



cycle
BOOM

DESIGN FOR LIFELONG
HEALTH & WELLBEING

Urban cycling in later life;
cycling domains and strategies of
older adults in a city region

Munich 6-7 June 2016

International Scientific Conference on Mobility & Transport Transforming Urban Mobility



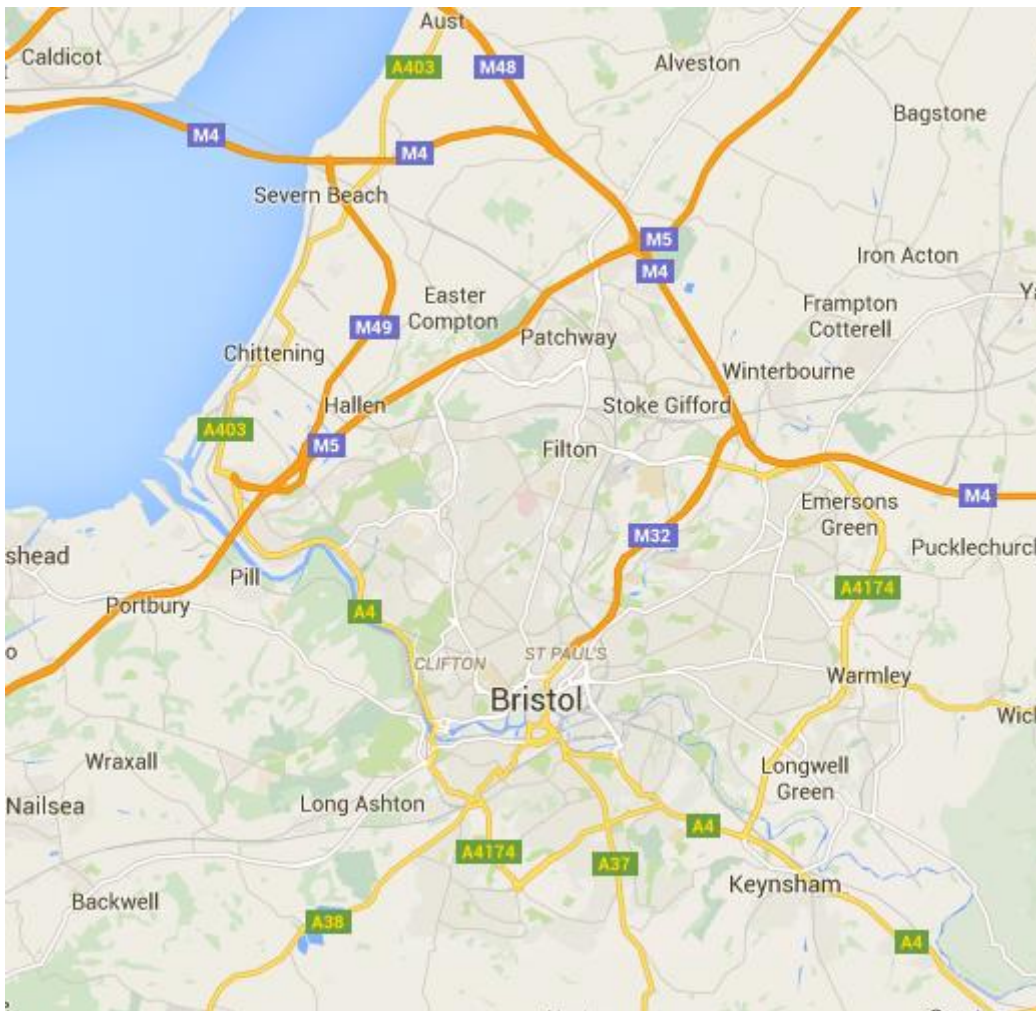
Cycle Boom - background

UK: 1% of journeys by over 65s
Germany: 9%

Conditions less supportive of older cycle users?

Cycle Boom: multi-methods study looking at what shapes willingness and capability of cycling of over 50s in 4 urban areas.





Medium-sized city

Congestion

Mushroom shaped

Topography

Steady cycling growth in past decade

Some off-road cycling infrastructure

Emergent identity as cycling city



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CYCLING INSPIRATION

The official Cycling City site for Greater Bristol and the West of England.

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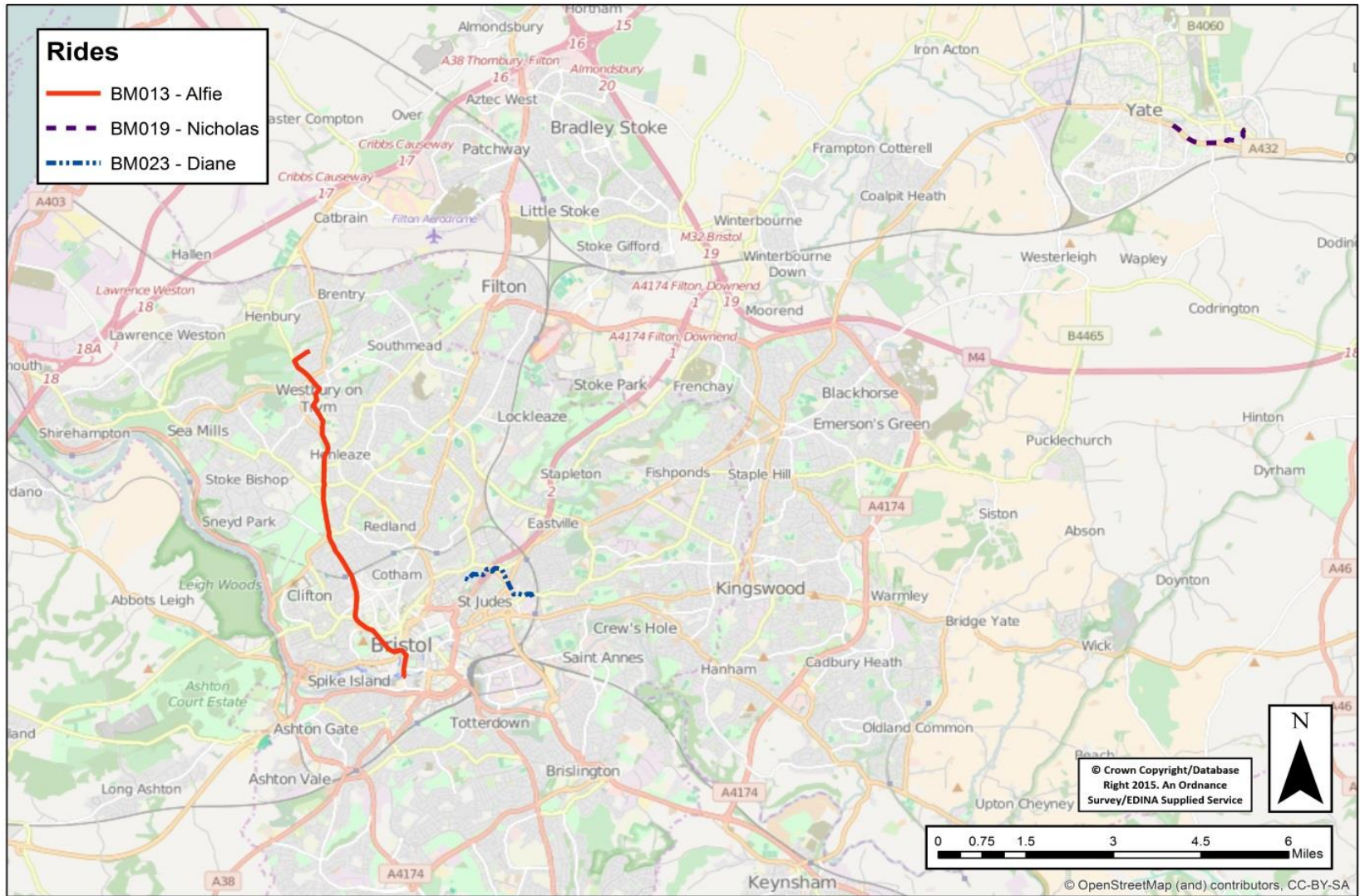


Profiles of cycling in later life

- Biographical interview
- Mobile observation – ride-along
- Visual elicitation interview



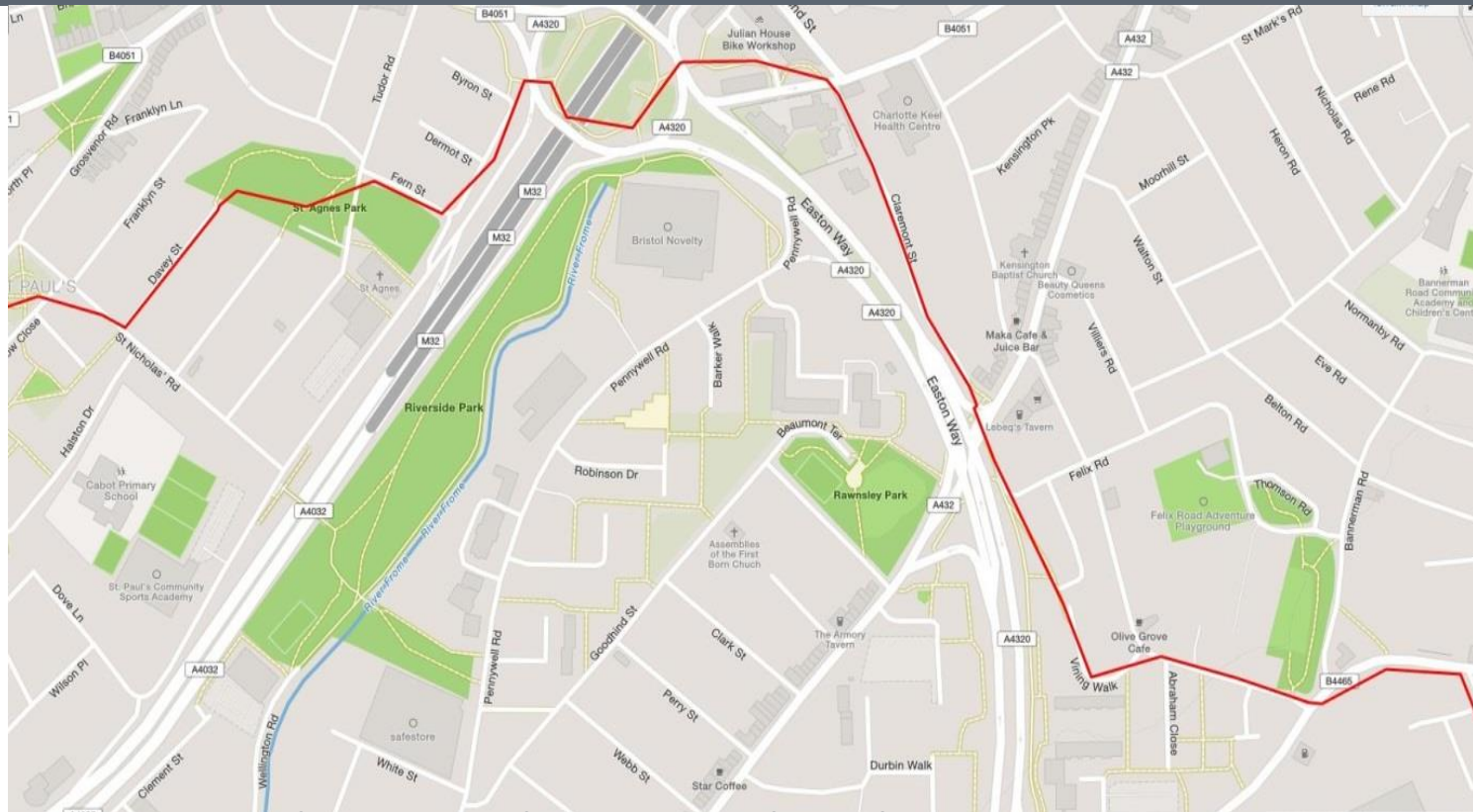
3 profiles



Diane, 60s, Jamaican heritage

History: Briefly as child, started again with family for leisure in her 40s.

Current: To work once a week, and occasionally with grandchildren. Peak hours and weekends.



Domain: Sheltered - Commute avoids main roads; quiet residential streets, pavements alongside high volume corridors, underpasses and neighbourhood parks. An inner city journey of less than 2 miles. Lives next to segregated cycle path, uses frequently with family.

Adaptions: Route selection and dismounting. Apprehensive about motorway underpass; gradient, railings and restricted sightlines.

Threats: Recent fall, husband now offering lifts. Would like lighter or power assist bi or tricycle .



Nicholas, 60s, white British

History: Intermittent through career and other local trips.

Current cycling: Social trips, part-time work and visiting his parents.



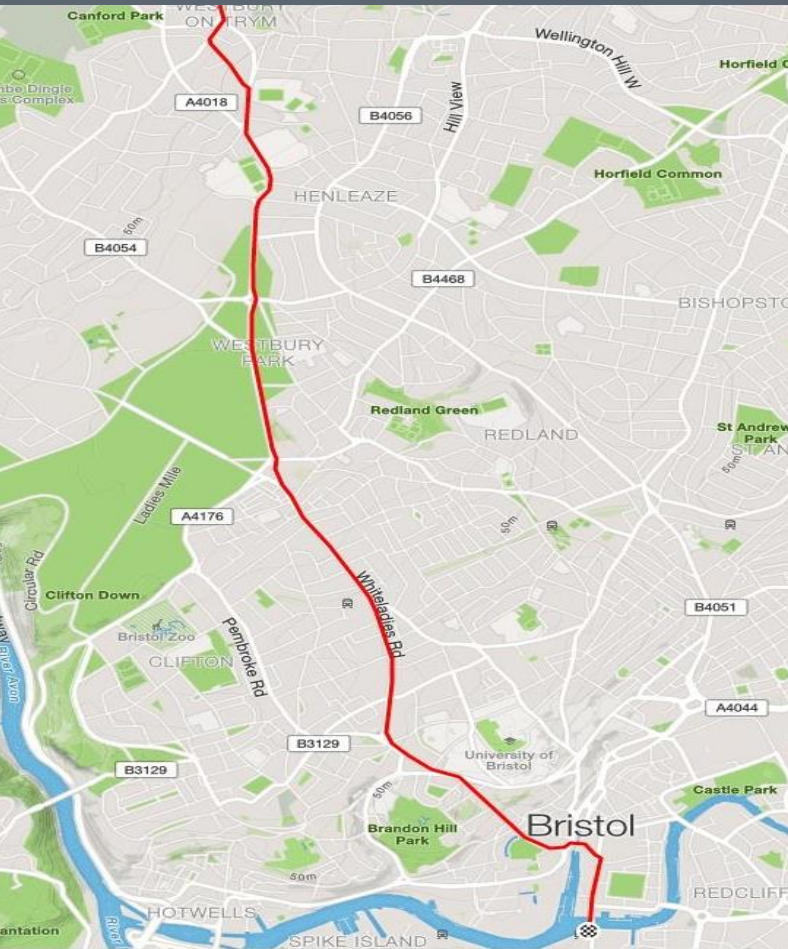
Domain: Avoids distributor routes by using cul-de-sacs and interstitial foot and cycle ways. Outside peak times.

Adaptions: Route selection, Endurance

Threats: willingness to tackle distributors



Alfie, 60s, white British



History: To work for most of career.

Current cycling: Utility trips within city and occasional leisure rides beyond city. With wife on holidays abroad. Weekly from home into city centre for volunteering, following arterial from suburbs into the city.

Domain: Confidence to cycle anywhere but at times felt pressured by traffic e.g. moving out into traffic, right turns. Observed cycling close to the kerb. Typically outside peak.

Adaptions: Timed manoeuvres (e.g. lane changes) to avoid impeding traffic. Minor route adaptations to climb hills more gradually. Wing-mirror fitted. Previously recorded rides.

Threats: Mostly cycles alone; limited contacts for cycling.



Domain

Scheduling (Temporal)

Route selection (Spatial)

Strategies;

Endurance

Improvisation

Transgression

Curtailment

Opportunities and constraints by spatial context

	OPPORTUNITIES	CONSTRAINTS
Inner Urban	<p>Proximity to district and city centres and destinations</p> <p>In-between spaces offer routes around large intimidating infrastructure</p> <p>Routes with visual, historic and social interest</p>	<p>Difficulty storing and moving cycle to street</p> <p>Crowded set off area</p> <p>Convolutated, ad-hoc cycling infrastructure, lack of segregation- exposure to traffic</p>
Urban Fringe & Suburbs	<p>Residential space for storage and easy access to street.</p> <p>Set off area less obstructed</p> <p>Proximity to hinterland</p> <p>Segregated paths</p>	<p>Intersections with distributor roads:</p> <p>broad junction geometry necessitates judging traffic moving at higher speed</p> <p>Destinations at greater distance</p> <p>Unrewarding, unlit, stretches</p>
Free-standing town	<p>Residential space for storage and easy access to street.</p> <p>Set off area less obstructed</p> <p>Proximity to hinterland</p> <p>Segregated paths</p>	<p>Connector routes radiating from town carry high speed, heavy vehicles and traffic volumes without segregated cycling infrastructure.</p> <p>Incomplete traffic-free cycling links to city and wider city region.</p>

Unlit, unrewarding stretches



Destinations at greater distance

Ease of setting off



Difficulty storing and moving cycle to street

Crowded set off area

Residential space for storage and easy access to street.





**Intersections with distributor roads:
broad junction geometry, judging
traffic moving at higher speed**

**In-between spaces offer routes around
large intimidating infrastructure**



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Life-long cycling

