Suggested presentation structure

**Introduction**

Declining Mobility

Choice or constraint as possible explanations

Choice: Regentrification, living in urban places, not needing a car and not wanting to drive (‘café culture’)

Constraint: Stagnant wages, more precarity of employment, learning to drive more expensive (change in test standards, costs of tests, number of lessons needed etc), owning and insuring cars more expensive (especially at younger ages; effect of EU equality legislation for women)

Cars as a household attribute

Cars like eyes – marginal benefits of going from zero to one much greater than from one to two

So, given constrained household budgets, only one person in household might own a car

Suggests gender inequality in car ownership and driving licence passing

Are cars needs or wants?

More a want in urban places, more a need in non-urban places

**Aims**

Understand overall trends in driving licence ownership and car use

By age, period, cohort

Differences between males and females

Convergence or divergence in mobility?

Influence of urban rural class

Necessity of driving

Influence of highest educational qualification

Typical earning potential and individual/household wealth

**Methodological**

Data

British Household Panel Survey

Longitudinal household panel survey. Households picked at random in 1991 and all household panel members followed (where possible) through time, even as they split off into new households (in which case members of new households also interviewed)

Originally 5,050 households, comprising around 9,000 individuals

Started in 1991, finished 2008

Incorporated into Understanding Society/UKHLS in 2010/11

Using from wave 3 (1993) onwards as questions on driving and driving licences changed

Questions and variables

Driving licence holders

Proportion of driving licence holders who drive

Highest educational classification (divided into three categories)

Urban Rural classification

Age, year, sex

Approach

Simple (and less simple) line graphs

Levelplots/heatmaps by age & year (known as a Lexis surface)

Age, period, cohort

Cohort effects detectable as they move at a 45 degree diagonal (one year by one year of age)

**Results**

*01 – proportion of dlos by sex, age group and period*

Rates increased from 1995 to 2005 for older age groups, reduced for lower age groups (<20, 2-25)

Changeover point in the thirties

*02 – proportion of dlos by sex, age, urban rural class, and for 1995 and 2015*

Slightly higher in non-urban than urban areas

A bigger difference for females than males (suggesting more male preference to have driving licences)

??? – quite a ‘busy’ and complex graph!

*03a – proportion of dlos – by sex, age, highqual and two periods*

Almost not change in highest