Transport Research Arena Europe 2010
3rd edition
Brussels, Belgium
7 - 10, June 2010

Some changes in long-distance mobility between 1994 and 2008

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Some changes in long-distance mobility between 1994 and 2008 – The French National Transport Survey

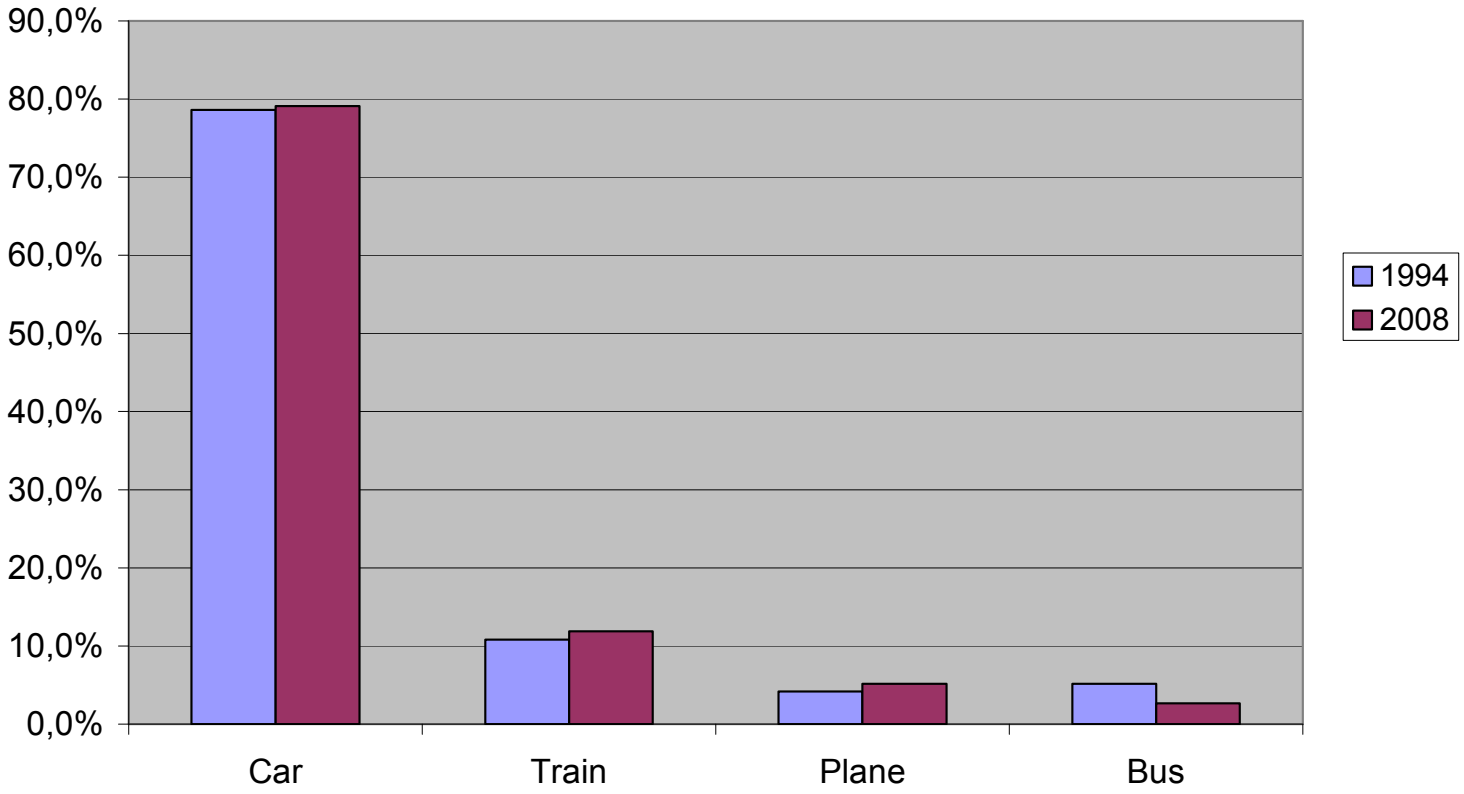
- This article presents some results about « long-distance mobility » coming from analysis of the French National Transport Survey, called « ENTD », realized through 2007/2008.
- The ENTD : a nationwide, periodic survey, providing wide information about mobility practices, car equipment, driving licenses of people living in France.
- 20 000 households and 50 000 individuals representative of the population living in France, aged more than six.
- Long-distance is defined as including trips where destination is more than 80 km « bird-eye » from origin, or at least one night is spent outside home, or destination is abroad.

Some changes in long-distance mobility between 1994 and 2008 – General results about trips and average long-distance mobility

- Long-distance mobility grew up from 293 to 358 million trips, or from 277 to 338 billion travelers*km, about 22 % growth.
- Average individual long-distance mobility grew up from 5,53 to 6,38 yearly trips, about 15 % growth.
- Demographic growth is about 6 %.
- This average value includes both « traveling people » and people who have not traveled during the three months before the visit of the surveyer.
- Long-distance mobility is quite unequally distributed. The rate of people not having traveled during the three past months grew up from 46,1 to 47,6 %.

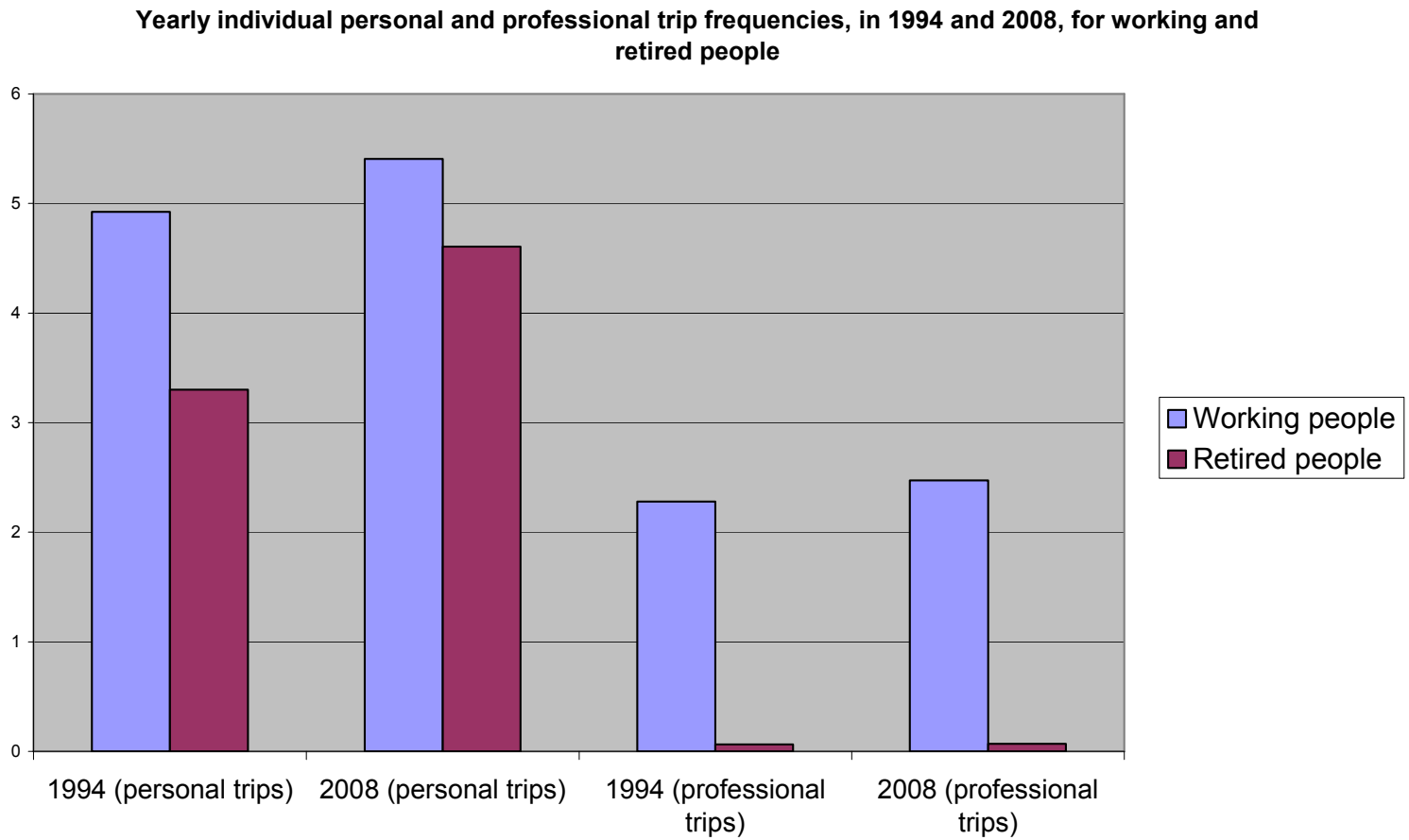
Some changes in long-distance mobility between 1994 and 2008 – General results about trips and average long-distance mobility

Modal shares among trips for personal purposes, in 1994 and 2008

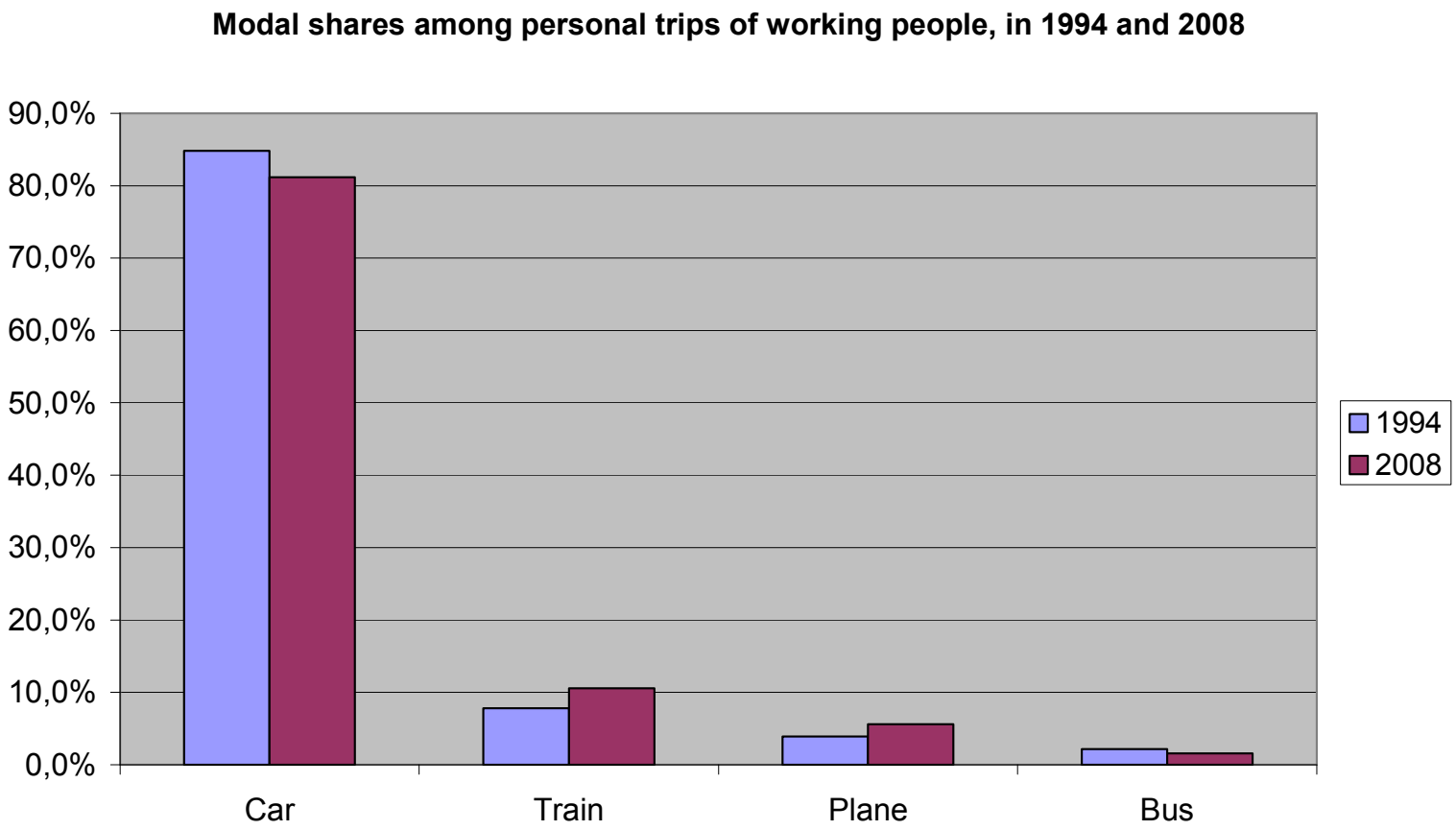


Some changes in long-distance mobility between 1994 and 2008 – General results about trips and average long-distance mobility

Differential growth and modal practices between retired and active people : a generational effect

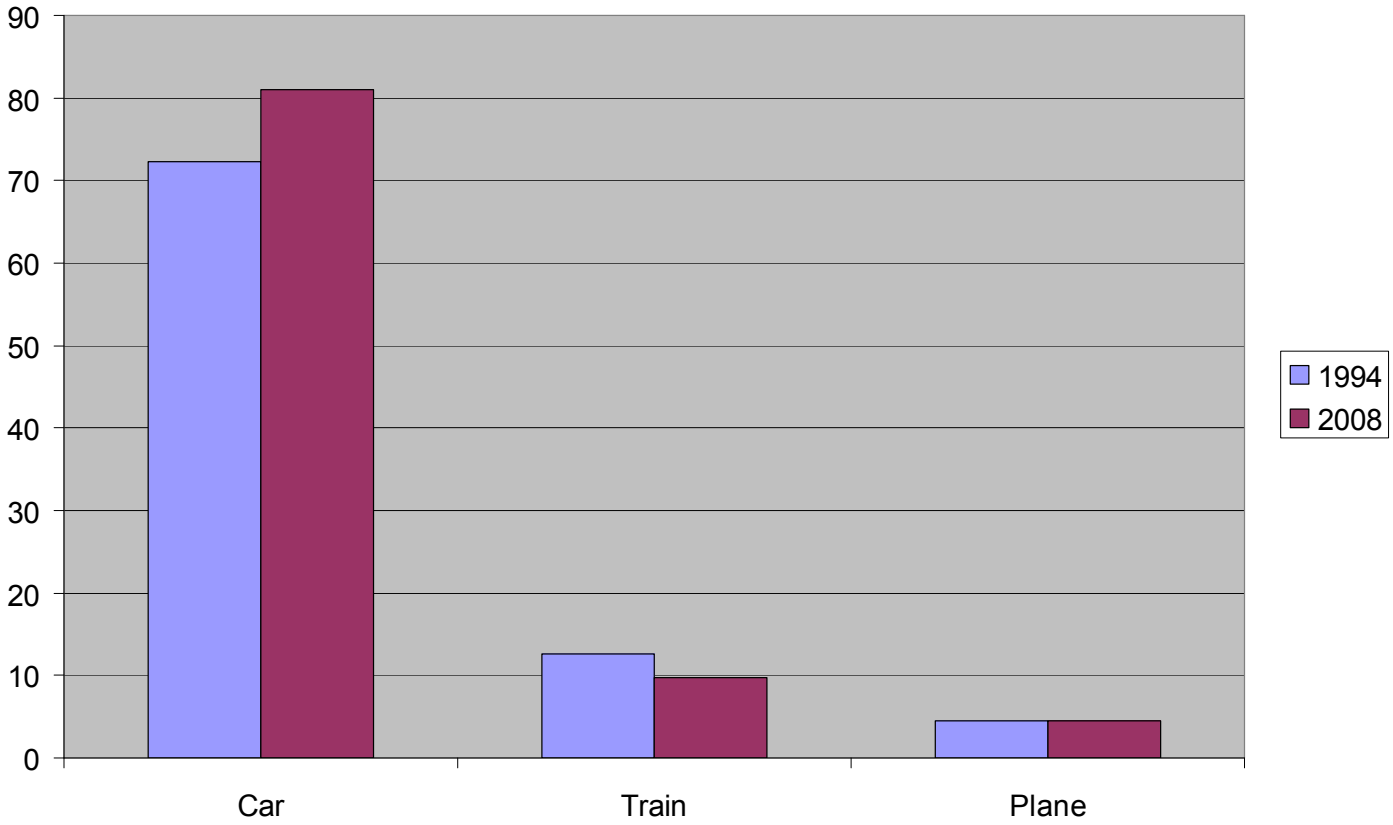


Differential growth and modal practices between retired and active people : a generational effect



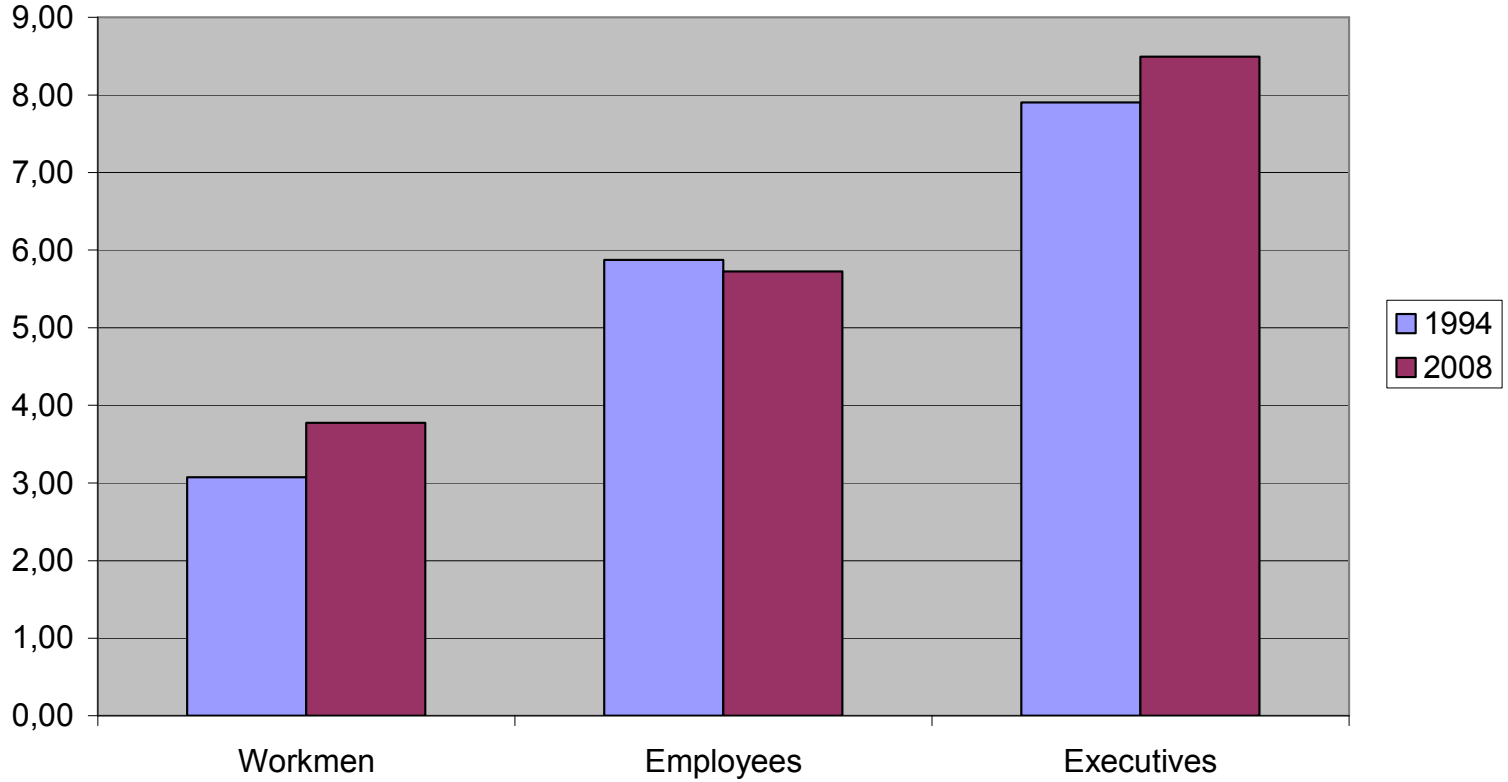
Differential growth and modal practices between retired and active people : a generational effect

Modal shares (in trips) among retired people, in 1994 and 2008



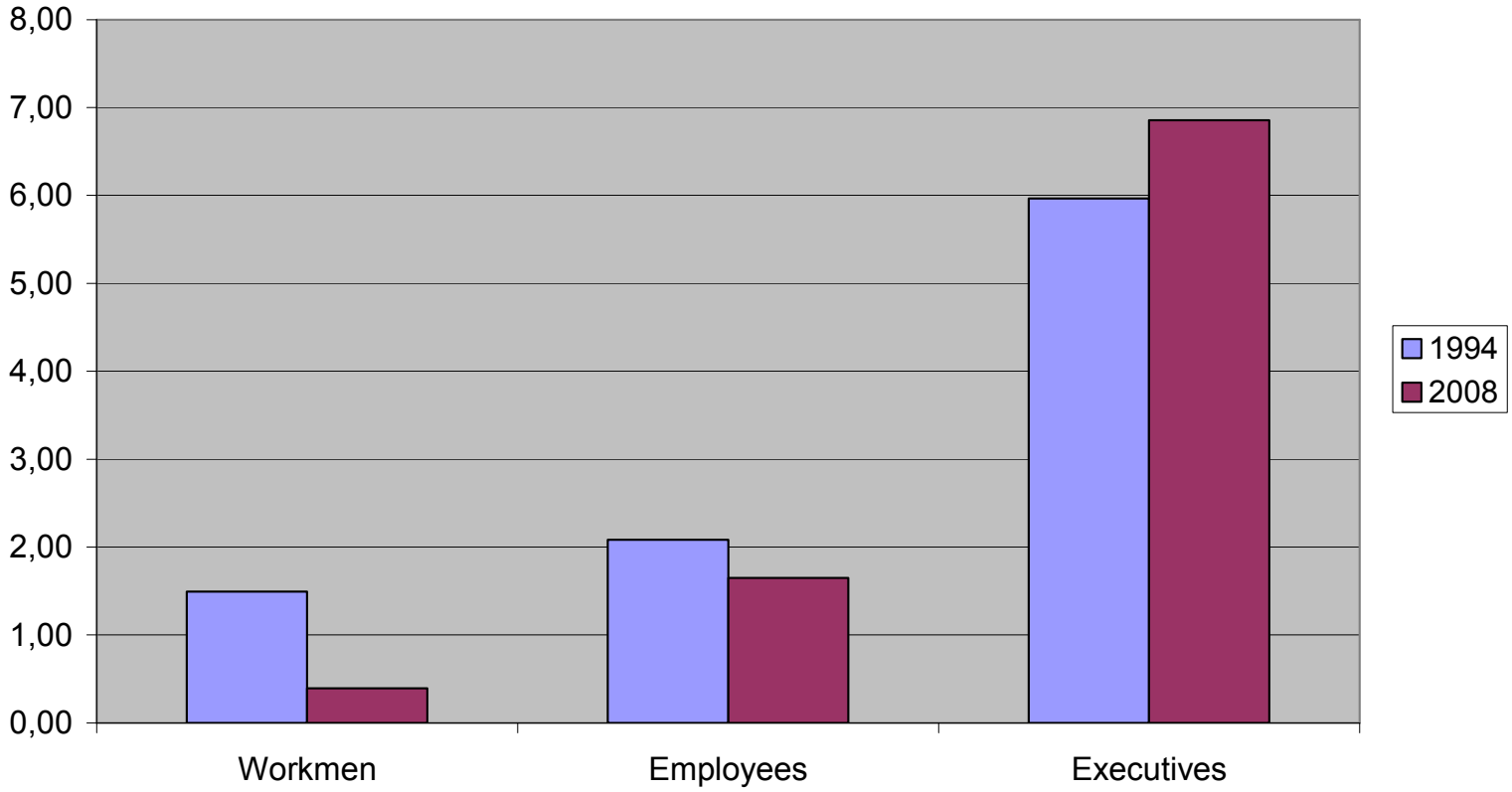
Differential growth and mode practices between professional groups

Yearly long-distance trip frequency for personal purposes, in 1994 and 2008, depending on professional group



Differential growth and mode practices between professional groups

Yearly long-distance professional trip frequency, by socioprofessional group, in 1994 and 2008



A seemingly growing disconnection between long-distance mobility and car equipment

- In 2008, average yearly long-distance individual mobility still grows with the level of car equipment.
- However, they seem to reveal growingly disconnected.
- Indeed, long-distance mobility moderately increased, despite a quick progress in car equipment.
- In both generations, there is a progress in car equipment, the second vehicle corresponding to a desire of autonomy of individuals within the household.
- Nonetheless, car equipment grew faster among retired people than among working people.

A seemingly growing disconnection between long-distance mobility and car equipment

- There is indeed a specific generational effect among retired people, leading to replace previously retired people without a car by newly retired people of the « baby-boom » generation, fully accustomed to car and driving.
- Among working people, progress in long-distance mobility was quite moderate despite pursuing growth of car ownership.
- This generational effect may be analised further on by considering professional groups and social hierarchy.
- Among executives, car equipment has slightly decreased.
- But among workmen and employees, long-distance car mobility grew up very moderately despite significative progress in car equipment.

A seemingly growing disconnection between long-distance mobility and car equipment dynamics

- To explain these differential dynamics, we may advance complementary explanations.
- First, car equipment and long-distance mobility don't have the same determiners. Decisions of car equipment are related to daily or regular mobility needs, whereas intensity of long-distance mobility is linked to educational level and free residual buying power.
- Indeed, growing car equipment is now mainly caused by the second vehicle, corresponding to the need for growing autonomy of individuals within the household in regular mobility, as households now often include two working individuals, and urban spread causes scattering of activity places (housing, working and buying places…).

A seemingly growing disconnection between long-distance mobility and car equipment dynamics

- Differential growth in long-distance mobility, for instance between working and retired people, may be linked to differential growth in residual buying power.
- Second, there may also be a generational effect : from a symbolic, subjective approach of car in the early « baby-boom generation » towards a more sensible approach based on utility in current working generations, because of precariousness of individual economic situation and new environmental values.
- This new approach would lead to changes in both long-distance mobility and car equipment behaviours, as for instance among inhabitants of central Paris urban area.

A seemingly growing disconnection between long-distance mobility and car equipment dynamics

- Nonetheless, though decisions of car equipment are related to car utility, car equipment seems to have an indirect effect on long-distance mobility. People accustomed to car in their regular moves would also tend to use it more than others in their long-distance trips (the effect of habits).
- This would be an explanation consistent with observed differential long-distance mobility and modal shares depending on the type of housing place (countryside/peripheric/central).
- Changes in practices in short-distance mobility would then happen to be a lever to change practices in long-distance trips.