Thanks. Sounds good news as flexible.

How many figures do you think we need? and how many figures could/should be subfigures?

I think the following could work:

Figure 1: Level plots, comprising:

Fig 1a) Driving licence ownership by gender only

Fig 1b) Proportion of drivers who drive, by gender only

Fig 1c) Schematic representation of fig 1a (like fig 2 of Scot in context paper)

Fig 1d) Schematic representation of fig 1b (like fig 2 of scot in context paper)

Figure 2: Level plots by education, comprising

Fig 2a) Driving licence ownership by gender and Highest qual

Fig 2b) proportion of drivers who drive, by gender and highest qual

Fig 2c) Schematic representation of fig 2a

Fig 3d) schematic representation of fig 2b

This might be stretching the definition of a figure, and I think each 'figure' might need a 2 page spread, but keeps c and d near a and b, meaning we've got the equivalent of the hand pointing next to the thing the hand is pointing to (as it were), rather than elsewhere.

Best wishes,

Jon

hat's Angela back on the case quickly:

Here’s what our contract says:

comprising approximately 256 pages, including approximately 25 illustrations. The Work may contain or link

to media, social or functional enhancements

so – I can go back and request changes - how many images do you want and do you want the link to extra material?

I would just push ahead either way as once we have other chapters in I’ll know how many of those illustrations have been used in other places.

Thanks!

Angela

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**Clark, J** and Minton, J. Driving Segregation: Age, gender and emerging inequalities. Chapter for *Geographies of Transport and Ageing.*Palgrave.

**6-8000 words including references. End of April**

|  |
| --- |
| **Images and Figures**  *(Allowance of 2 figures, 2 tables and 1 photo per chapter – so 5 in total; there may be some flexibility).*  Please supply any diagrams or figures in black and white/monochrome  Please provide high resolution images suitable for use in the finished book  (minimum resolution 300 dpi)  Please supply images in separate picture files and preferably in .jpg format  Please label images and figures clearly with a number and caption  ie. Figure 1.1: Analysis of Offending Rates in the UK, 2004-8 |

**abstract** (no longer

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**Clark, J** and Minton, J. Driving Segregation: Age, gender and emerging inequalities. Chapter for *Geographies of Transport and Ageing.*Palgrave.

**6-8000 words including references. End of April**

***Q: is the issue word count or space (ie a word equivalent per table or image)***

***Q: is there any online appendix we could link to? Would it be ok to include in image a link to colour versions***

**Mobility [inequality by age, class - implications]**

**Gender**

**Generation**

**Cohort (increasing equality followed by increasing inequality (moving equal high to equal low by gender….implications; convergence on lower mobility cohort, for the future?)**

**- sub-issue of conversion of license holding to driving**

1. **Schematic table?  (cohort,  gender, broad characterisation)**
2. **Numeric table proportion of driving licence by age…also conversion**

**Add urban space issue transport poverty/ forced car ownership/ pushed to the periphery**

**[rethink the ‘public’ aspect of public transport?] – implications of the sharing economy? Resource managed more efficiently used by more people**

**INTRO:**

**Establish mobility and inclusion, multiple conceptualization of ‘age’ and car as ultimate mobility**

**LIT:**

1. **Proxy for intergenerational disadvantage**

**RQs: key importance of mobility and accessibility in social exclusion; amplified in later years. Young people as old people in waiting and recursive relationship between urban space and transport implications. Infrastructure changes have long term implications**

**CORE DATA:**

1. **Schematic table?  (cohort,  gender, broad characterisation)**
2. **Numeric table proportion of driving licence by age…also conversion**

**DISCUSSION:**

* **Urban space and transport**
* **Q of Age and physical isolation**
* **£££ Funding of transport and spatial dispersion of amenities**

**THE FUTURE:**

* **Platform economics (blur of private and public) and sharing economy as potential cures (Under-utilisation of assets relative to full capacity; more self-driving cars?). Active travel and greater longevity**

**Geographies of Transport and Ageing (eds. Angela Curl and Charles Musselwhite)**

Transport is more important to older people than ever before. We live in, what is termed by academics in the transport field, as a “hypermobile” society. One where high levels of mobility are needed in order to stay connected to communities, friends and family and to access shops and services. Being mobile is linked to quality of life (Schlag et al. ,1996). In particular, giving up driving in later life has repeatedly been shown to related to a decrease in wellbeing and an increase in depression and related health problems, including feelings of stress and isolation and also increased mortality (Edwards et al., 2009;Fonda et al., 2001; Ling and Mannion, 1995; Marottoli, 2000; Marottoli et al., 1997; Mezuk and Rebok, 2008; Musselwhite and Haddad, 2010; Musselwhite and Shergold, 2013; Peel et al., 2001; Ragland et al., 2005 Windsor et al. 2007; Zieglar and Schwannen. 2013).

Due to increased life expectancy and better physical health, older people are on average achieving higher mobility when compared with earlier generations, especially in terms of private mobility modes. This provides new challenges for the provision of transport services particularly in view of changes in ability to use certain forms of transport, changes in lifestyle and income associated with later life. Despite being in better health, and physically fitter than ever before, those aged 65 and over are the group most likely to be face difficulty when needing to travel, for example, they are less likely than younger people to be able to walk or cycle for long periods of time, to have to give-up driving and have more difficulty in physically accessing public transport. Despite this, policy and discourse in most western countries maintains extending independence and ageing in place as vital requirements to a dignified healthy later life without ever really addressing mobility issues.

This book takes a broad geographical scope, considering the transport geography of an ageing population through international research at different spatial scales, case studies and evidence and across urban and rural contexts. It will in particular take a unique cultural geography perspective not usually covered by other books in the field focussing on a:-

-          **Holistic view of mobilities** in later life and the relationship to policy, practice and society. That mobilities may involve (but doesn’t have to) more than simply corporeal or literal mobility and may consider potential, imaginative or virtual aspects of mobility.

-          **Person-centred approach** to mobility in later life, focussing primarily the older person and their experiences of transport and mobility.

-          **Relationship-centred approach** in that mobility involves a relationship with the wider socio-political environment and other people that use and interact with that environment.

-          **wider physical environmental context** into account and acknowledge that mobility differs by context, for example spatial context (rural, urban, suburban, home and carehomes), temporal context (time and space) and speed (movement through space) all of which are not often considered in relation to the mobility of older people.

-          View on **wider societal challenges**such as loneliness and isolation, civic participation, connectivity and health and wellbeing in relation to mobility.

**CHAPTERS**

**Chapter 1:**Introduction

**Chapter 2:**TBC

**Chapter 3:**TBC

**Chapter 4:**Mobility and ageing: a review of interactions between transport and technology from the perspective of older people

Dr Kate Pangbourne, Institute for Transport Studies, University of Leeds

**Chapter 5**: A Window to the Outside World: digital technologies and new possibilities for involving rural housebound older adults in local social activities –

Gillian Dowds, Department of Geography,  University of Aberdeen, Dr Margaret Currie, Social, Economic and Geographical Sciences Research, James Hutton Institute,  Dr Lorna Phillip, Department of Geography, University of Aberdeen

**Chapter 6:**Mobility in the everyday lives of the elderly living in the rural Germany

Dr Mathias Wilde, Mobility Research Group, Goethe-University Frankfurt am Main.

**Chapter 7:**MOBILITY AND TRANSPORT FOR OLDER PEOPLE IN SUB-SAHARAN AFRICA: REVIEW AND PROSPECT

Professor Gina Porter, Department of Anthropology, Durham University, Amleset Tewodros, HelpAge International,Dar es Salaam, Tanzania,  Mark Gorman,   HelpAge International, London, UK

**Chapter 8:** Mobility and Transport for older people in India - Talat Munchi and Rutul Joshi, CEPT University, India.

**Chapter 9**: Cycling among older adults  Dr Jelle Van Cauwenberg, Department of Public Health, Ghent University

**Chapter 10:**Walking as method  Dr Angela Curl, Department of Geography, University of Canterbury,  Dr Sara Tilley, OPENspace Research Centre, Department of Landscape Architecture, University of Edinburgh,  Dr Jelle van Cauwenberg, Department of Public Health, Ghent University

**Chapter 11**: Keeping moving: future theoretical and methodological directions for research - Dr Angela Curl, Department of Geography, University of Canterbury,  Associate Professor Charles Musselwhite, Centre for Innovative Ageing, Swansea University