

National Trends in Road and Rail Travel in Great Britain

Peter Jones

Centre for Transport Studies, UCL

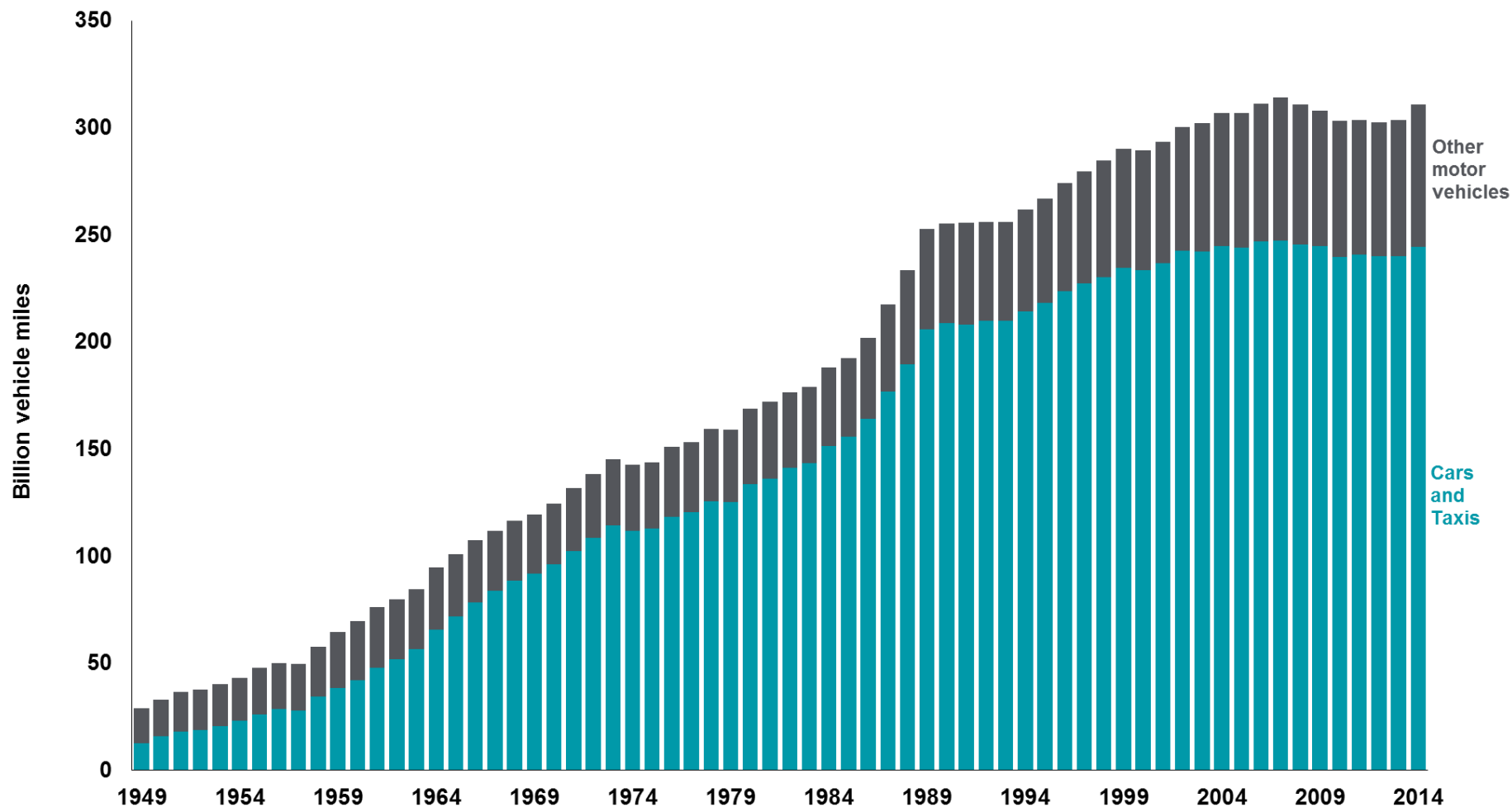
CIHT/ITC/UCL 24th September 2015

- Reports on a study completed late 2014 into factors affecting long-term trends in car and rail use in GB
- Co-funded by RAC Foundation, ITC, ORR and Scottish Government
- Extensive use of NTS, 7-day diary data, corroborated from other sources
- Analysis and reporting: Scott LeVine and Peter Jones

Trends in GB Road Traffic

Chart TRA0101a: All motor vehicle traffic in Great Britain, from 1949 (miles)

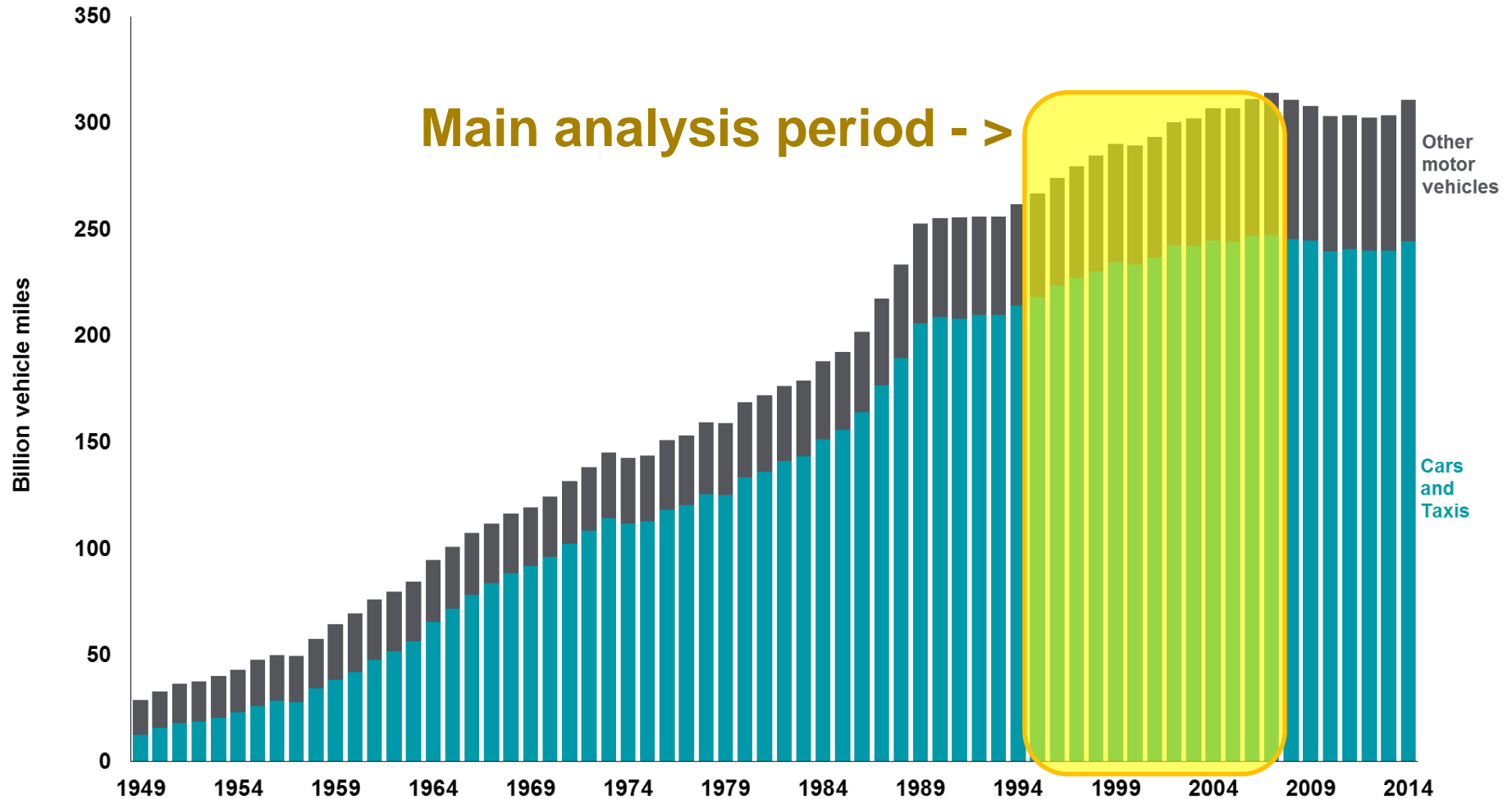
Source: National Road Traffic Survey, Department for Transport



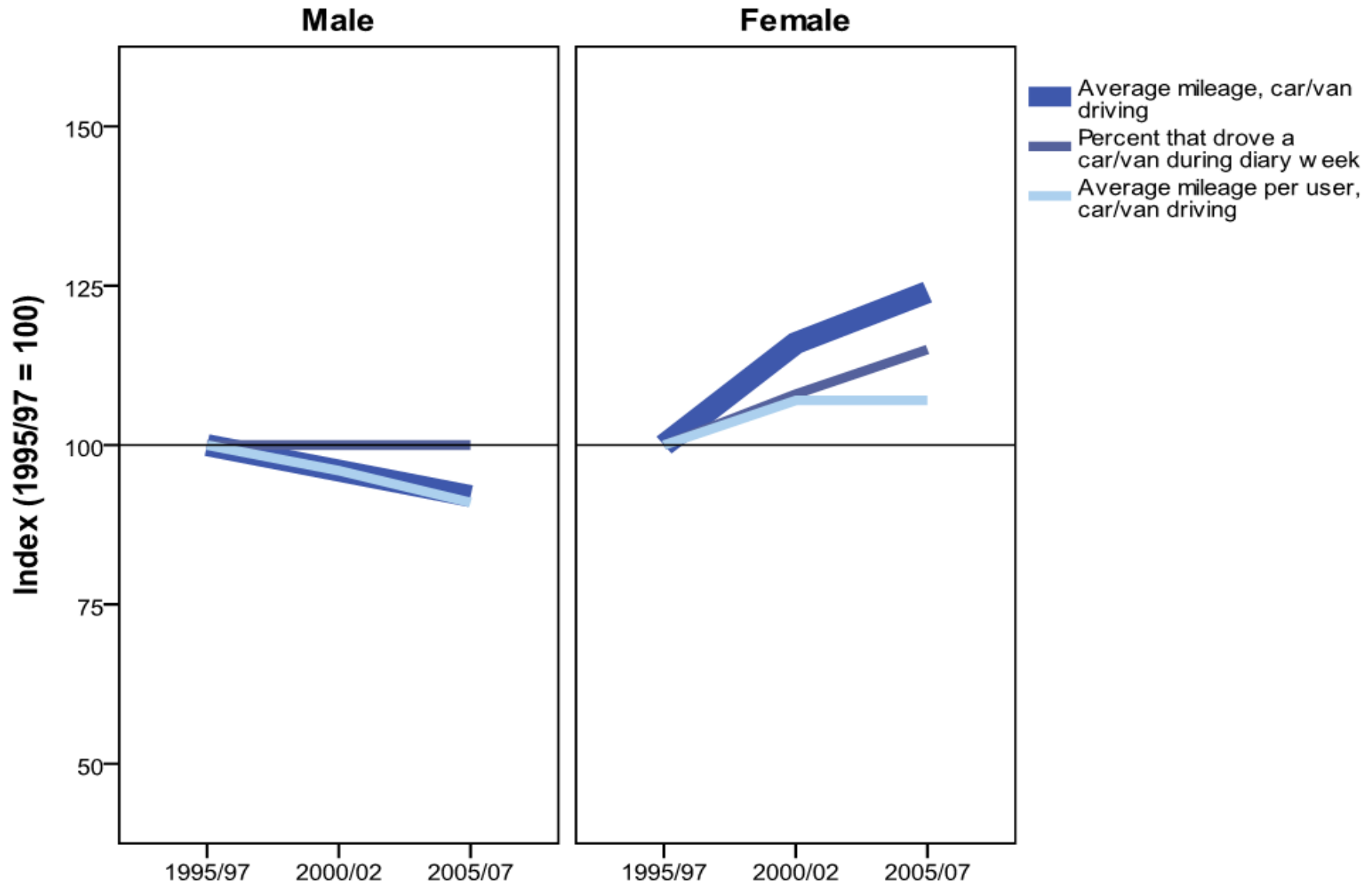
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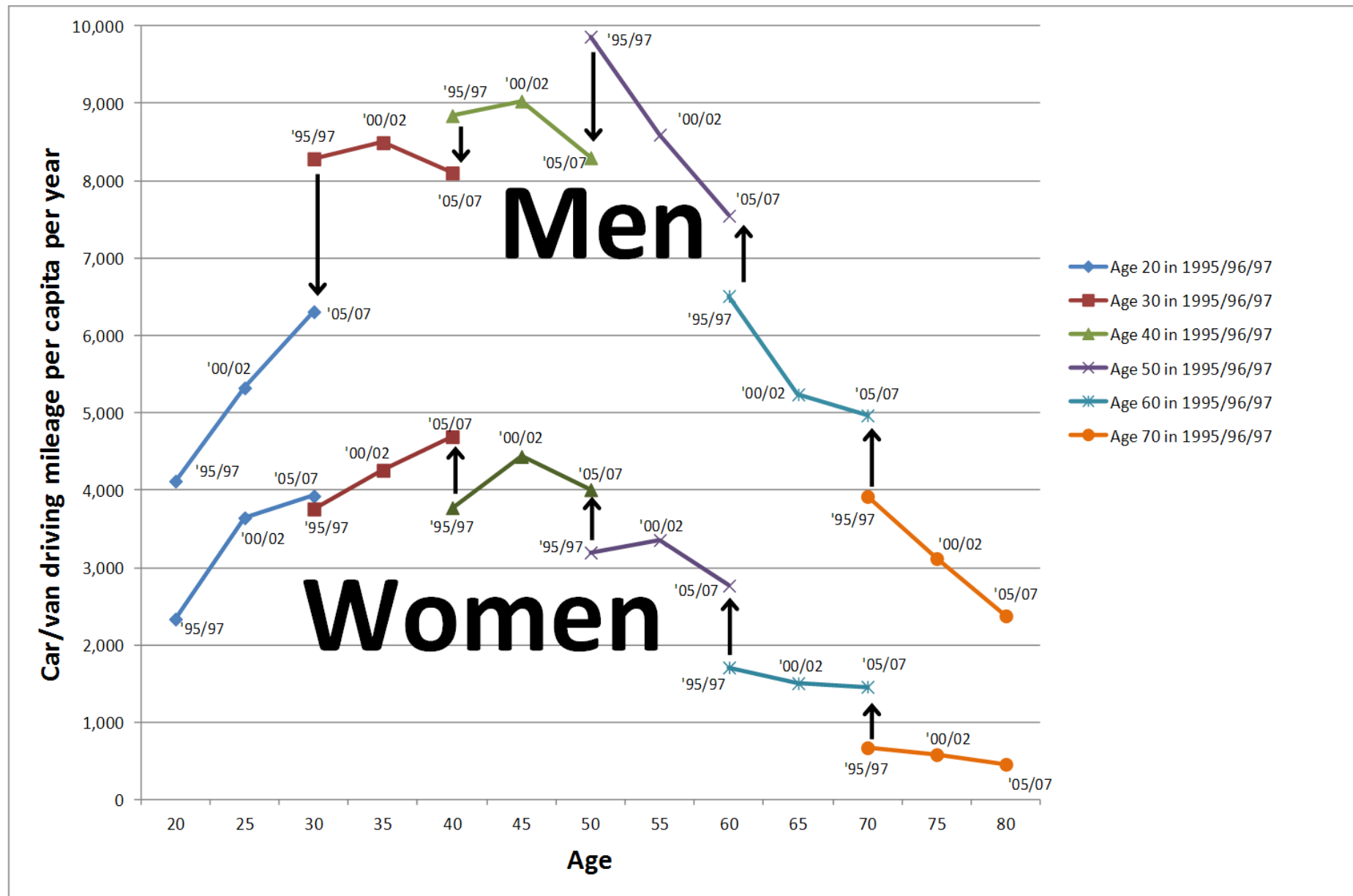
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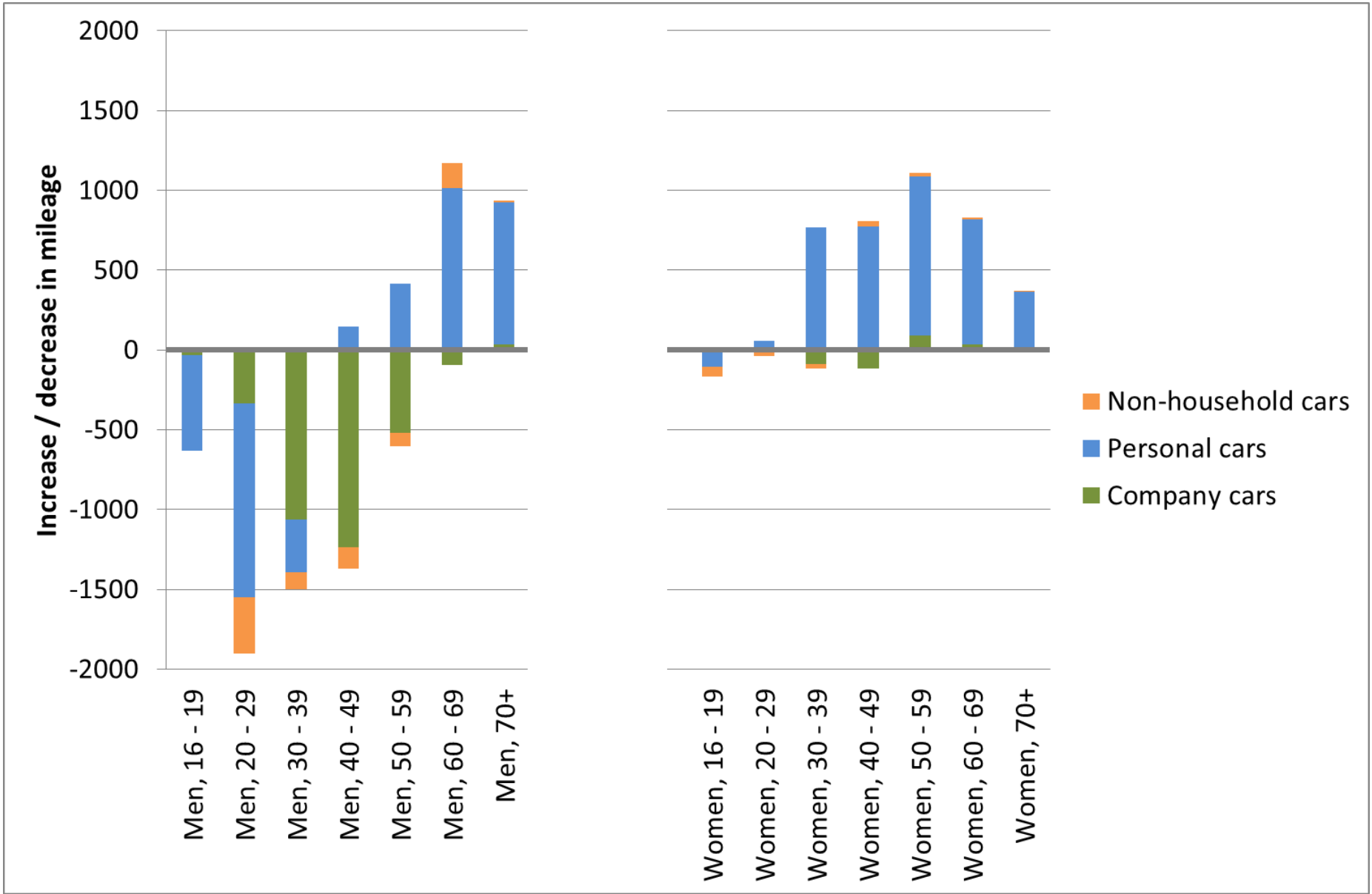
Components of Change - Car



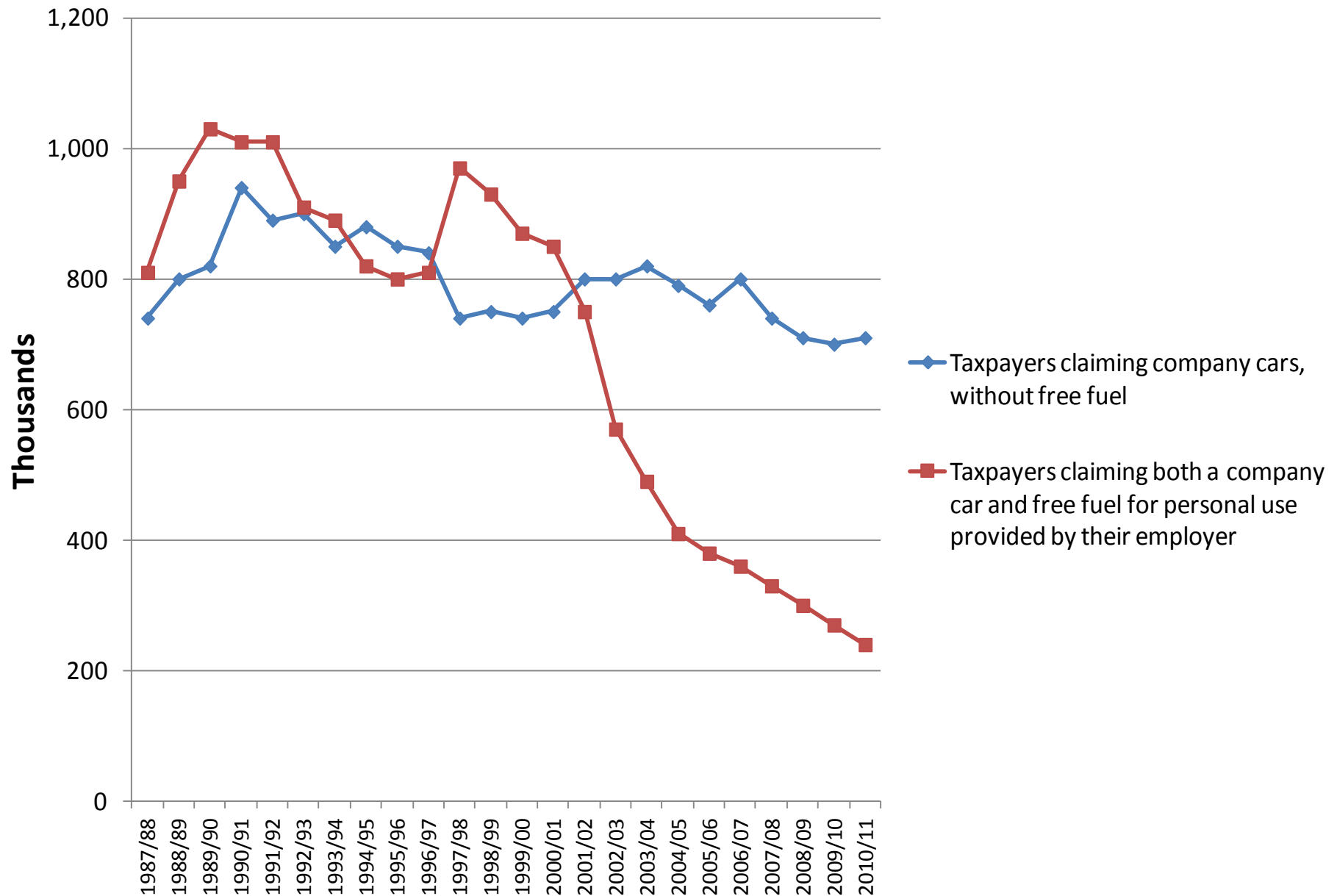
Car Driving Cohort Effects, over Time



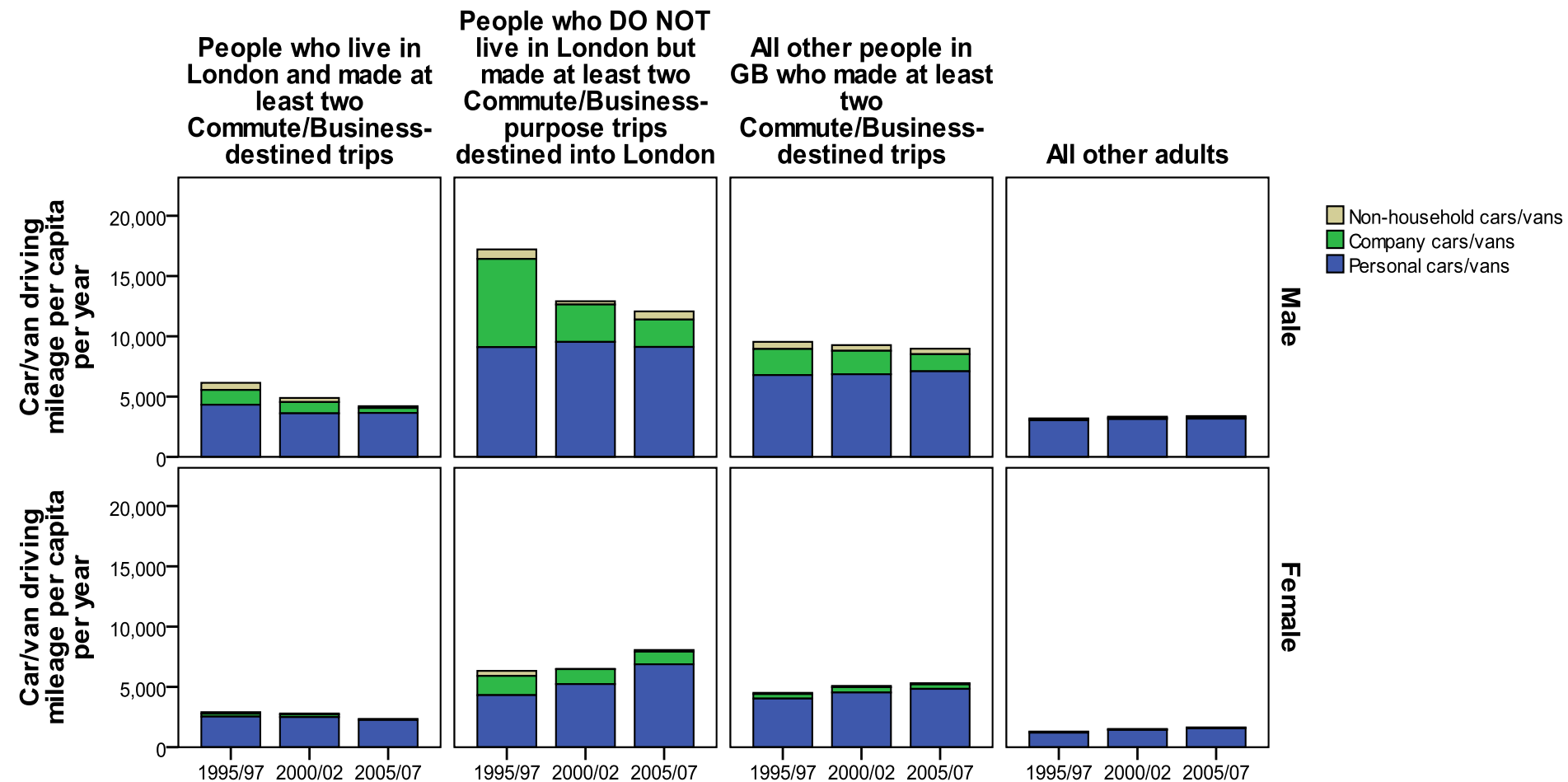
Men in their 20s.....	Expected impact on annual car mileage	Proportion of men:	
		1995/97	2005/07
Working full-time	Higher	74%	72%
Working part-time	Lower	3%	8%
Single status	Lower	57%	64%
Living in a household with adults aged over 35	Lower	40%	47%
Living in London	Lower	14%	17%
Having a full driving license	Higher	79%	68%



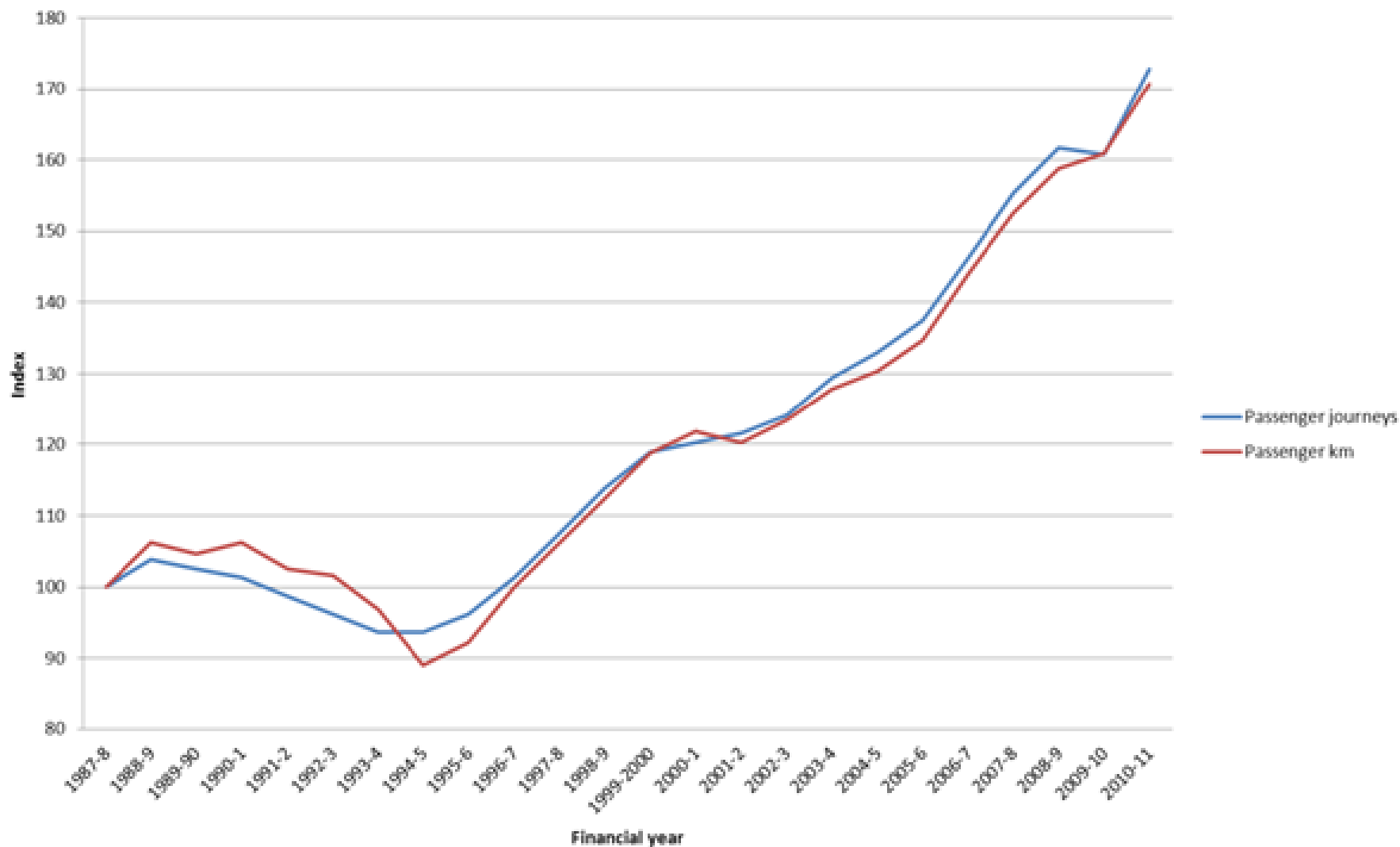
Impact of Company Car Taxation



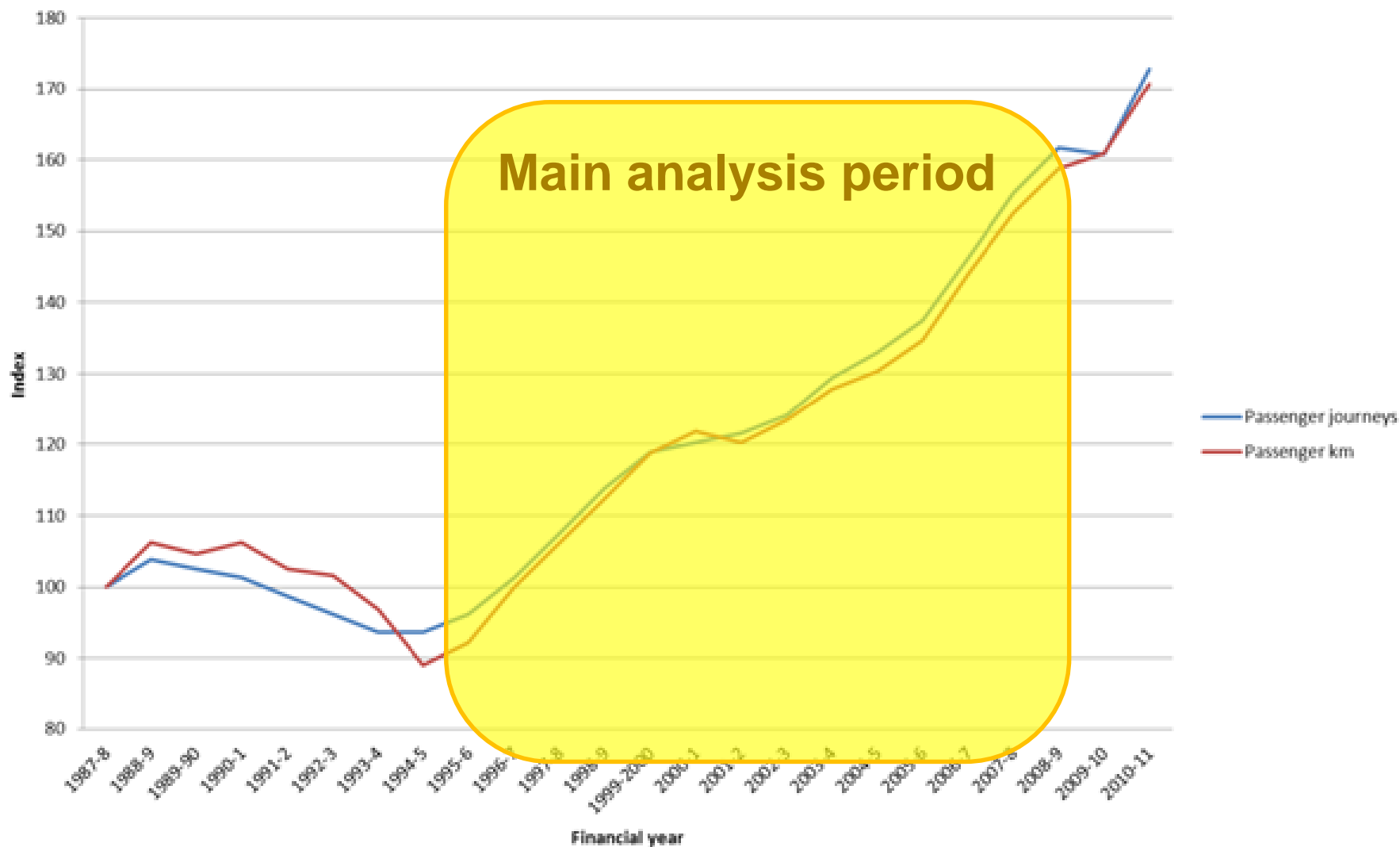
Employment Status and London Effect

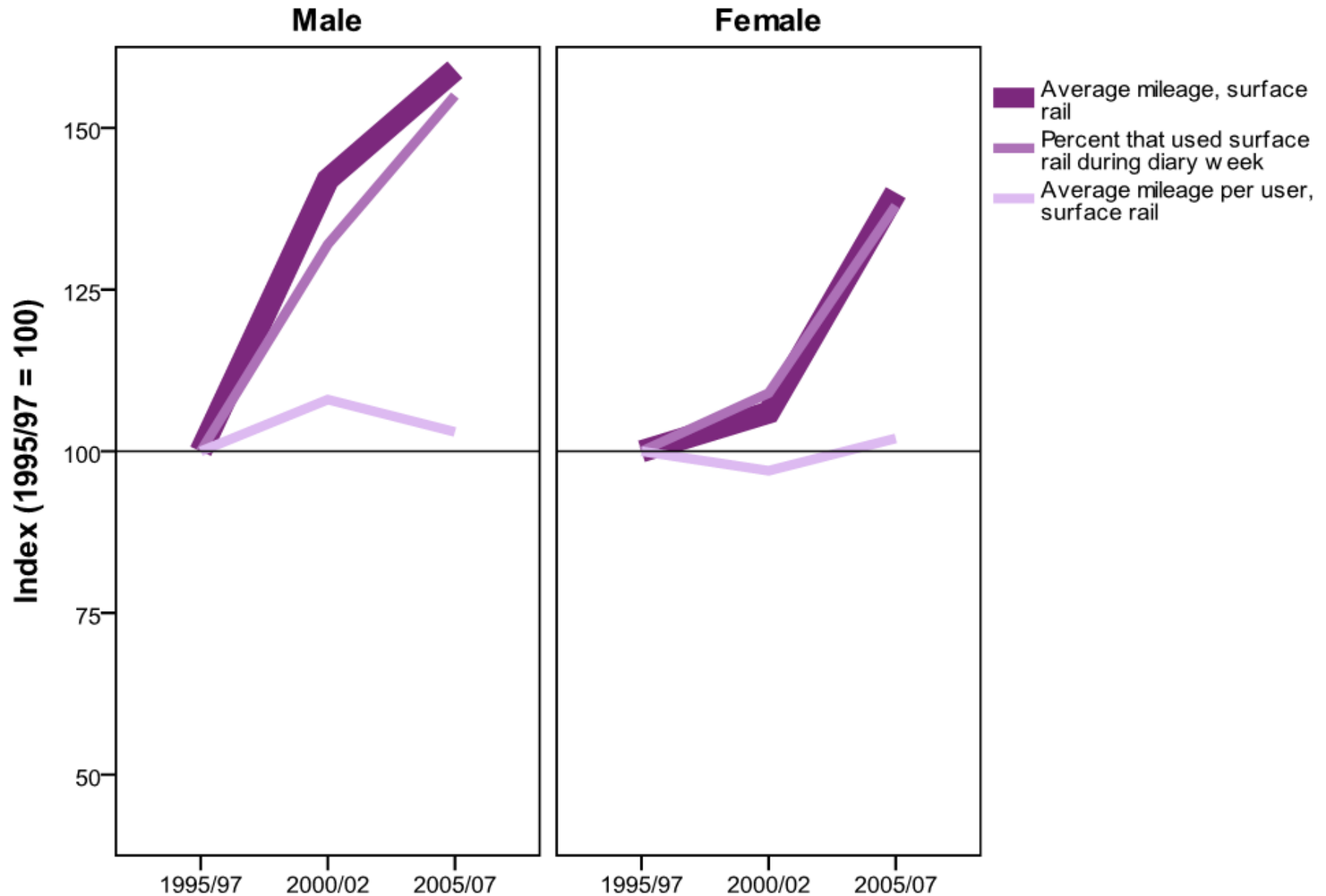


Passenger journeys and kms 1987-2011

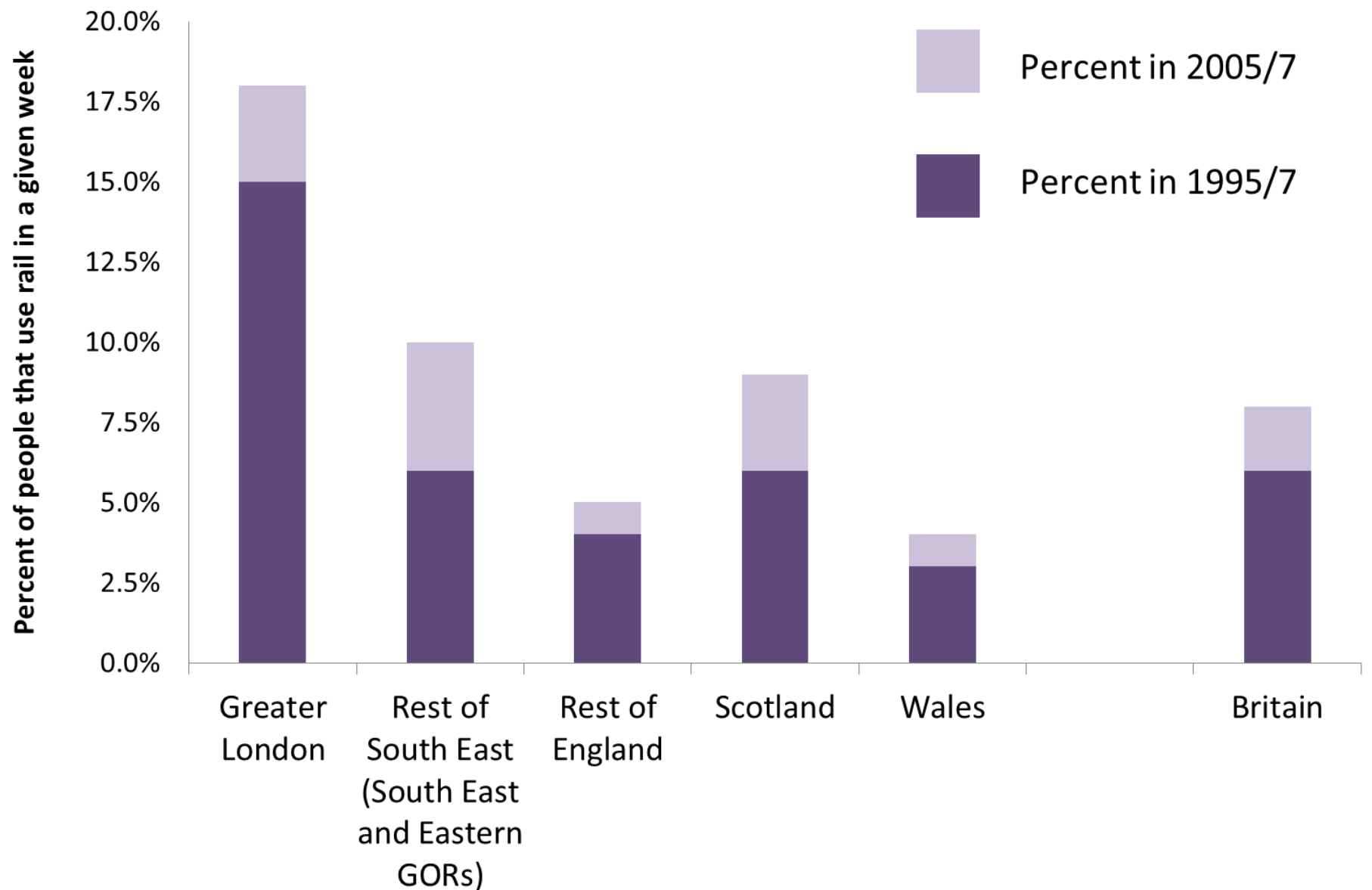


Passenger journeys and kms 1987-2011

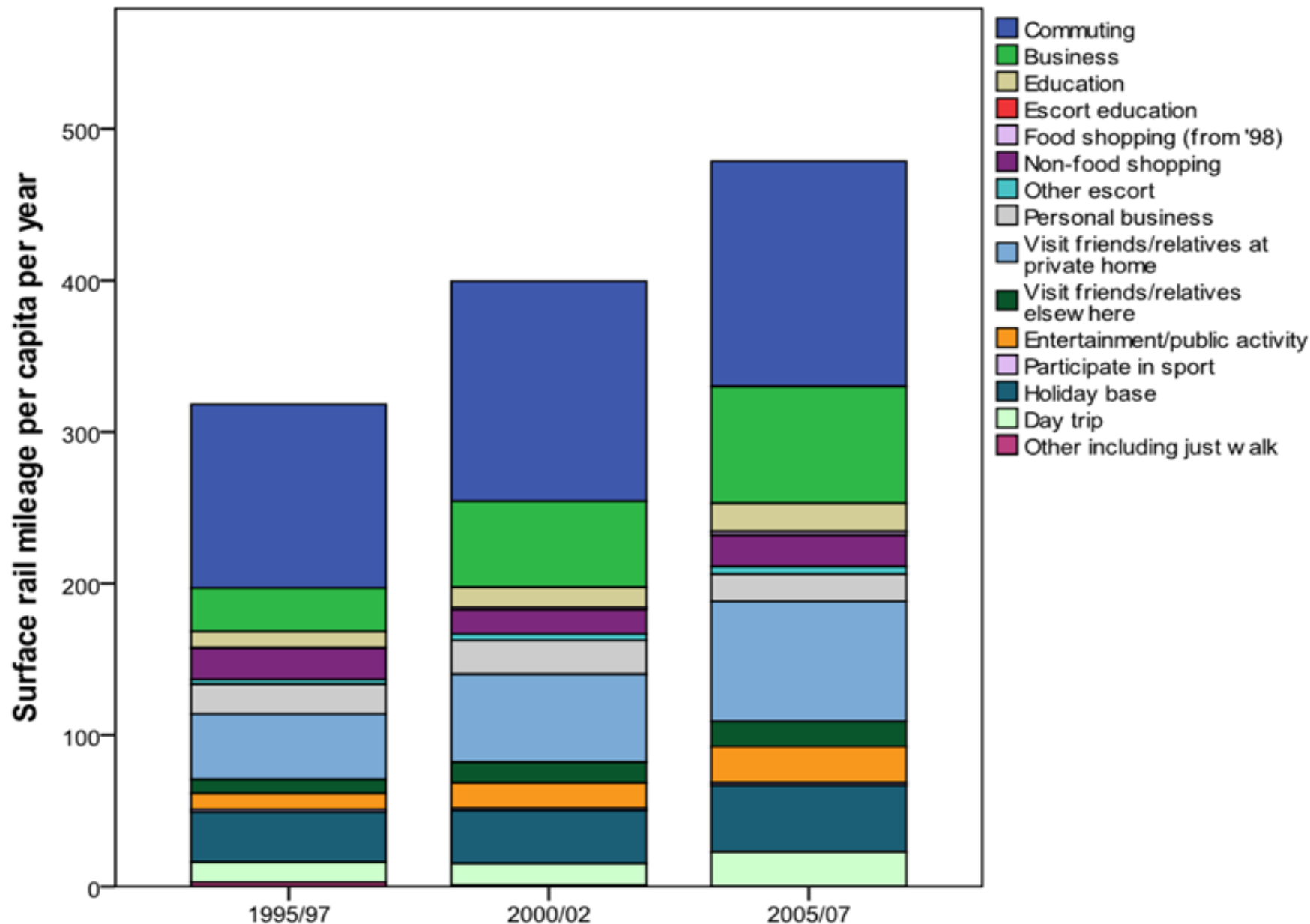


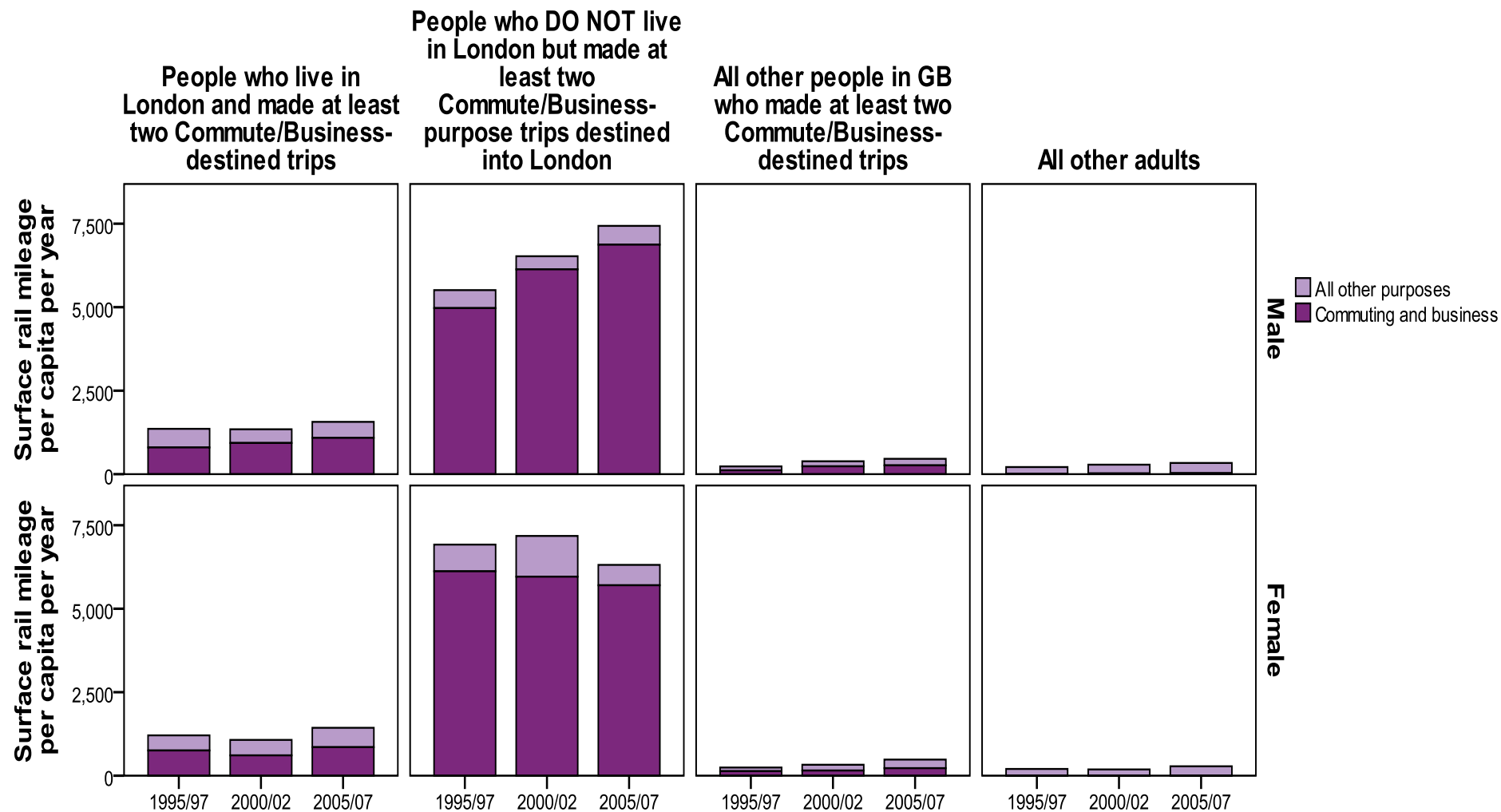


Growth In Rail Market Penetration

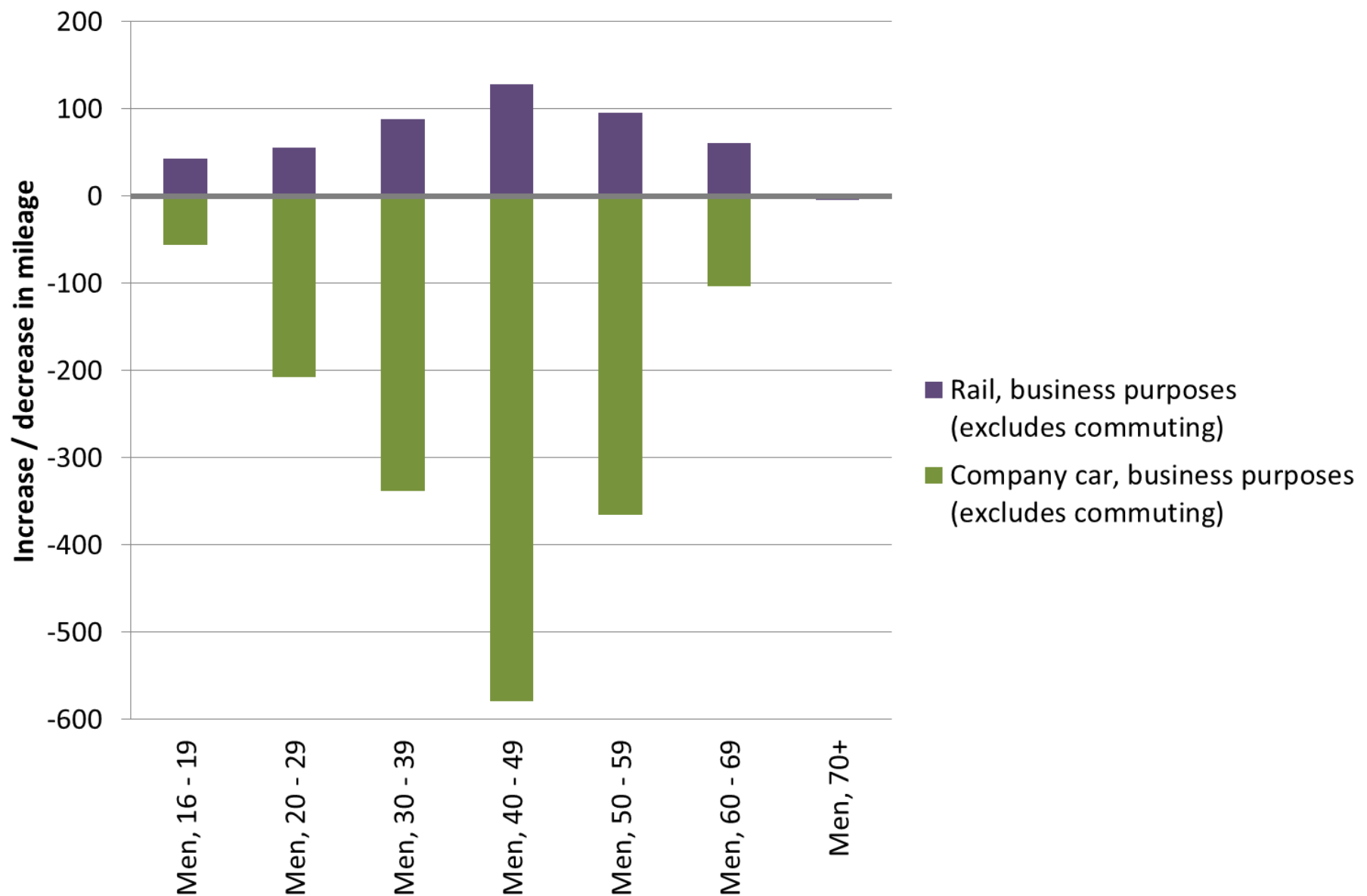


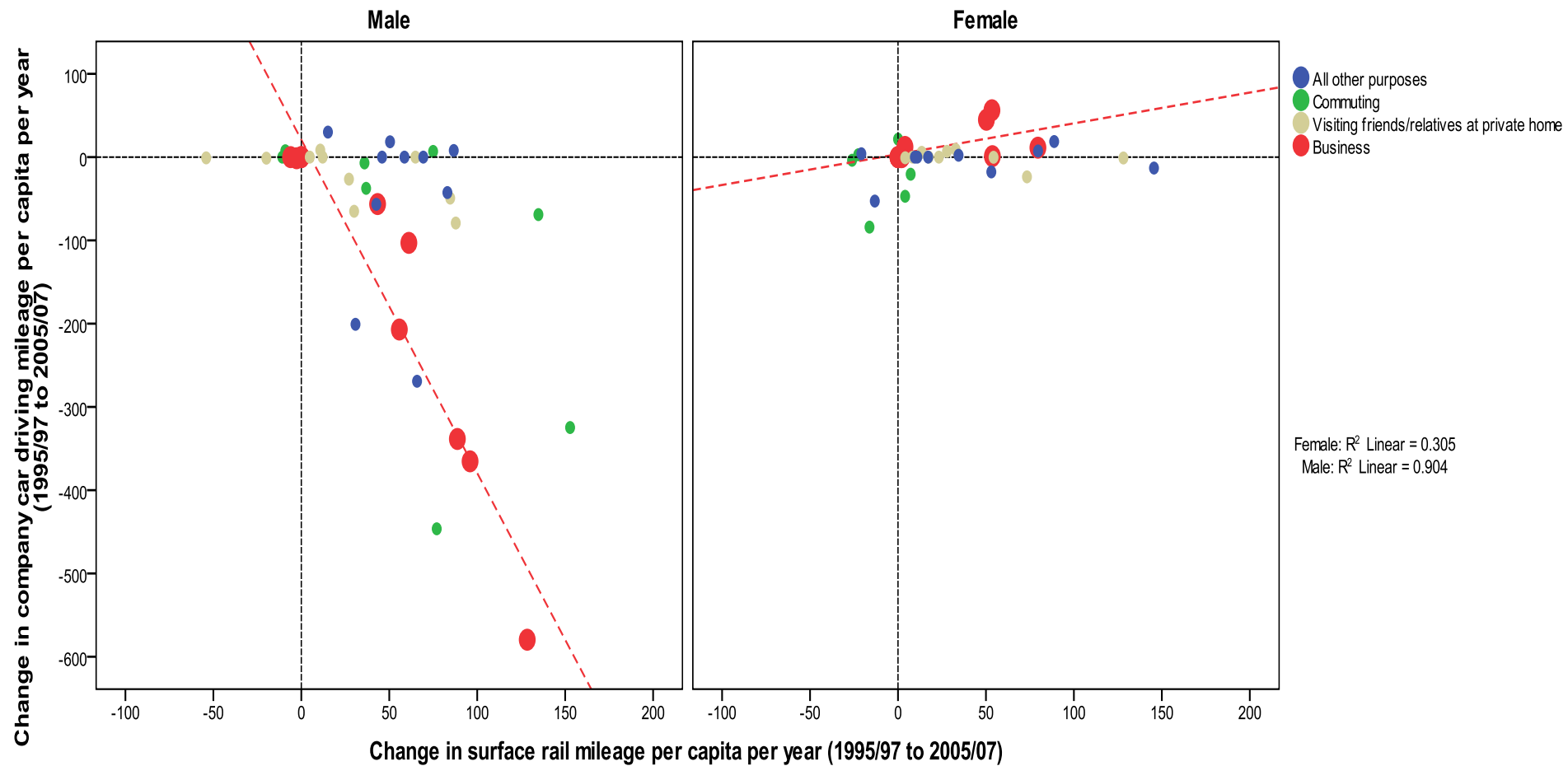
Growth in Rail Mileage, by Purpose





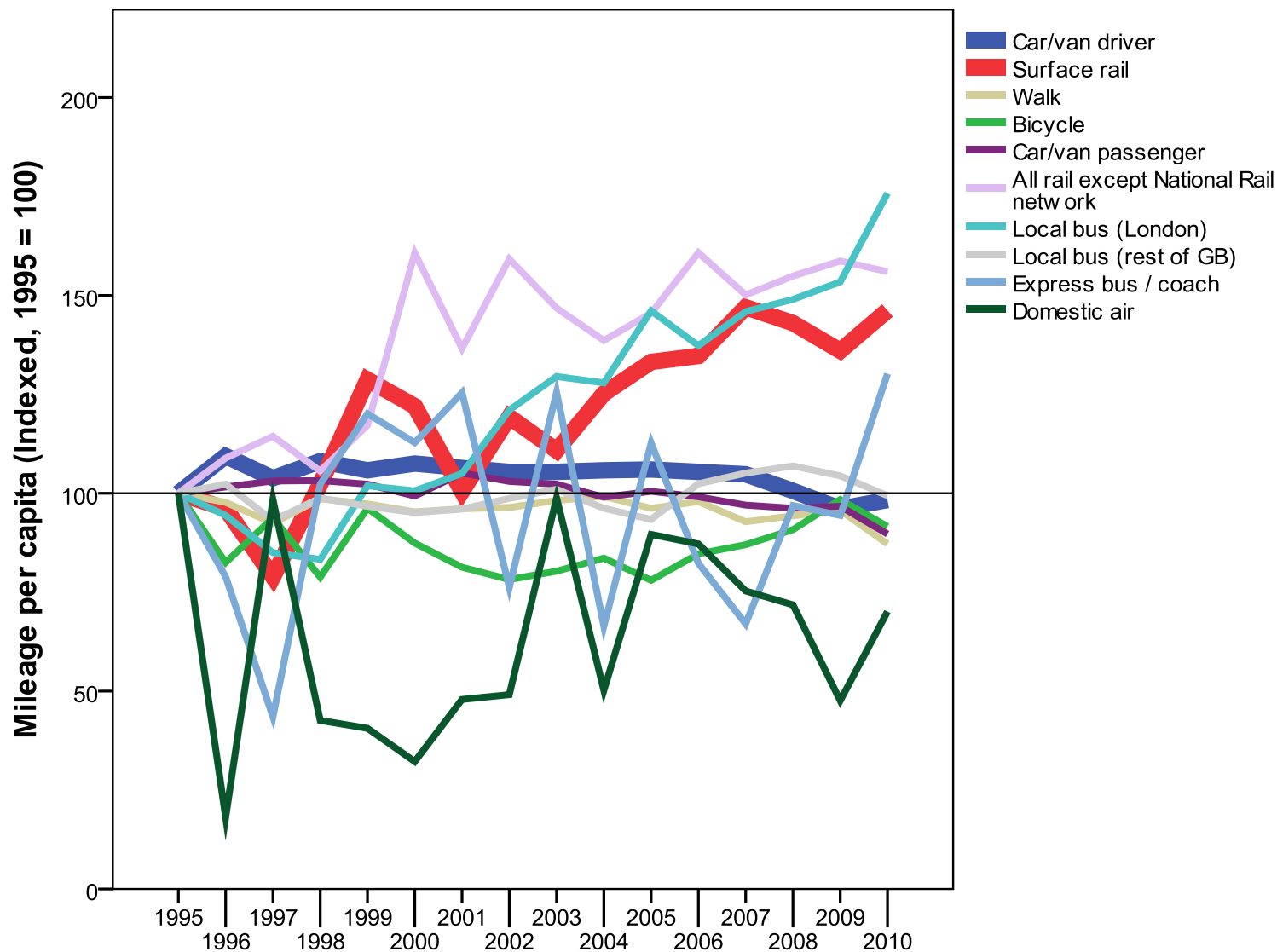
Car -> Rail Substitution?





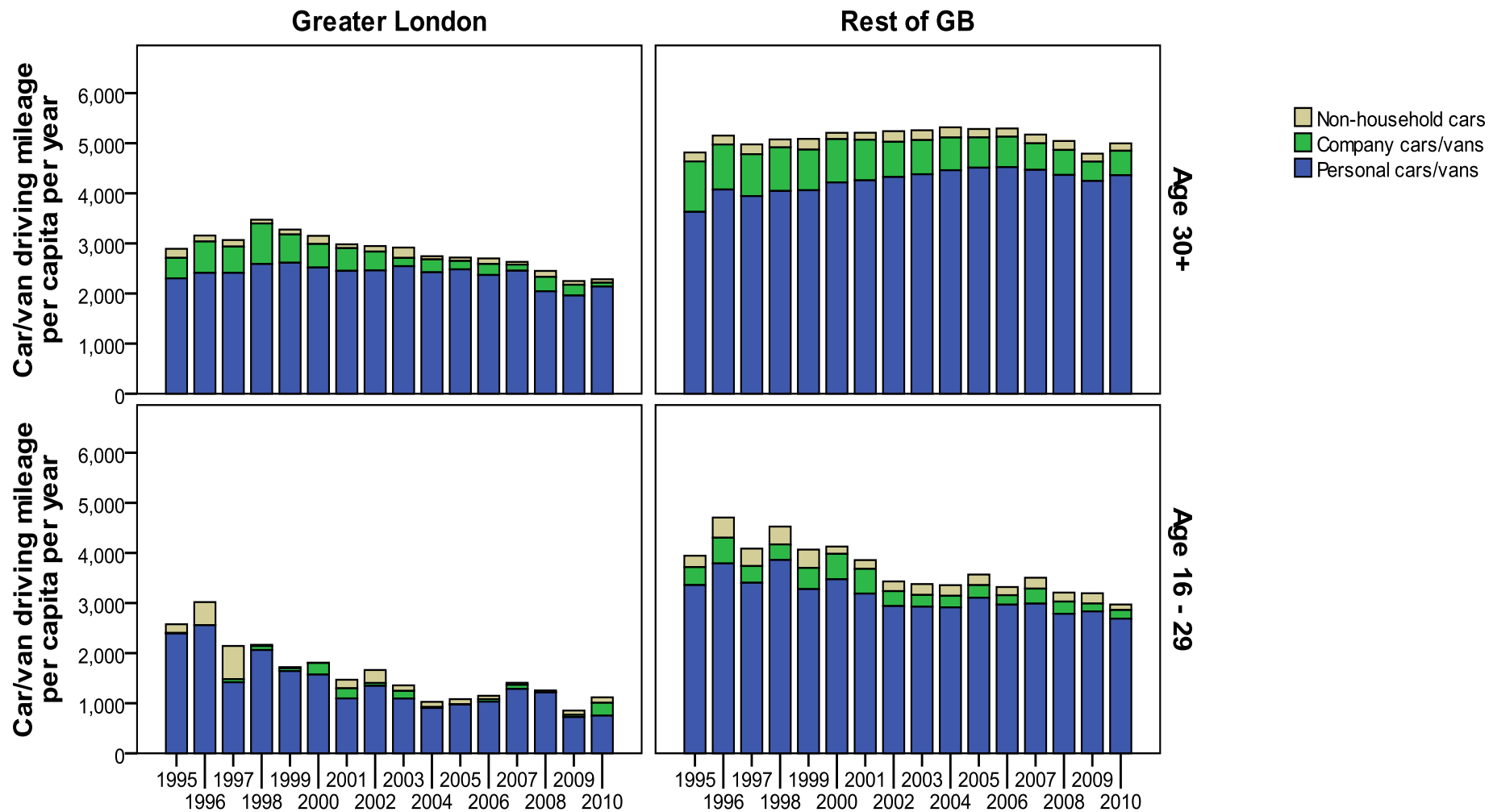
- Company car mileage for commuting purposes dropped by 1,208 miles (67%), while rail commuting mileage increased by 1,285 miles
- Company car mileage for business purposes fell by 2,833 miles (a drop of over 70%), and increased on average on rail by only 614 miles
- Company car mileage for 'all other' purposes fell by 931 miles (61%), but did not correspond with any substantial increase in rail mileage.
- Average mileage in private cars remained unchanged

Personal Mileage by Mode



- Nationally, car use largely stable over this period, due to compensating trends:
 - Men driving less, women driving more
 - Younger people driving less, older people driving more
 - Less travel in London and larger cities, more travel in rural areas
- So, evidence of ‘peak car’ various by location, age and gender.....

'Peak Car'?



Thank you!

`peter.jones@ucl.ac.uk`