

Social Mobility and Access cycling's contribution

Danny Dorling

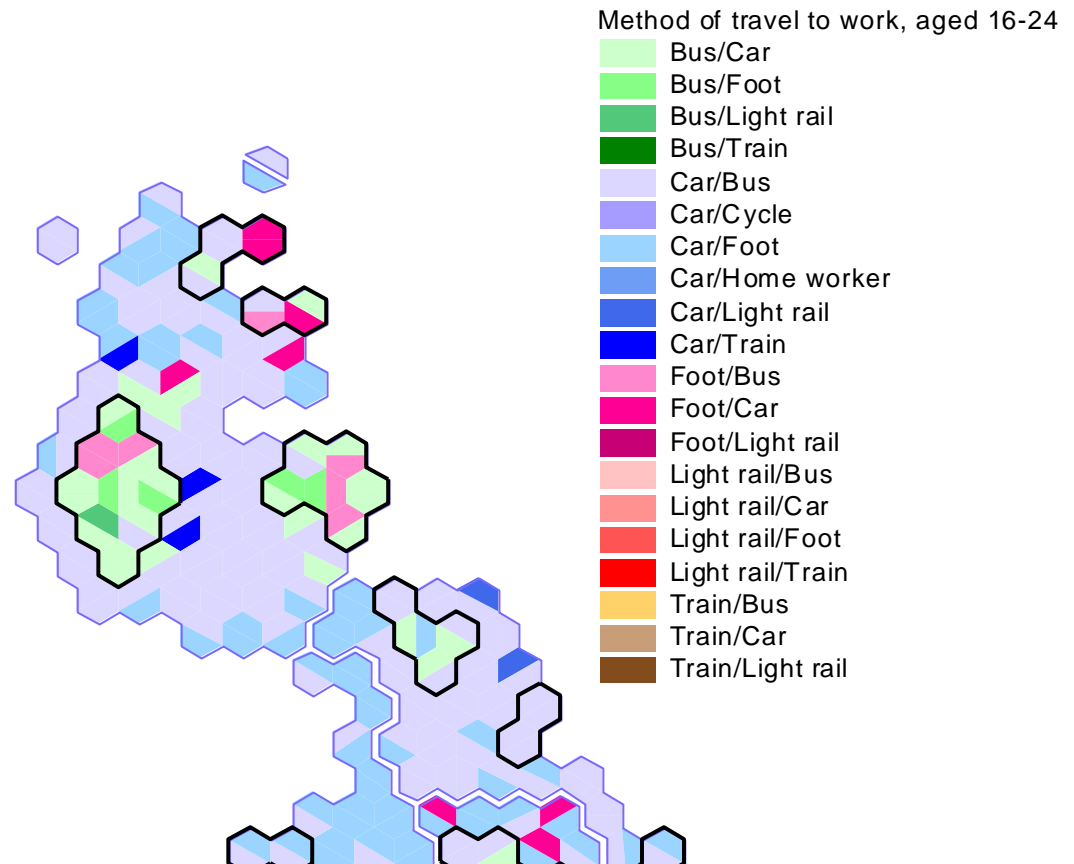
Cycling is a still not even a significant minority mode of transport in much of Britain; but that may be changing.

We find out in 2012 (end of) when new census data comes out. Look at the old maps to see what could change

Social Mobility and Cycling

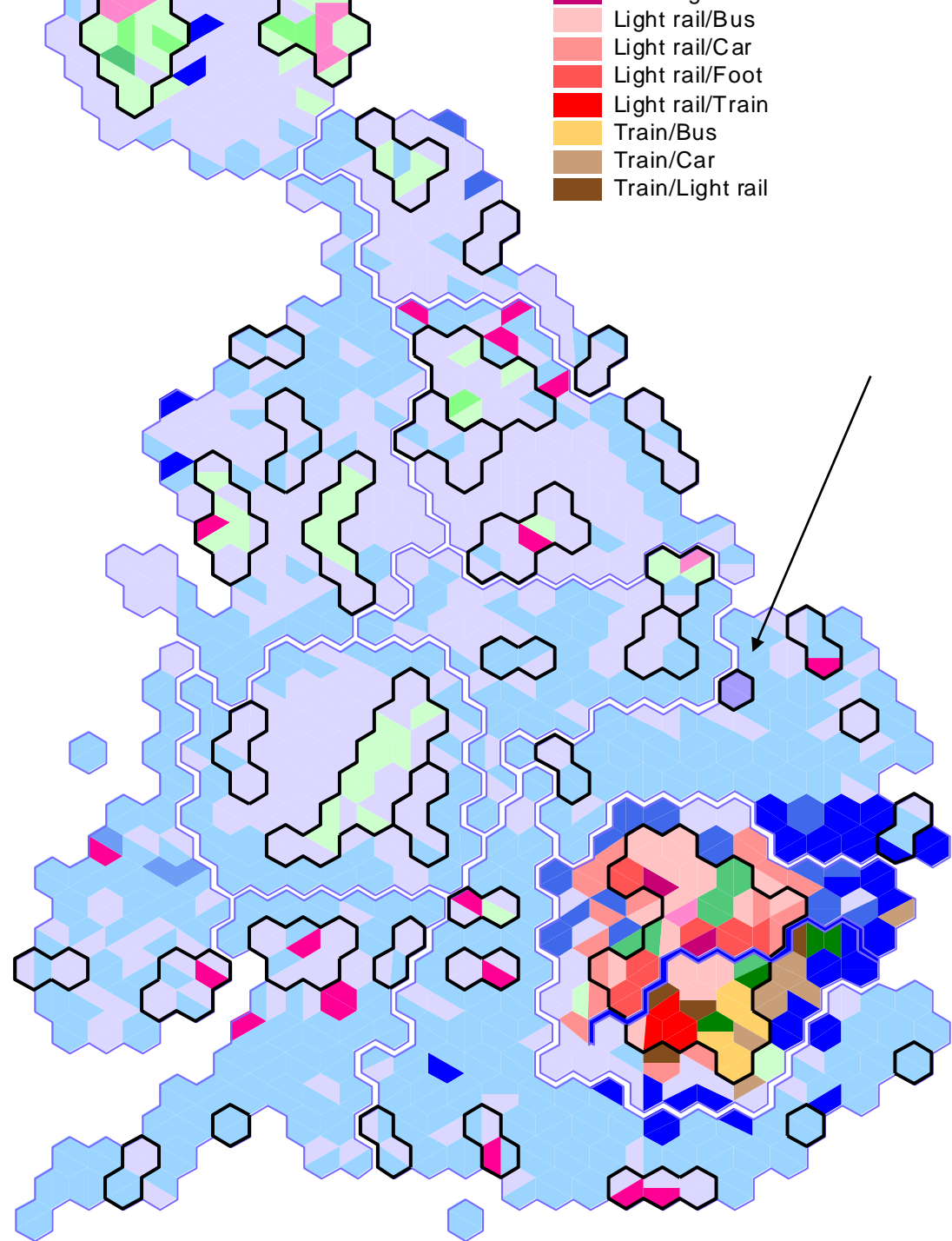
How do most 16 to 24 year olds travel?

Data is all for 2001 and is about work



16-24

Only in
(posh)
Cambridge
Was
Cycling even
2nd placed
In 2011

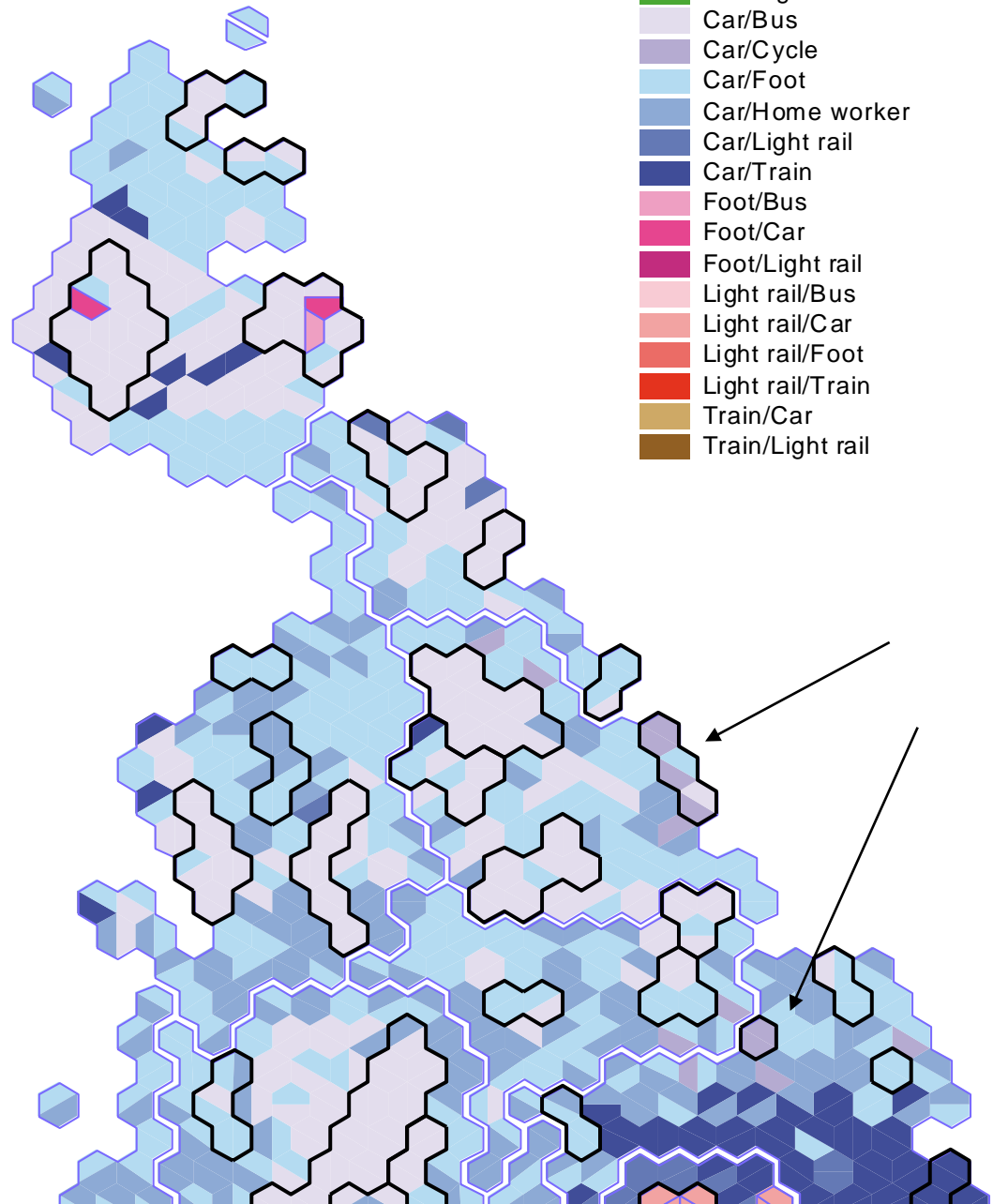


Age 25-39

Hull
And Cambridge

Travel to work 25-39

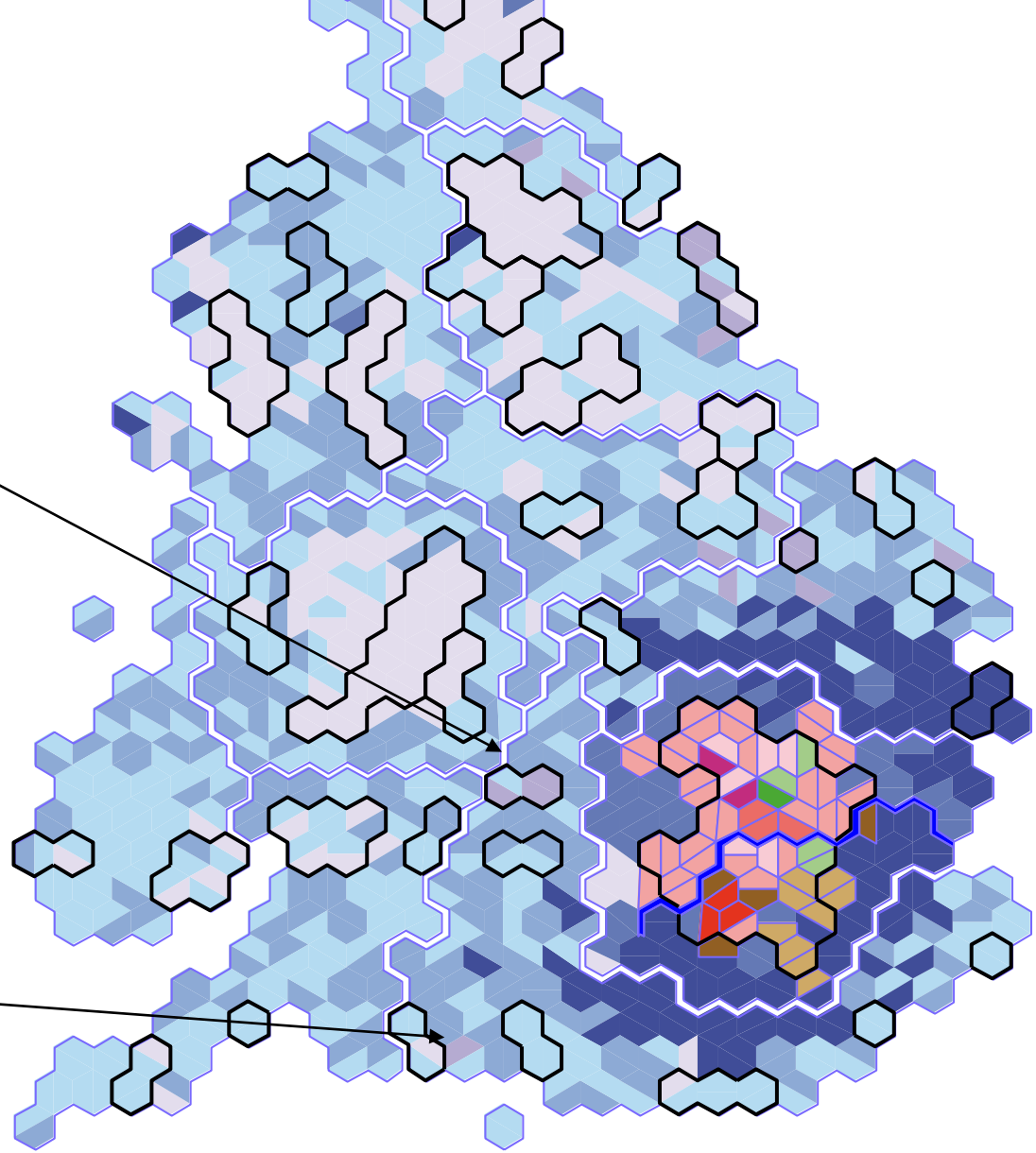
- Bus/Car
- Bus/Light rail
- Car/Bus
- Car/Cycle
- Car/Foot
- Car/Home worker
- Car/Light rail
- Car/Train
- Foot/Bus
- Foot/Car
- Foot/Light rail
- Light rail/Bus
- Light rail/Car
- Light rail/Foot
- Light rail/Train
- Train/Car
- Train/Light rail



Age 25-39

And Oxford
(all but the most
posh quarter)

And near
Southampton

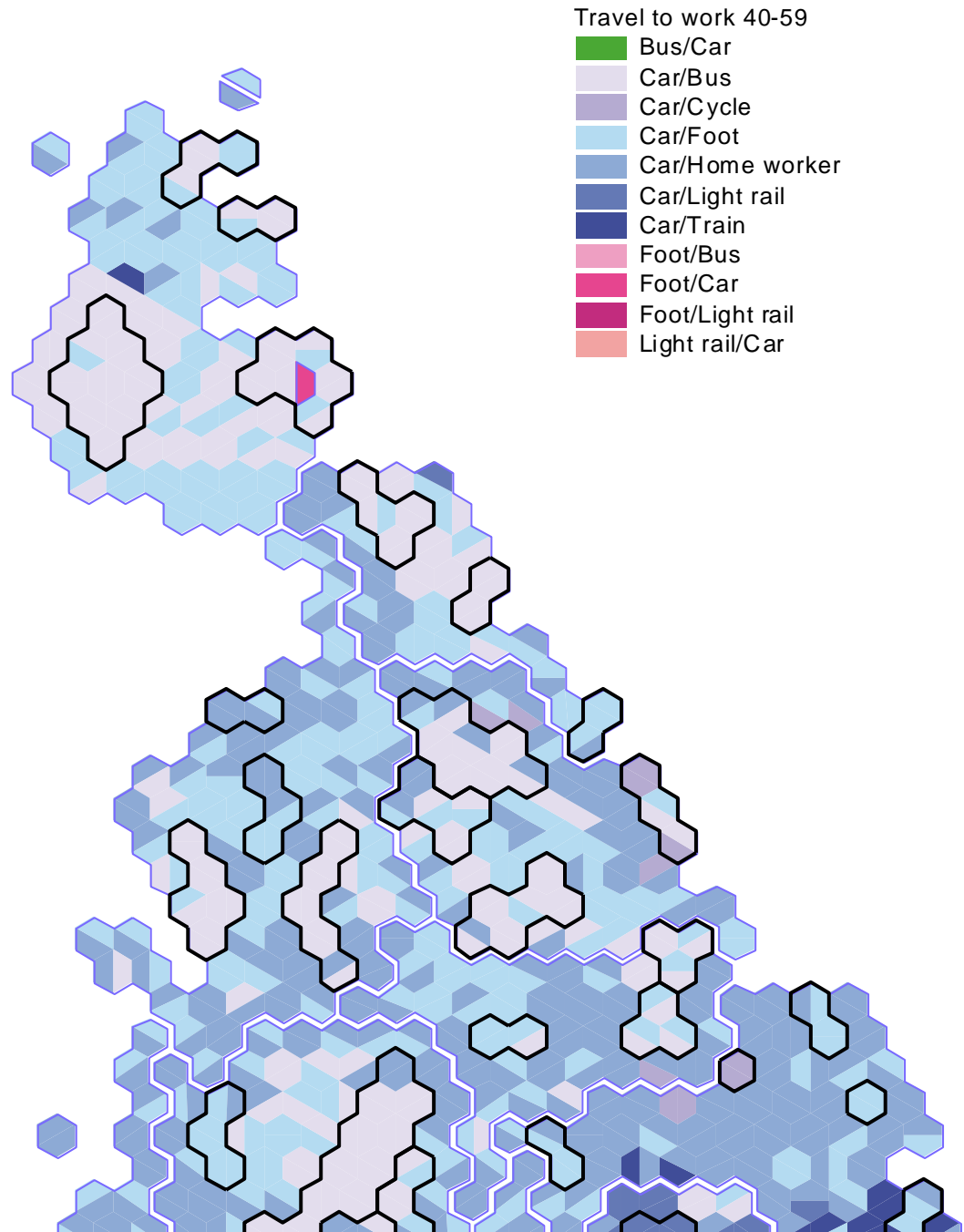


40-59

Getting a little
Less adventurous

Jeremy Clarkson
rules other than in
Central Edinburgh

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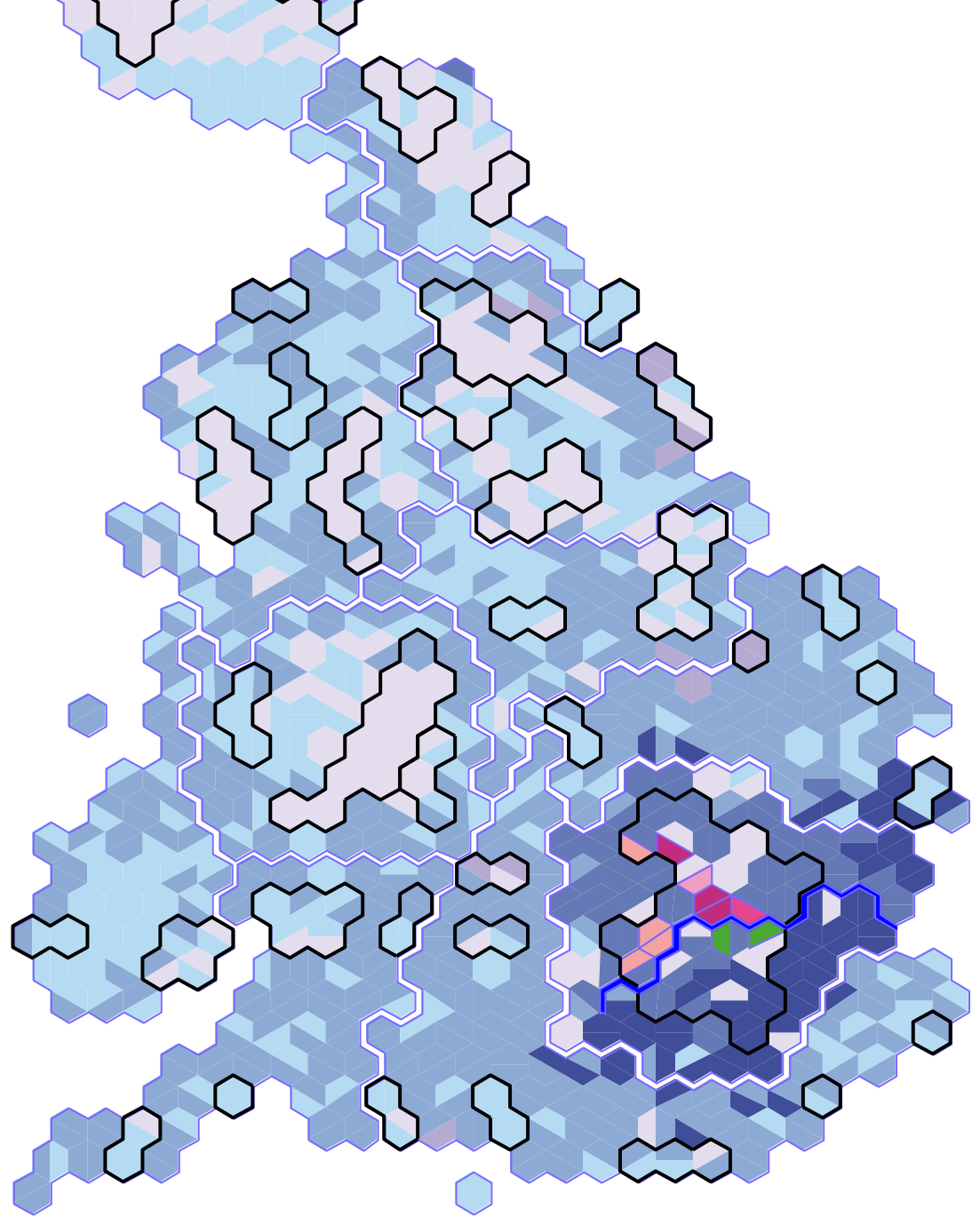


40-59

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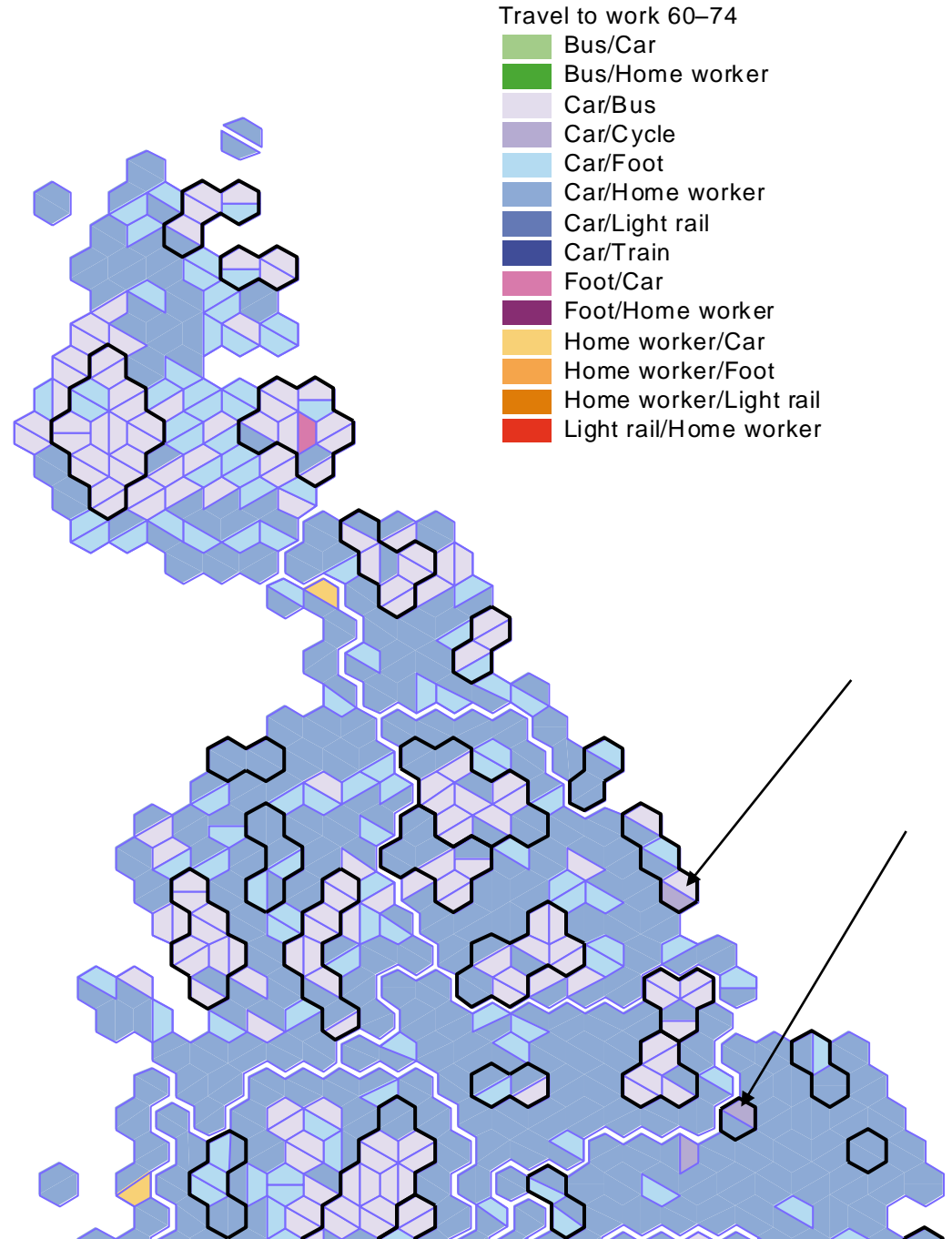
And London,

But cycling
Not spreading
That much with
middle
age spread a
decade ago



60-74

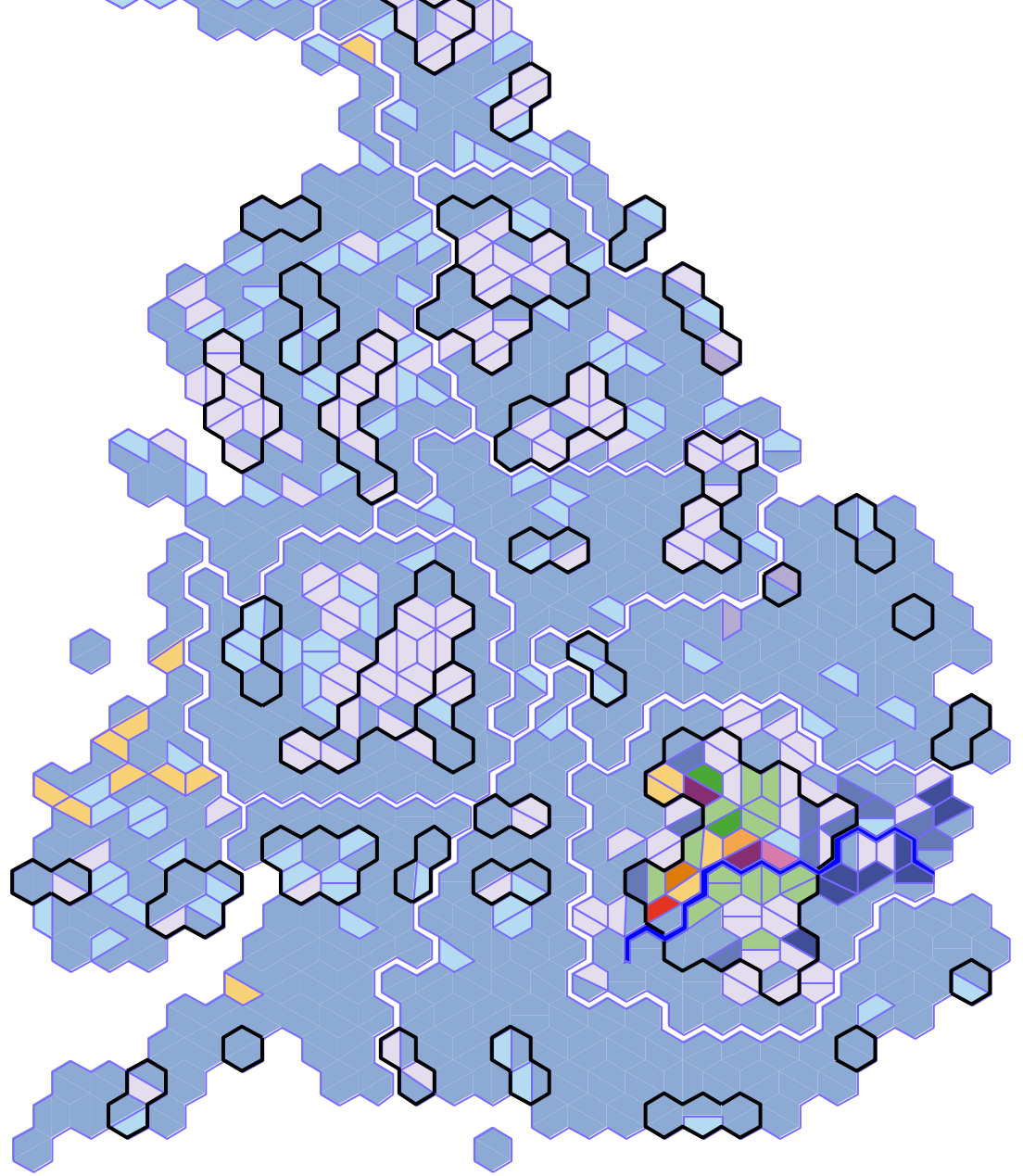
We are back to just Cambridge again, and one neighbourhood of Hull



60-74

So – how will
this compare
with 2011?

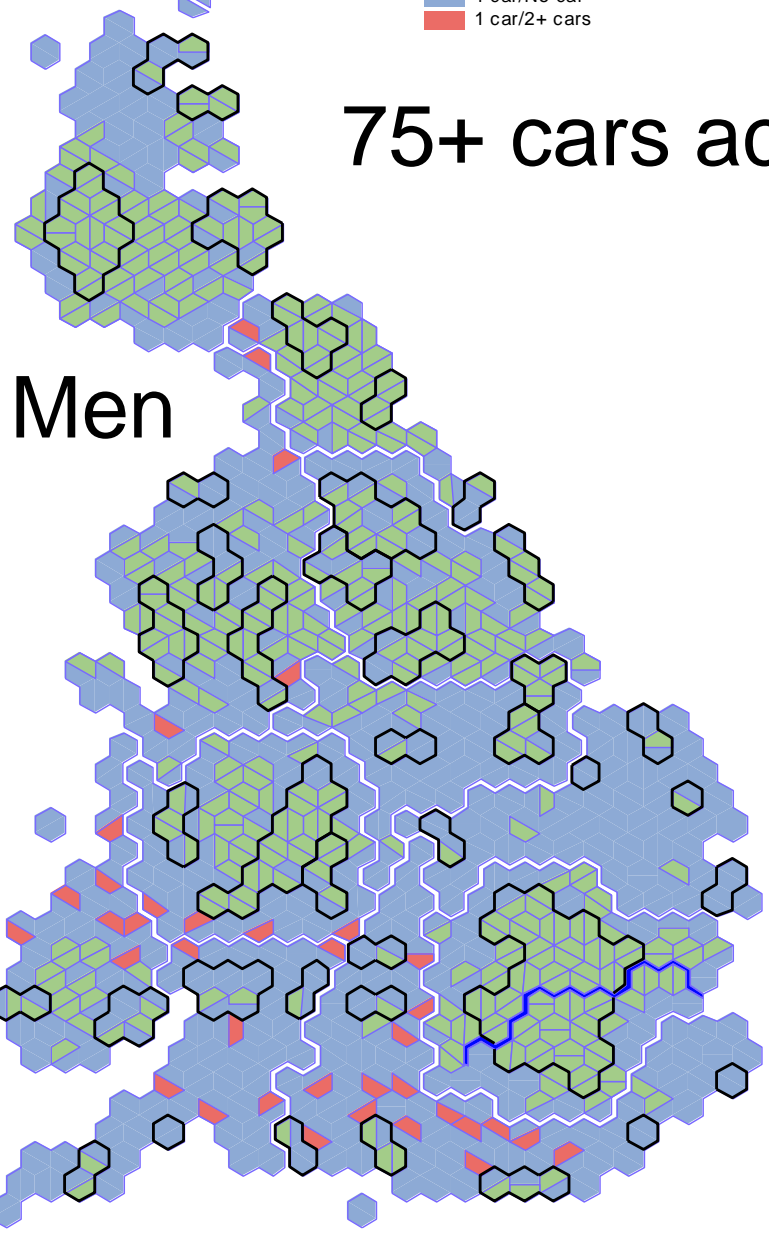
In many cases
It will not take
much to change
the maps.



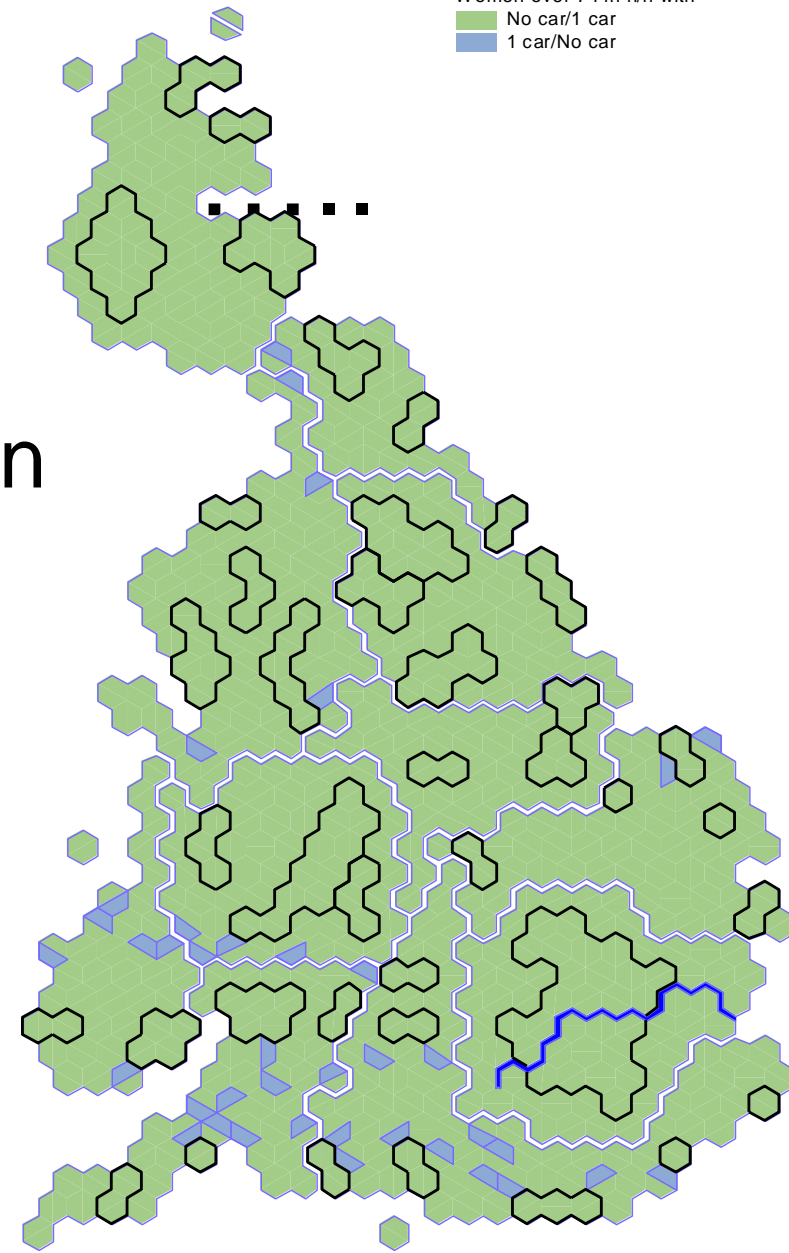
Men over 74 in h/h with
No car/1 car
1 car/No car
1 car/2+ cars

Women over 74 in h/h with
No car/1 car
1 car/No car

75+ cars access



Men



Women

Cars are more about status than need; but some people, especially men, *need* status.