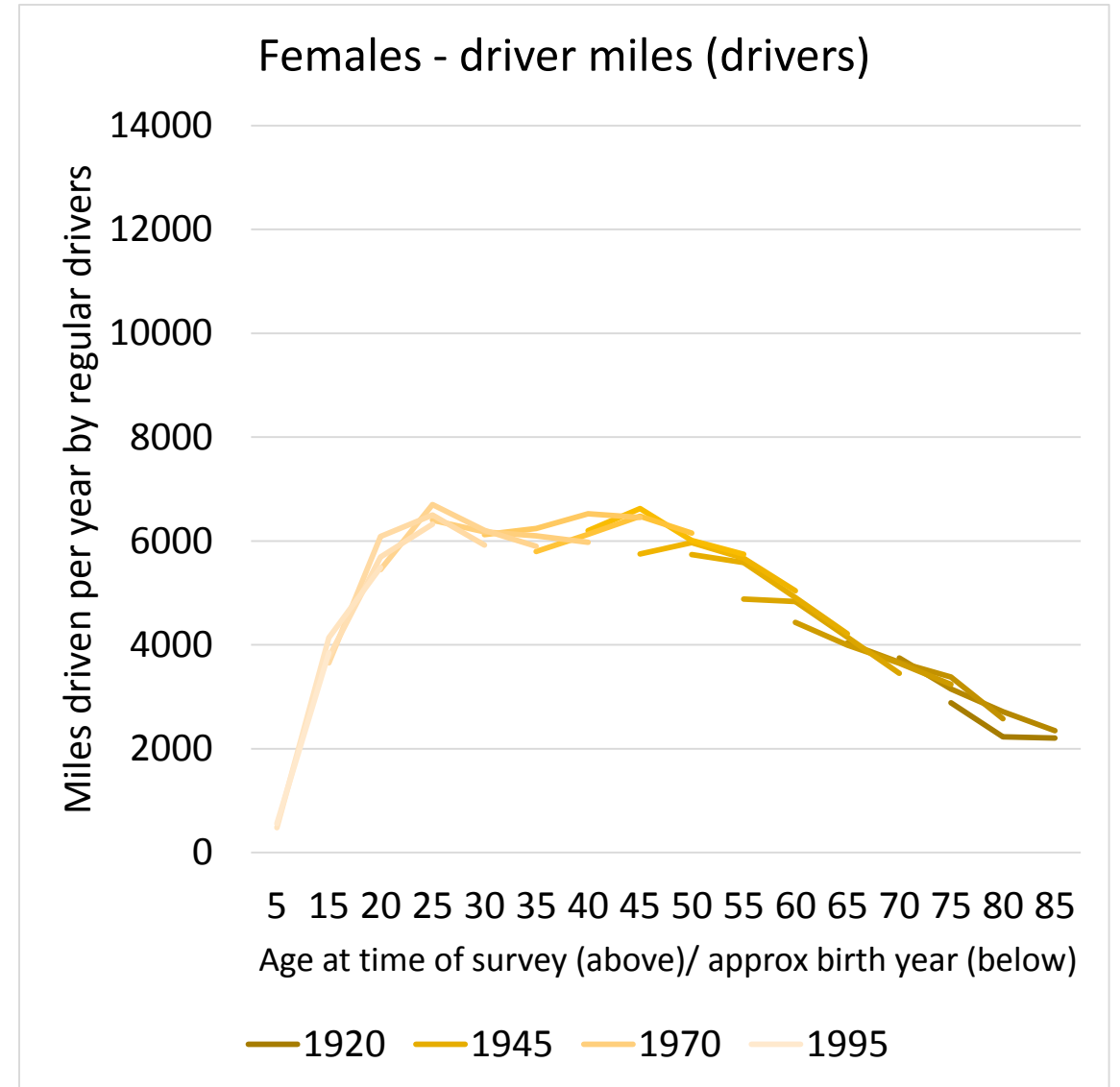
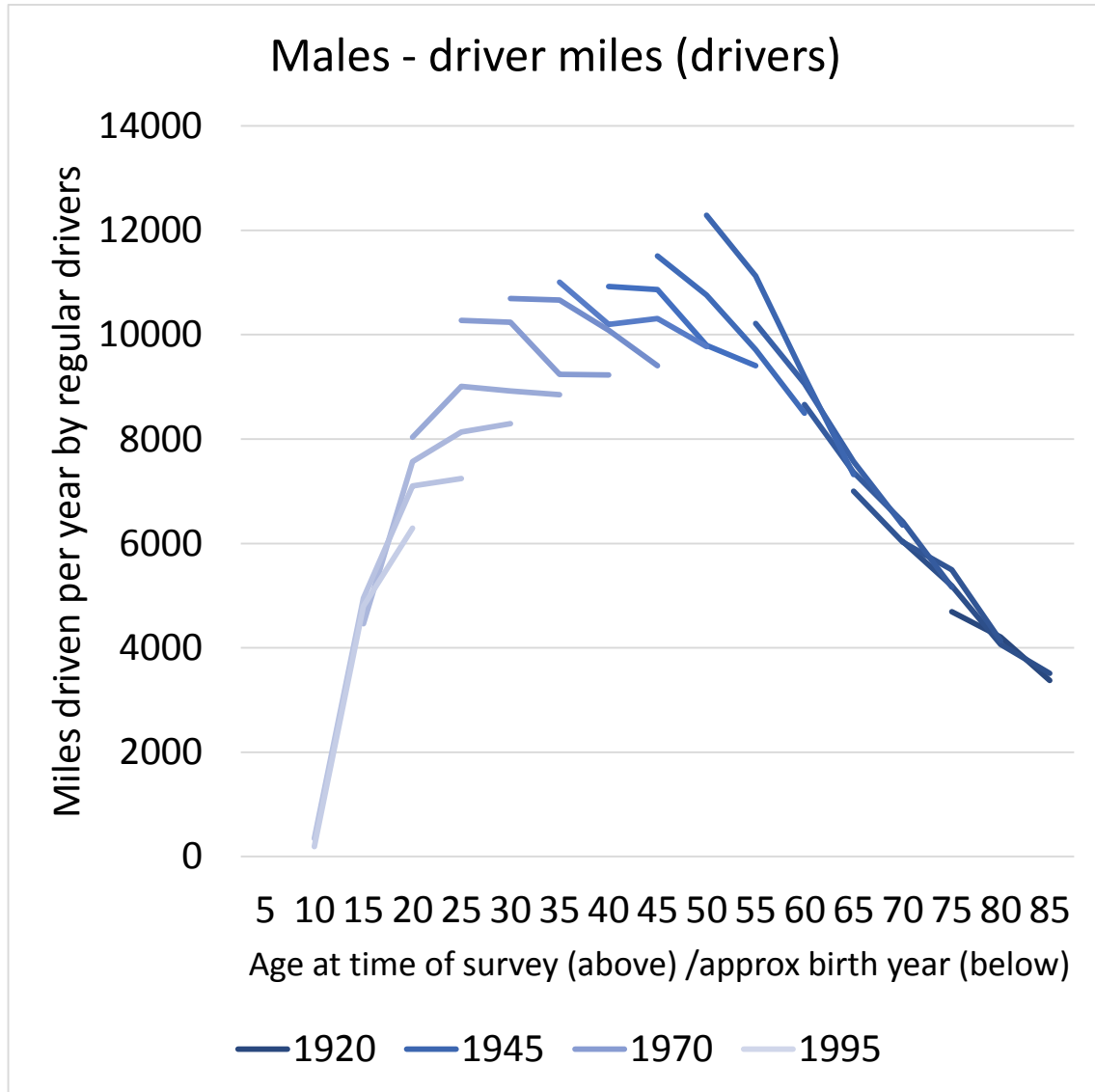
Few people give up a licence once they have one – until they ‘have to’ – 70s for men, and 80s for women

Main driver of a household car Cohorts



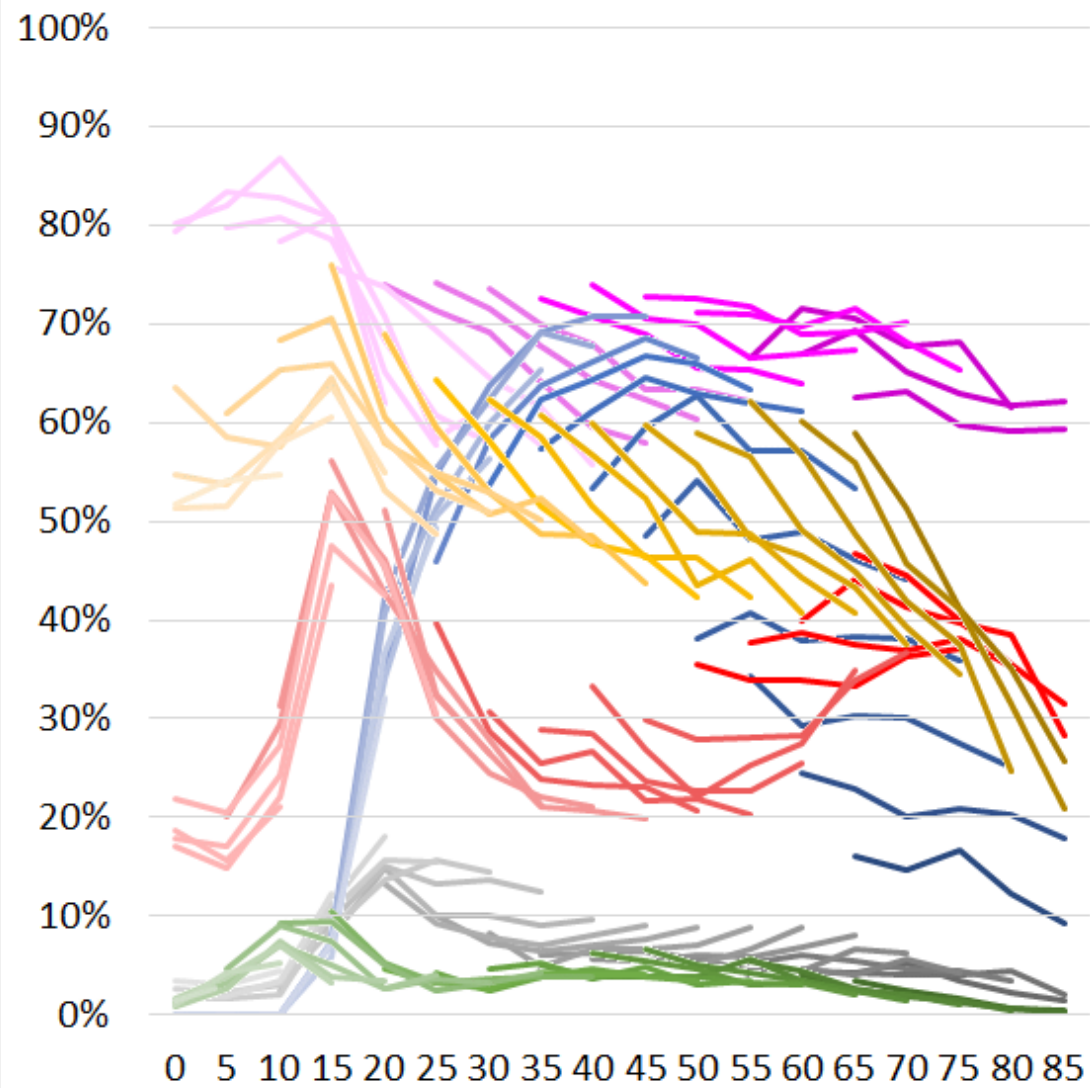
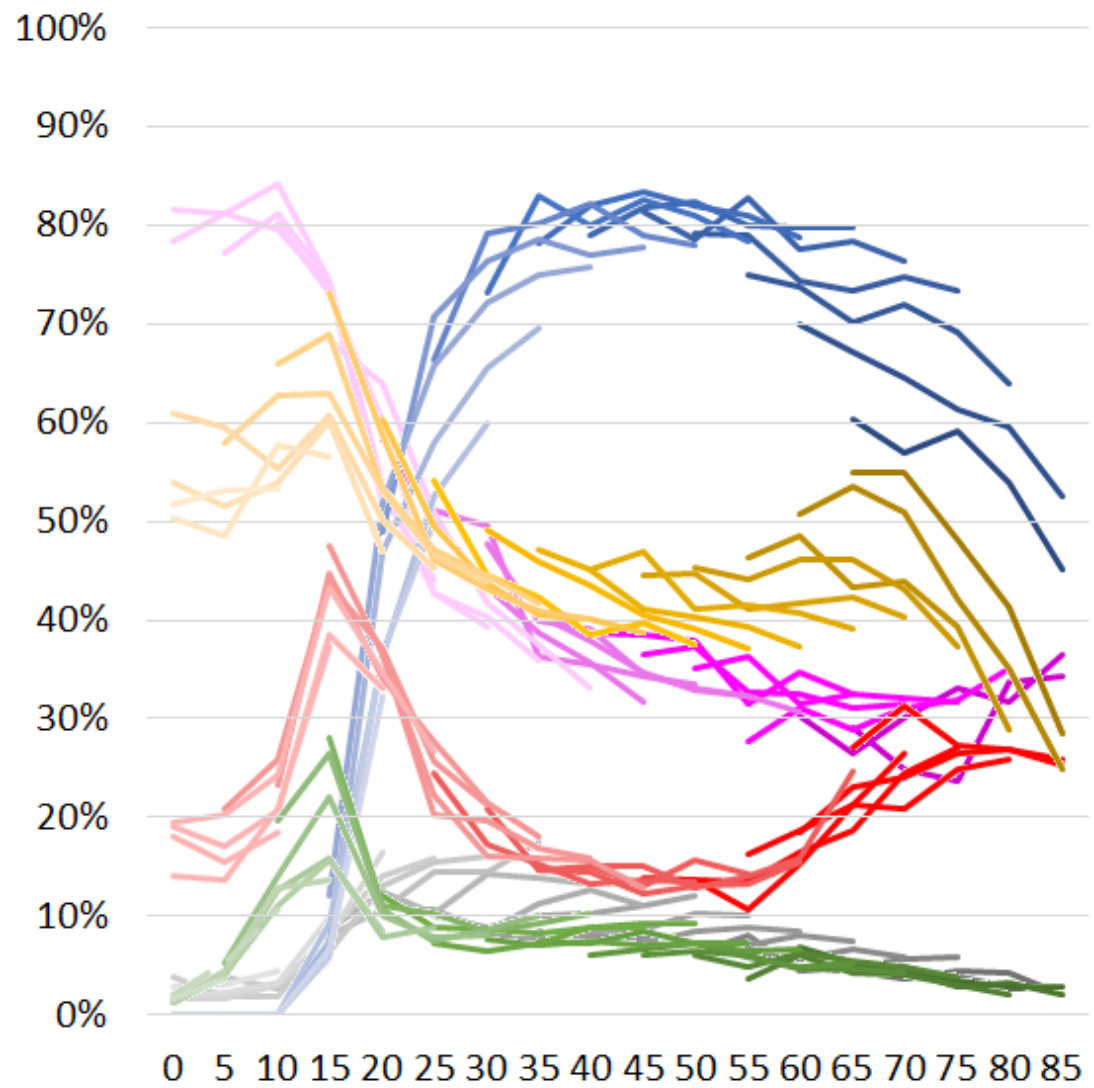
People tend not to give up their car, but men do in later life.

Miles driven per year (by those who drove in diary week)



People over retirement age reduce mileage steadily, with little generation effect yet noted

% making a trip by each main mode in the diary week (1985-9 to 2010-14)



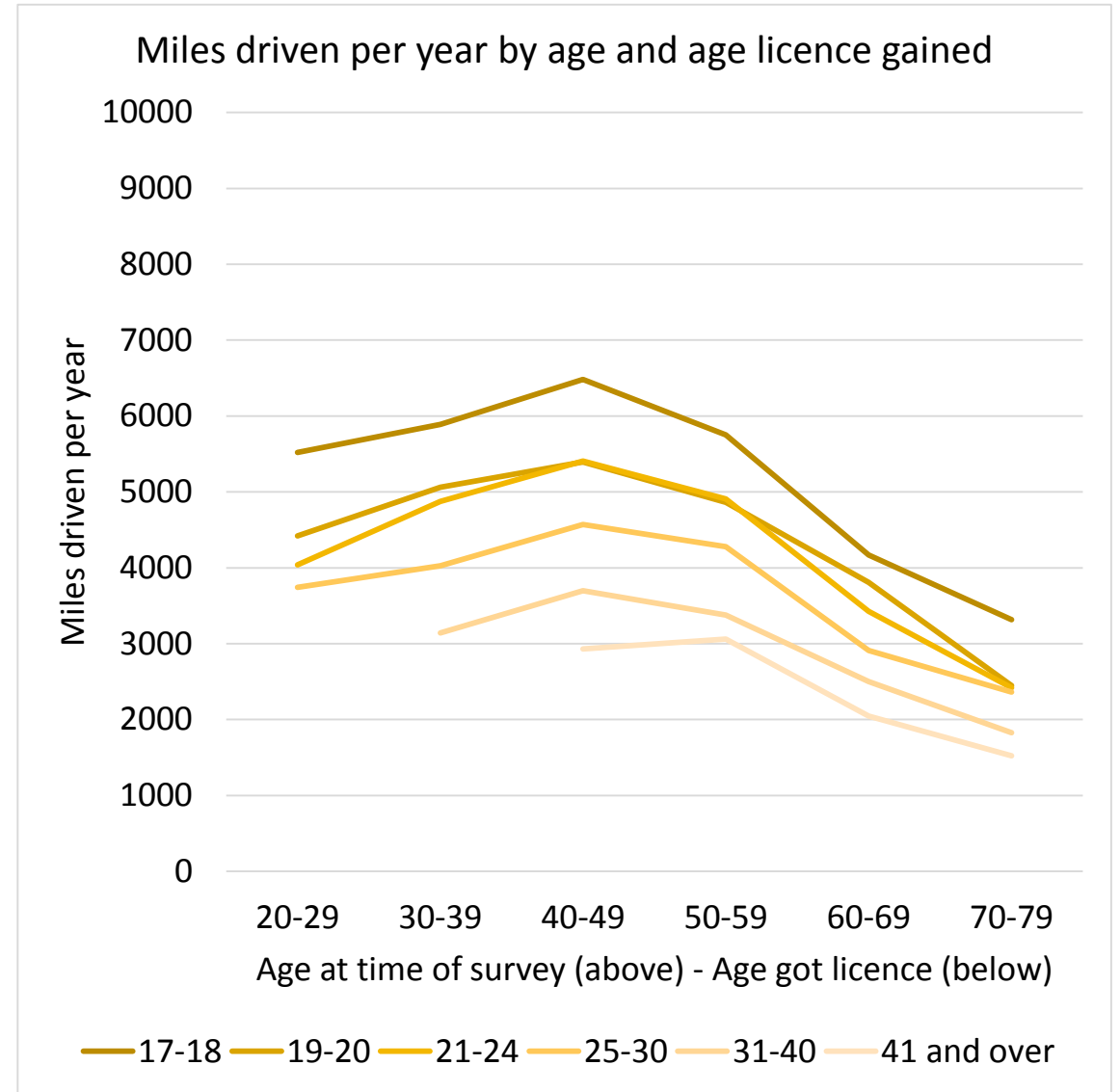
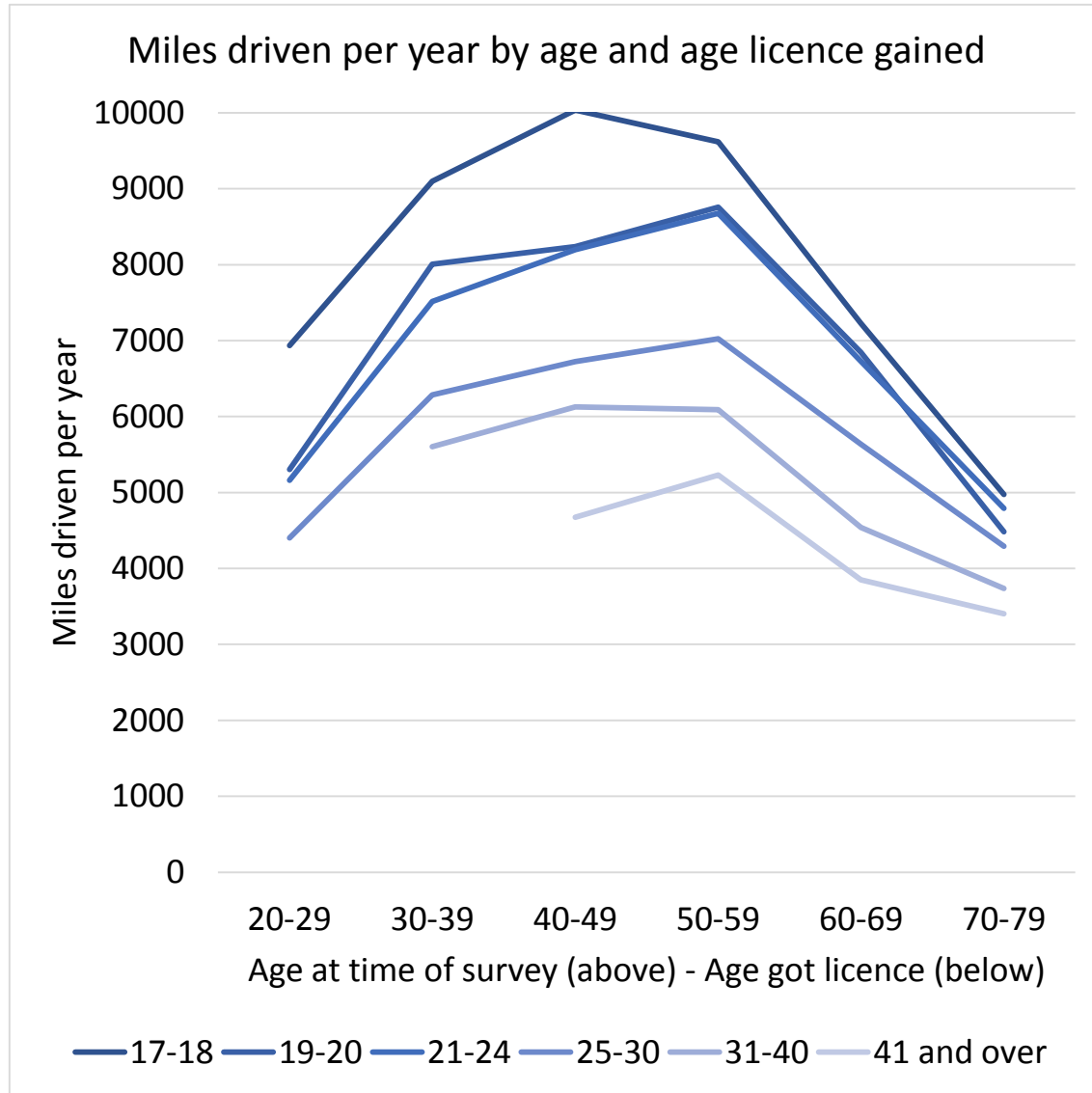
Male

Female



The darker the line, the older people were in 1985. The lightest line on the left were aged 0 in 1985, while the darkest ones shown were aged 65.

The later one gets a driving licence the less one drives



Lines show miles driven per year at all ages, for age at which people gained their licence

Conclusions

- We use different modes because of our changing travel needs
 - When one was born has a separate effect
 - A younger generation has been brought up with driving no longer so 'natural'
 - Strong evidence that having a car is not easily given up. Much less evidence of 'life habit' for other modes
- We probably need to look at each generation separately in terms of modelling future propensity to drive
 - GDP may not be the best indicator of traffic growth
 - Any single forecast is likely to be wrong. We need to have plans which are robust for a series of scenarios

Thank You

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