La route et la rue dans le contexte d’une demande en mobilité en pleine évolution

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Peak Travel?

Passenger-kilometres by private car and light trucks (index 1990=100)

Source ITF; US estimate derived from VKM with two vehicle occupancy scenarios
Explained by GDP, Fuel Price?
Closer look at research

• France, Netherlands, Japan, UK, USA
• Roundtable on Long Term Trends in Travel Demand
  http://www.internationaltransportforum.org/jtrc/roundtables.html

Insights 1

• Age: retirement, cohort and age effects
• Gender: declining difference
• Age: young adults drive less
UK
Access to cars by age and gender

1988-95

Household Travel Survey
Access to a car from 17 to 90 - Females (1995-2001)

Main driver Other Driver Non driver

Access to a car from 17 to 90 - Males (1995-2001)

Main driver Other Driver Non driver

1995-2001
Access to a car from 17 to 90 - Females (2002-2008)

Access to a car from 17 to 90 - Males (2002-2008)
Data: “Road Traffic Census” (sampling rate is about 3% of car owners)
Because of difference of main purpose of car usage, women’s number of trips is greater than men’s.
Because of difference of main purpose of car usage, men’s average trip length is greater than women’s.
Insights - 2

• Income: declining income effect (saturation);
• Income: rising inequality
• Income: more discretionary travel (more elastic)
Insights - 3

• Access to cars: license-holding; company cars; car-sharing
• Education and employment
• Urbanization
• Access to other motorized modes, urban transport policy
Summary of Netherlands’ Research – contributions to levelling of demand

• Signs of saturation? Car ownership/ driver licences
  – Limited contribution.

• Mobility of young adults: driver licences/ car ownership/ reurbanisation/ more students
  – Substantial contribution.

• Impacts of e-society
  – Possible contribution, not determined; more research needed.

• Is growth moving abroad?
  – Limited contribution not a relevant trend.
Influence 2: Mobility of young adults (18-29 years)

Changes in behaviour:
- changes in # trips and trip length
Main Influence: Mobility of young adults (18-29)

- Declining group size
  - 1995: 18% of population; 20% of car mobility
  - 2011: 15% of population; 14% of car mobility

- Slight drop in drivers license holding
  - 74% in 1995 => 71% in 2009

- Slight drop in car ownership
  - 32% in 1995 => 30% in 2009

- Number of students “up”
  - 610,000 in 1995 => 880,000 in 2009

- Number of workers “down”
  - 1,7 mln. in 1995 => 1,3 mln. in 2009

- Increase in young people living in high density urban areas
  - In high density urban area shift towards bicycle and PT
  - In rural areas absolute reduction in mobility
Mobility of young adults

- **Gartner:**
  - “I’d rather have access to the web than a car of my own”
  - 48% in category 18-24 years
  - 15% in Baby Boom generation

- In focus group experiment:
  found no apparent shift in focus from car to smartphone/tablet

- Car still has a high status among young adults (focus group)
Emerging conclusions

• Common factors but with different timing and weight; specific factors ➔ limited scope for general conclusions at this time.

• Ageing, urbanization, company cars, young adults (will the change ‘stick’? IT?).

• Increasing heterogeneity among potential car users.
  ➢ Uncertainty is larger (context, mobility).
  ➢ Policy should account for it - rising appeal of “robust” policies.
  ➢ Rising doubt on revenue basis.
Aging and diversifying in a big way

And will add 120 million more people by 2050
Peak Travel here to Stay?
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Thank you

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