People are travelling less. How much less?

- 16% fewer trips than in 1996
- 22 hours less travelling than we did a decade ago
- 10% fewer miles than in 2002

These changes are not a 'blip' but have been happening since the 1990s

Society is changing. This is having a big impact on who travels, and how much

People under 60 are travelling less than before
- This is particularly true for under 30s

Why are young people driving less?
- It is a combination of factors.
  - More precarious employment
  - Rising car insurance costs
  - Starting families later
  - Staying in education longer
  - Living at home longer due to housing costs
  - Shift to more urban living
  - Preferences have changed

Young people are learning to drive later and are making fewer trips by car

- 50% fewer miles travelled by 18-30 year old males since the 1990s
- From its peak in 1992/94 driving licence holding has fallen by 19% for 17-20 yr olds, 12% for 21-29 yr olds
- Young people (17-29) are now making fewer trips by car, compared with 1992/94
  - Men: 44% fewer trips
  - Women: 26% fewer trips

The activities we travel to take part in are changing

The types of jobs people do, where, when and how often is all changing

- 20% reduction in commuter trips per person per week since the 1990s

The population has grown

- There are now more people in employment
- But there are overall fewer commute trips

There has been a 37% increase in distance travelled per person by bike

Rail has seen a 56% increase in trips and a 23% increase in distance per person

Local bus use has fallen, as has walking
The way we shop is undergoing major change.

On-line shopping is growing at 10-12% per year. It is now almost 17% of total UK retail sales.

The rise in on-line has coincided with a 30% decrease in physical shopping trips over the past decade and a 16% decline in distance travelled.

Yet traffic is still growing right?

Motorway traffic is increasing.

City centre traffic has decreased.

Van traffic is growing at 5% per year.

...but it’s not that simple.

- On the motorway network there is significant traffic growth
- BUT in major cities traffic levels have reduced and more people reach the centre by public transport
- FOR INSTANCE Greater Manchester data shows 38% increase in motorway traffic and a 40% decrease in city centre traffic since 1996
- AND Bristol shows a 15% increase in motorway traffic and an 11% decrease in city centre traffic since 2014

Areas with high GVA growth have achieved this with traffic reductions.

To understand how travel might change in the future we need to pay more attention to changes in society.

Percentage change in car driver miles per head per year by age group and area type and Built Up Area (BUA) size: England, 2002-5 to 2011-14

Some reasons why traffic has continued growing

- The number of miles driven per capita by 65 year olds and older has increased by around 12% over the decade to 2014
- The population is growing due to net immigration and an aging population
- The ‘baby boomers’ who are entering retirement now have higher car ownership levels than previous cohorts and drive more

If younger people continue to travel less and drive less as activities change then growth will be much lower.

All Change: The Future of Travel Demand and the implications for policy and planning explores these trends. For further information download the full report at: [www.demand.ac.uk/commission-on-travel-demand/](http://www.demand.ac.uk/commission-on-travel-demand/)