



Objectives

cycle
BOOM

Third Stakeholder Advisory Group Meeting | 20 May 2015
Oxford Brookes University | Gipsy Lane, Headington
John Henry Brookes Building | Snow Room JHB408

AGENDA

Objectives

1) Report Preliminary Findings
2) Provide Update on Approach for Wave II Data Collection
3) Explain Approach to Analysis / Integrating Data
4) Review Activity Targeted at Making an Impact

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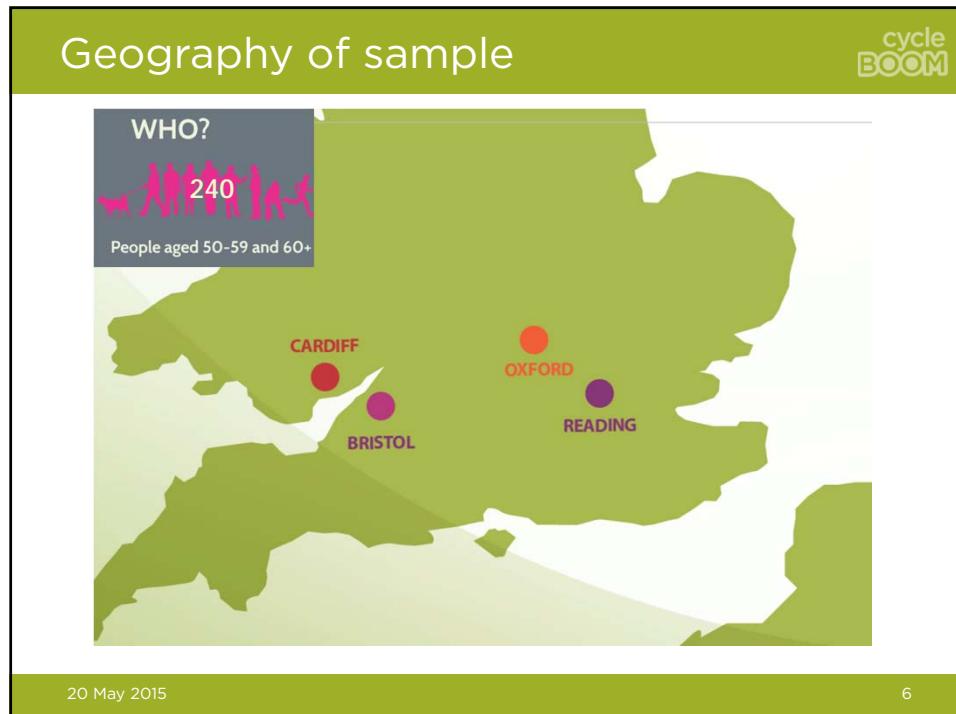
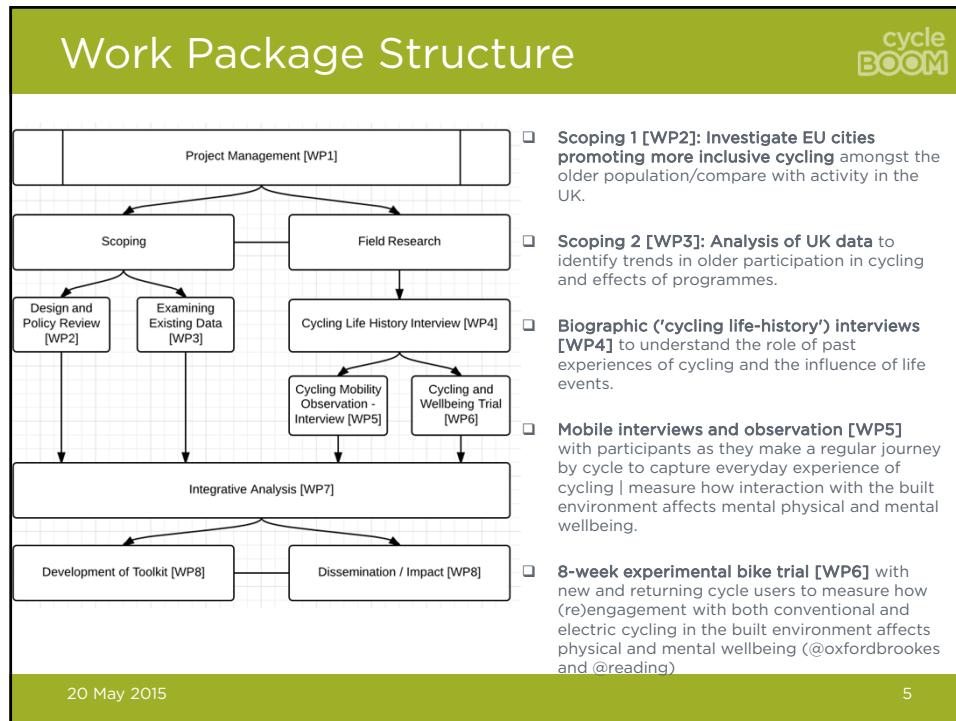
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Agenda		
Item	Time	
	09.45	Arrival Coffee
1.	10.00	Welcome & Introductions [Tim Jones, Oxford Brookes University (OBU)]
2.		cycle BOOM Update Mixed Methods Approach
3.		<p>Project Results / Findings So Far:</p> <ul style="list-style-type: none"> Secondary Data Analysis Infographic [WP3] EU Case Study Film [WP2] Urban Design Audit [WP2] <p>BREAK</p> <ul style="list-style-type: none"> Cycling Life History Interviews [WP4] Cycling Mobility Observation Interviews [WP5] Cycling and Wellbeing Trials [WP6] A Participant's Experience of Taking Part in the Study
4.	12.00	Roundtable Discussion
	13.00	LUNCH
5.	14.00	Approach for Wave II Data Collection
6.	14.20	Analysis Methods Challenge of Integration
7.	15.40	Public Engagement Outreach Making An Impact
8.	15.00	Roundtable Discussion
	16.00	Date of the Next Meeting CLOSE

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Sampling Approach & Participant Journey

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cycle BOOM sampling approach and participant journey		SAMPLING FRAME Oxford Reading Bristol Cardiff Selected Urban Suburban Peri-urban areas					
		TARGET SAMPLE POPULATION 240 older people [120 Wave 1 in 2014 120 Wave 2 in 2015] Male female Age 50-59 60-69 70+ English Indices of deprivation					
		SAMPLE RECRUITMENT www.cycleboom.org events media groups snowballing hanging out					
		SAMPLE SCREENING SURVEY currently cycle do not currently cycle					
		PARTICIPANT JOURNEY WAVE 1					
METHOD	OXFORD		READING		BRISTOL		CARDIFF
	Cycling life history interview [n=120]	10 ↓ 10	20 ↓ 10	10 ↓ 10	20 ↓ 10	15 ↓ 15	15 ↓ 15
	Cycling mobility observation-interview [n=50]						
Cycling and wellbeing trial [n=40 + 10 control]	Pedal cycle Electric cycle Control	10 10 5		10 10 5	No trials	No trials	

Version 1.0 | Last updated Feb 12 2014

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Reflections

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Stage I - Oct 2014 – Mar 2015

Team Time Trial
Collective effort | pacing | playing to strengths



Team cB holding it together...

Two-wave/stage data collection allowed:

- Familiarisation with geographical area & approach
- Honing of research technique/instruments
- Experimentation with 'novel' approaches
- Outreach and engagement

Stage II – From Apr 2015 - project end (Sept '16)

Challenges on the road ahead:

- Ensuring diversity of sample
- Consolidating research approach
- Engaging in a focused period of data analysis and constant comparative analysis
- Truly integrating data
- Linking academic findings to practical outcomes

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The cover features a colorful sunburst graphic at the top. Below it is a silhouette of a city skyline with a person cycling and a runner in the foreground. The title 'cycle BOOM' is on the left, with 'DESIGN FOR LIFELONG HEALTH & WELLBEING' underneath. On the right, the text 'Emerging Results and Findings' is displayed. At the bottom, logos for EPSRC, Lifelong Health & Wellbeing, Oxford Brookes University, Cardiff University, University of Reading, and University of Bristol are shown.

The design is identical to the first cover, featuring the same sunburst graphic, city skyline, and logos. The title 'cycle BOOM' and subtitle 'DESIGN FOR LIFELONG HEALTH & WELLBEING' are on the left. The main title 'Work Package 3: Examining Existing Data' is on the right. Below the main title, the author's name 'Kiron Chatterjee' and affiliation 'University of the West of England (UWE)' are listed.

Role of WP3



- Set the scene and inform the rest of project.
- Generate complementary findings to those of other work packages.
- Establish authoritative, up-to-date evidence on older people and cycling in UK.
 - Statistical evidence at national and local level.
 - Qualitative insights from locations across UK.
- Not attempting to benchmark UK against other countries (but see WP2).

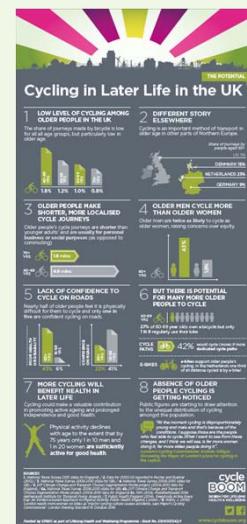
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Output of first stage



Infographic 'Cycling in Later Life in the UK - The Potential'



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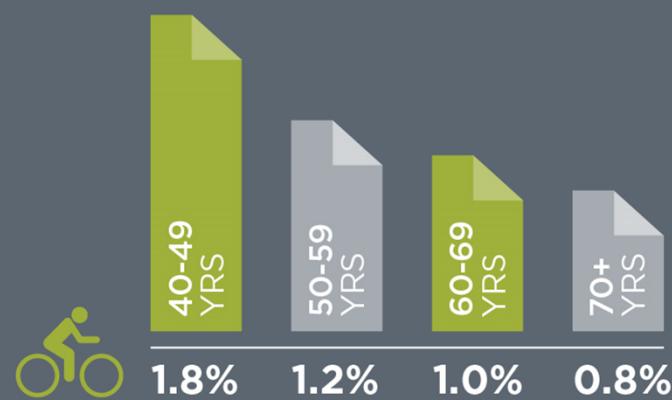
The potential for the return of an endangered species – the older cyclist

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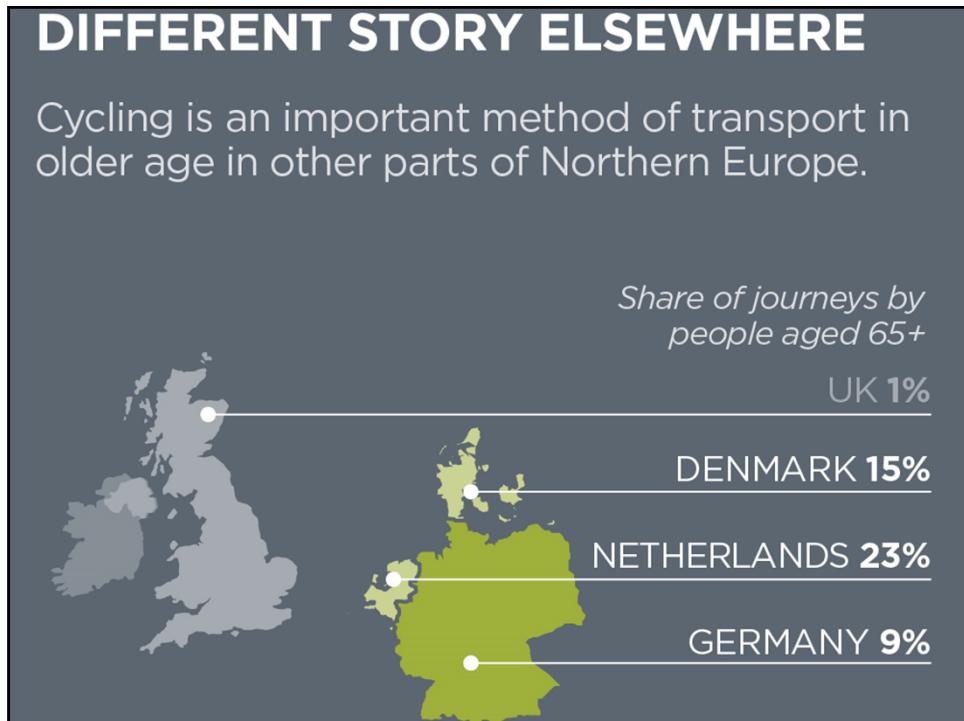
LOW LEVEL OF CYCLING AMONG OLDER PEOPLE IN THE UK

The share of journeys made by bicycle is low for all all age groups, but particularly low in older age.



DIFFERENT STORY ELSEWHERE

Cycling is an important method of transport in older age in other parts of Northern Europe.



OLDER PEOPLE MAKE SHORTER, MORE LOCALISED CYCLE JOURNEYS

Older people's cycle journeys are **shorter** than younger adults' and are **usually for personal business or social purposes** (as opposed to commuting)



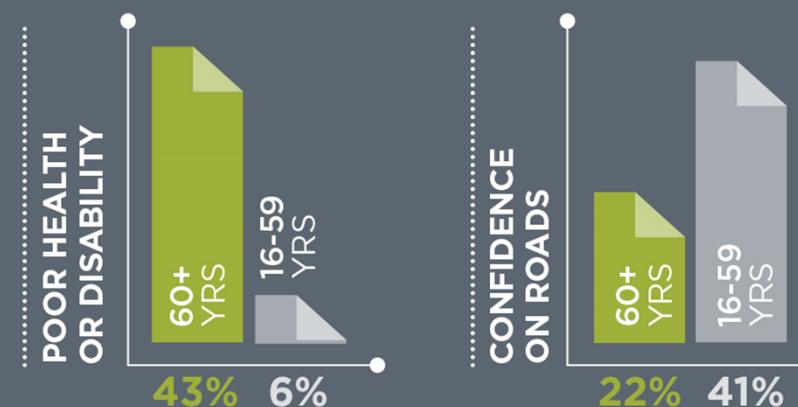
OLDER MEN CYCLE MORE THAN OLDER WOMEN

Older men are **twice as likely** to cycle as older women, raising concerns over equity.



LACK OF CONFIDENCE TO CYCLE ON ROADS

Nearly half of older people feel it is physically difficult for them to cycle and only **one in five** are confident cycling on roads.



BUT THERE IS POTENTIAL FOR MANY MORE OLDER PEOPLE TO CYCLE

60-69
YRS



27% of 60-69 year olds own a bicycle but only **1 in 9** regularly use their bike

CYCLE
PATHS



42%

would cycle (more) if more
dedicated cycle paths

E-BIKES



e-bikes support older people's cycling. In the Netherlands one third of all distance cycled is by e-bike!

MORE CYCLING WILL BENEFIT HEALTH IN LATER LIFE

Cycling could make a valuable contribution in promoting active ageing and prolonged independence and good health.



Physical activity declines with age to the extent that by 75 years only 1 in 10 men and 1 in 20 women **are sufficiently active for good health**.

ABSENCE OF OLDER PEOPLE CYCLING IS GETTING NOTICED

Public figures are starting to draw attention to the unequal distribution of cycling amongst the population.



"At the moment cycling is disproportionately young and male and that's because of the conditions. I suppose those are the people who feel able to cycle...What I want to see from these changes, and I think we will see, is far more women doing it, far more older people doing it".

London's Cycling Commissioner Andrew Gilligan discussing the Mayor of London's plans for cycling in the capital.

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1. Create a rich description of older people's participation in cycling.
2. Provide informative profiles of older cyclists.
3. Reveal the motivations and barriers for older people cycling.
4. Assess the success of cycling initiatives in engaging older people.
5. Map out the potential expanded market for older people cycling.
6. Identify limitations of existing data on older people cycling and remedies to this.

Planned next steps

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- More comprehensive appreciation of the amount of cycling in later life in context of engagement in other physical activity (Active People Survey)
 - Contribution of cycling to physical activity
 - Variation by local authority
- Local variations in cycling attitudes and behaviour (NHTS, Census)
- Participation of older people in cycling initiatives
 - Sky Rides
 - Bike hire schemes
 - ...

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**Work Package 2 Scoping
Study Update**
EU Case Studies and Urban Design
Audit

Emma Street and Philip Black
University of Reading

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and skills

**Lifelong Health
& Wellbeing**
Research for Healthy Ageing

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European case study visits

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- 2 x 3 day study visits to **Munich** in Germany and **Seville** in Spain, May and June 2014 to explore good practice in inclusive cycling
- Interviews with key stakeholders, cycle tours/visits (e.g. testing infrastructure), filming and audio recording
- Decision to focus on 'atypical' cycling cities and also to invite a northern/southern European comparison



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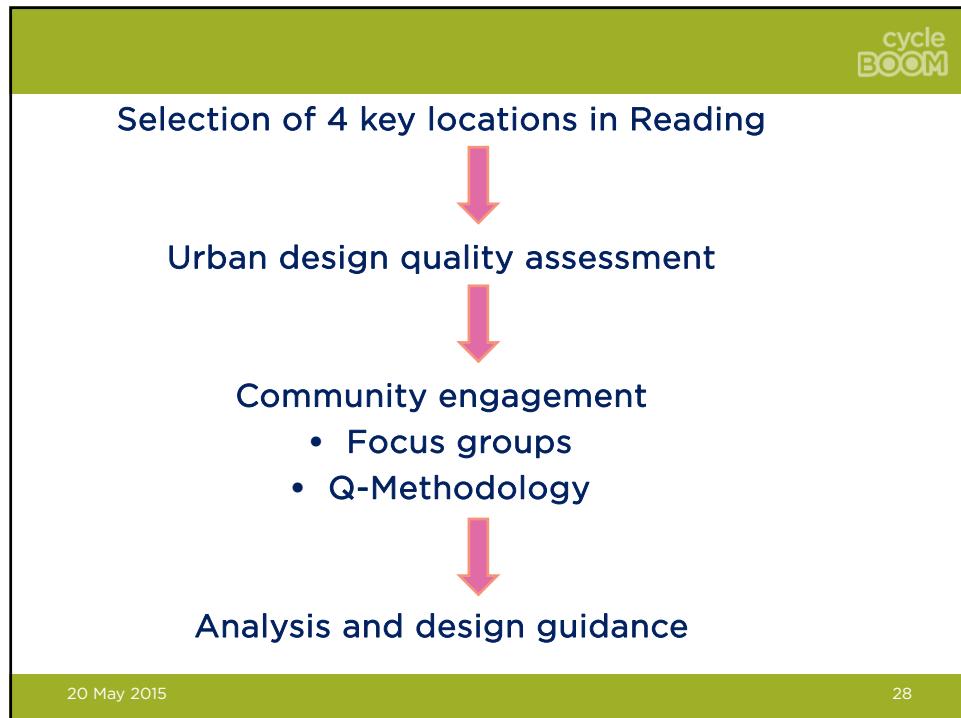
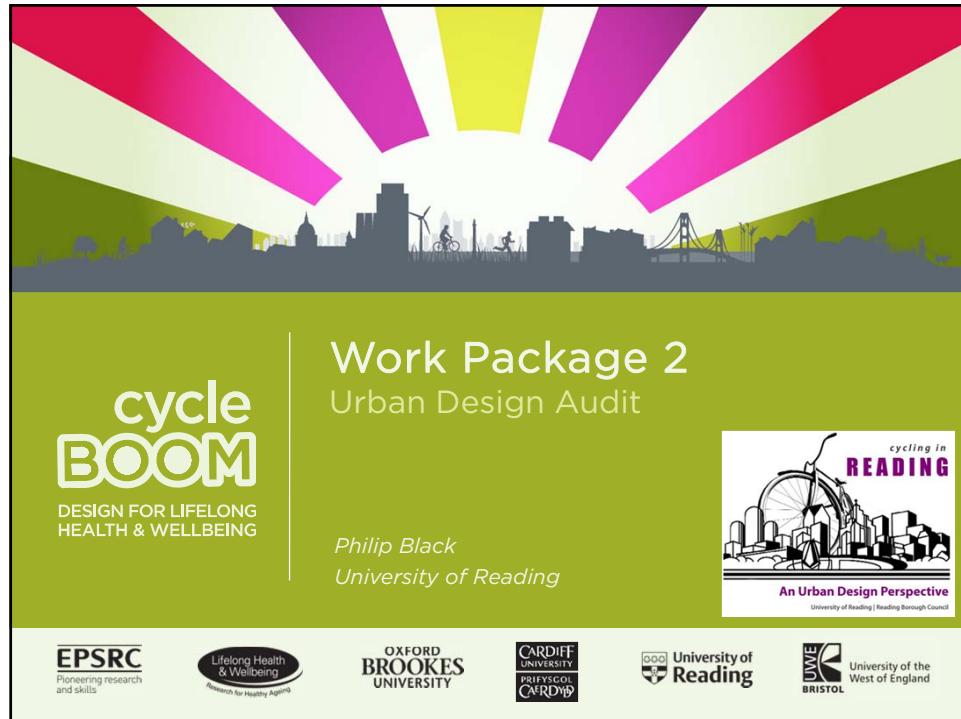
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The Documentary Film

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Consensus (cycling sort)

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Contention (cycling sort)

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Between Design and Cycling

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- **Imageability**
Distinct / recognisable / memorable / patterns / landmarks
- **Enclosure**
Visually defined / proportions / outdoor room
- **Human scale**
Size and texture / speed / details / quality
- **Transparency**
See and perceive beyond edges / human activity / viewing
- **Complexity**
Visual richness / diversity / landscape / activity / perceivable ratios
- **Coherence**
Sense of visual order / scale, character and consistency of elements
- **Legibility**
Navigation / ease of movement / network / orientation / reference points
- **Tidiness**
Cleanliness / clutter / visual distractions / noise
- **Comfort**
Surface materials / widths / sense of safety / familiarity / facilities

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Design Guidance

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Identifying the attributes, features and principles that influence or contribute to quality urban environments for cyclists



A reimagining and rearticulating of urban design principles from a cyclists perspective

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Cycling Life History Interviews
(WP4) & Naturalistic Cycling
Mobility Observation Interviews
(WP5)

Heather Jones (UWE) & Ben Spencer (OBU)

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Life course approach



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"dynamically as the consequence of past experience and future expectation as well as the integration of internal motive and external constraint"

(Giele and Elder, 1998)

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Life history interviews




- Participant narrative describing and explaining changes and continuities
 - mid- and later-life transitions
 - contemporary practice, outlook for future
 - Experience of cycling and ageing
- Techniques: grid, maps, panoramic street view, 'cycling graph'
- View bike, cycle storage, immediate context
- Narrative and visual data

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Mobile observation & interview

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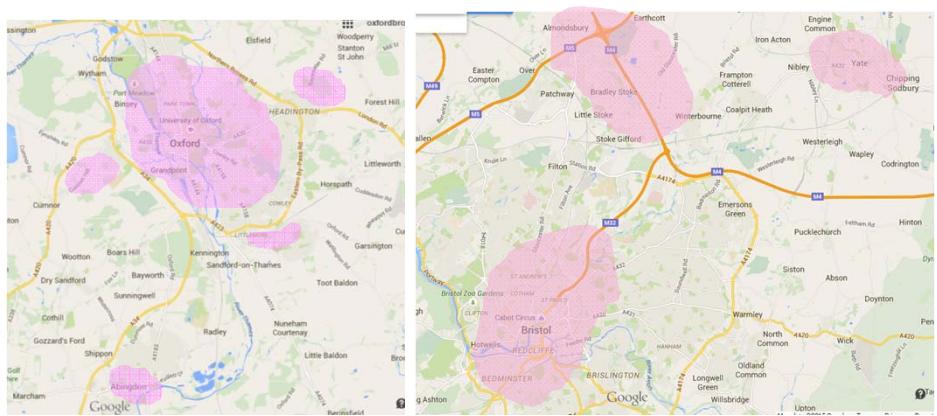
- Participant's choice of route | time
- Handlebar cameras | sound | GPS
- Priming for interview
- Video elicitation interview
 - Participant commentates
 - Playback
 - Strategies and tactics: route choice, road position, manoeuvres, interactions, infrastructure, cycle-scape
 - Experiences: sensory, affective, social

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Geographical areas of focus

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BRISTOL

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Collection of rides

The image contains two side-by-side maps. The left map, titled 'OXFORD', shows the city of Oxford and its surrounding areas, including Abingdon, Radley, Sunningwell, Bayworth, Wootton, Boars Hill, Cumnor, and various towns along the River Thames. A red line indicates a cycling route. The right map, titled 'BRISTOL', shows the city of Bristol and its surrounding areas, including Clifton, Bedminster, and Doulton. It also features a red line indicating a cycling route. Both maps include roads, rivers, and place names.

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OXFORD

BRISTOL

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James

Type: Continuous / expanded
Small town
Frequent for exercise / leisure / transport
Ongoing / increasing through adulthood
High / stable level anticipated

Past experiences: continued despite bad accident, not able to afford car - but no need

Internal motive: Enjoyment of cycling: fresh air/exploring, need for exercise

External opportunities/constraints: More time since retirement. Topography.

Physical: Good cycle path network in town and access to countryside but dangerous roads. Easy / secure storage and access to street.

Social: Tends to cycle solo, other social activities

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Edith

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Type: Diminished
Inner urban
Irregularly for transport
Ongoing through adulthood

Past experiences: cycling constrained but not displaced altogether when children young, shared car

Internal motive: feeling that she ought to for wellbeing / environment

External opportunities/ constraints:

Physical: activity space and schedule more variable, faff of getting bike out, particularly for short journeys, deterred by hills

Social: support from local bike shop, lacks others to cycle for with

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Flexibility & discretion

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when and where to cycle



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Storage, access and setting off

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The collage consists of four photographs:

- A person in a blue jacket is seen from behind, standing next to a bicycle parked near a white building with a black metal gate.
- A person in a high-visibility yellow vest and helmet is standing next to a bicycle on a road, with a large white truck in the background.
- A person is walking a bicycle down a residential street lined with colorful houses and parked cars.
- A close-up view of a bicycle's front wheel and fender, with a blue car visible in the background.

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Connection to people and place

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The collage consists of two photographs:

- A cyclist in a bright yellow-green jacket and helmet is bending down to interact with two white geese on a grassy area near a paved path.
- A person is riding a bicycle on a paved path next to a metal fence, with a red traffic light visible in the background.

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Competent- expert manoeuvres



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awareness of risks and capabilities

in-depth knowledge of routes

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Improvisation/resilience



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Transgressions - justified & confessional

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Adaptations: route

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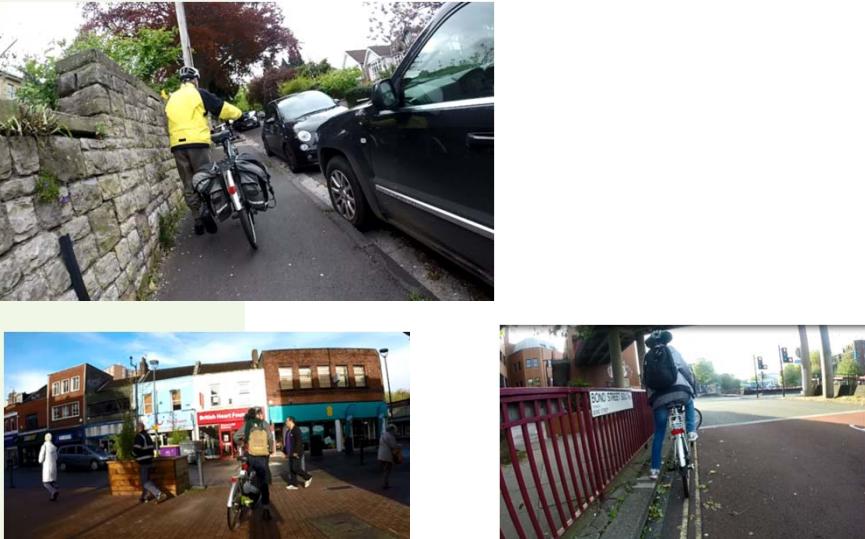
Knitting together arteries,
designated routes,
public spaces, interstitial spaces

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Routes & manoeuvres

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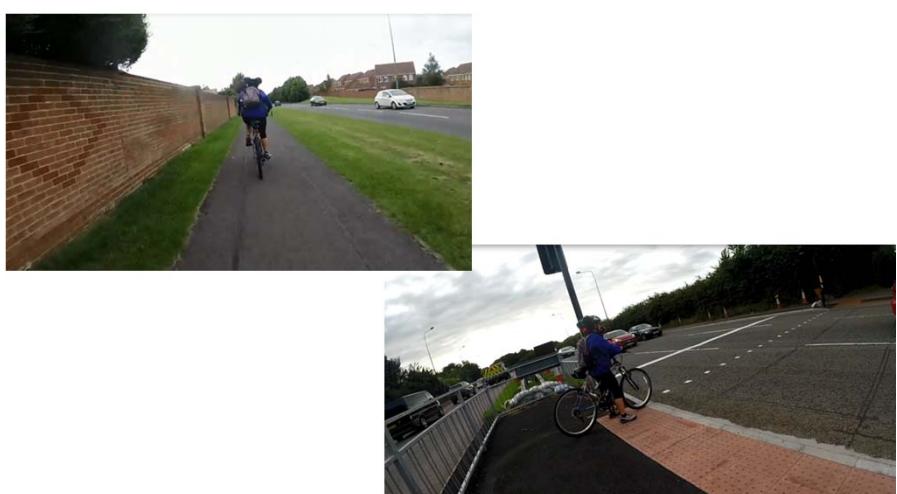


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Monotony, impedance

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Summary

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Ageing...

....bodies and identity - cycling
contraction/curtailment or solution

....bike - replace/upgrade dilemma

....infrastructure - management / maintenance

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Work Package 6

Carien van Reekum & Louise-Ann Leyland
University of Reading

University of Reading
CINN
Centre for Integrative
Neuroscience and
Neurodynamics

EPSRC
Pioneering research
and skills

Lifelong Health
& Wellbeing
Research for Healthy Ageing

OXFORD BROOKES UNIVERSITY

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UWE BRISTOL
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Wellbeing and cognition trial



- 8 week period
 - 3 times a week for 30 minutes each time
 - Pedal bike or an e-bike
- Complete diary
- GPS device
- Cognition and wellbeing are measured before the trial (pre-trial) and after (post-trial)
 - Cognitive function: mental ability including memory, attention, decision making, goal planning, spatial reasoning etc.

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Domains measured



- Wellbeing/affect
 - Physical and mental health
 - Physical activity
 - Cognitive function
 - “Executive function”
 - management (regulation, control) of cognitive processes, including working memory, reasoning, task flexibility, and problem solving as well as planning and execution
- Compare pre-trial to post-trial score**

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Preliminary results



- 20 participants analysed so far for computerised cognitive tests
 - 9 E-bike
 - 8 Pedal
 - 3 Control
- Both groups of participants - enjoyed the trial, feel physically fitter and better more generally
- **Improvement** on accuracy in the cognitive tests measuring executive function
 - 92% E-bike; 72% Pedal
- Reaction times reduced for most (responding quicker)
 - 67% E-bike; 57% Pedal
- When reaction times increased, higher accuracy
- Practice effects?
 - Very little change (positive or negative) in control group

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The next year....



- Collect 50 more experimental participants (on pedal and e-bike)
- Collect 15 more control participants
- Still need to investigate well-being
- Input and analyse data from the 3 wellbeing questionnaires, a health survey, a physical activity questionnaire, 7 cognitive pen-and-paper tasks
- Analyse data from the 5 computerised cognitive tasks
- Make sense of it all!
- Write up results

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Diary of Cycling Experience

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WEEK 1										WEEK 1									
Week beginning (date)/month:				Week ending (date)/month:				Date (at journey)				Date (at cycling)				Date (at cycling)			
Monday 18/05/2015				Sunday 24/05/2015				From				Cycle used				Cycle used			
1: Cycling/physical activity description		2: Start time		3: End time		4: Level of intensity		5: Purpose/intention		6: (a journey) From		7: In street name and area		8: (a journey) To		9: (a place) Proportion of time in each power setting		10: Personal reflection on cycling/physical activity	
Please give brief description		Write in 24 hour format		Write in 24 hour format		Indicates intensity of physical activity		Insert percentage		Write in street name and area		Write in street name and area		Insert per cent (%)		How did you feel? What was good/bad about it? Were you alone or with others?			
MON	Cycling		13:10		14:30		M1		A										
	CYCLE NOT YET ICEDED.																		
TUES	Cycling		10:45		11:45		M1		P		EXHAUST								
	Cycling		10:45		11:45		M1		P		EXHAUST								
WED	Cycling		10:45		11:45		M1		P		EXHAUST								
	ADVERTISING MARATHON THREE HOURS		10:45		16:45		M1		P										
THU	BARRINGTON		10:45		11:45		V		R		ON THE WAY TO LIA ROUTE AND BACK HOME								
	Cycling		10:45		17:15		M1		P		ON THE WAY TO LIA ROUTE AND BACK HOME								
FRI	Cycling		10:45		12:30		M1		P		EXHAUST								
	—																		
SAT	PEKEBALI		10:30		12:15		V		R										
	Cycling		09:45		11:30		V		P/P		20/14 2X1								
SUN	Cycling		09:45		11:45		M1		P/P		EXHAUST								

*** IF YOU HAVE NOT READ DIARY REQUIREMENTS AT THIS POINT**

1) DIARY OF CYCLING EXPERIENCE **2) CYCLING ACTIVITY LOGBOOK** **3) CYCLING ACTIVITY LOGBOOK**

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<h1>Diary of Cycling Experience</h1>	
<p>WEEKLY REFLECTION ON YOUR CYCLING/PHYSICAL ACTIVITY EXPERIENCE</p> <p>Use this space to record reflections on your experience at the end of each week. Feel free to include text, photos, sketches etc. Please don't forget to include a date and caption.</p>	
<p>WEEK 7</p> <p>The promotional period was interesting but there were problems. The bike rental we arranged leading site problematic as the pricing seems on uninvited money involved. Price reduction was agreed and the site has now been removed from the website. I have now arranged another site as I could not take money received & supplied, owing £10 (which is all my money as it is taken away to include a 10% tip to the bank). This has to be because exceeding 30% of value or an excess cost from me. I did however have to pay more as value and more losses. My bike I ordered was not available so I had to buy a second hand one. I am not sure if this is a good idea as I am not used to a first pump & a hand and pump system.</p> <p>After the above problem was resolved by Travis for whom thank you! I also chose a participating other person, but I am not satisfied as they are not having cycling and wanted to car as their main representation. I will mention once the problem has resolved, but I am not in any longer giving without further problem.</p> <p>E bike has encouraged me to do more cycling and although I enjoyed the ride out to achieve my distance the 50 miles took 2hrs and some time after.</p> <p>Clean difficulties to repeat without operating bike. Cleaning pedals does not make them cleaner. Wanted to do this as found clean part anywhere clean - was not able to do.</p> <p>I discovered that there could be a problem of fitting a reflector onto bottom bracket spindle being too small. Once I had sorted this out I would not trust the reflective tape for running in the dark and readings, letting at 25 left the readings. The availability on how often 222 miles different 11 miles. I had used over 200 setting strength. Have found that running activities give very when wanting to cross roads can be a problem.</p> <p>Have seen an audio to records. Have checked types for motivation - e.g. perhaps music being the best. Although not entirely convinced as I am the author to getting the art of cycling I have started looking for the whole is available. I know the Metres has got some major bit better understanding. These are to many. Now all we can do!</p>	<p>WEEKLY REFLECTION ON YOUR CYCLING/PHYSICAL ACTIVITY EXPERIENCE</p> <p>Use this space to record reflections on your experience at the end of each week. Feel free to include text, photos, sketches etc. Please don't forget to include a date and caption.</p>
<p>28 DIARY OF CYCLING EXPERIENCE</p>	<p>DIARY OF CYCLING EXPERIENCE 29</p>
<p>20 May 2015</p>	

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Wellbeing trials: Focus Groups



Overall positive experience of E-bikes:

- Mobility
 - Geographies - rediscovered | extended | deepened
 - Additional journeys and replacing car
 - "same amount of exercise but more pleasure because going further than my usual boundaries"
- Health and wellbeing
 - Greater confidence
 - Spatial awareness and control
 - Social
 - Motivation | engagement
- Negative experience of E-bikes:
 - E-bike weight | cost | security | stranding
 - Unsupportive infrastructure "Oxford is a dangerous city to cycle round"

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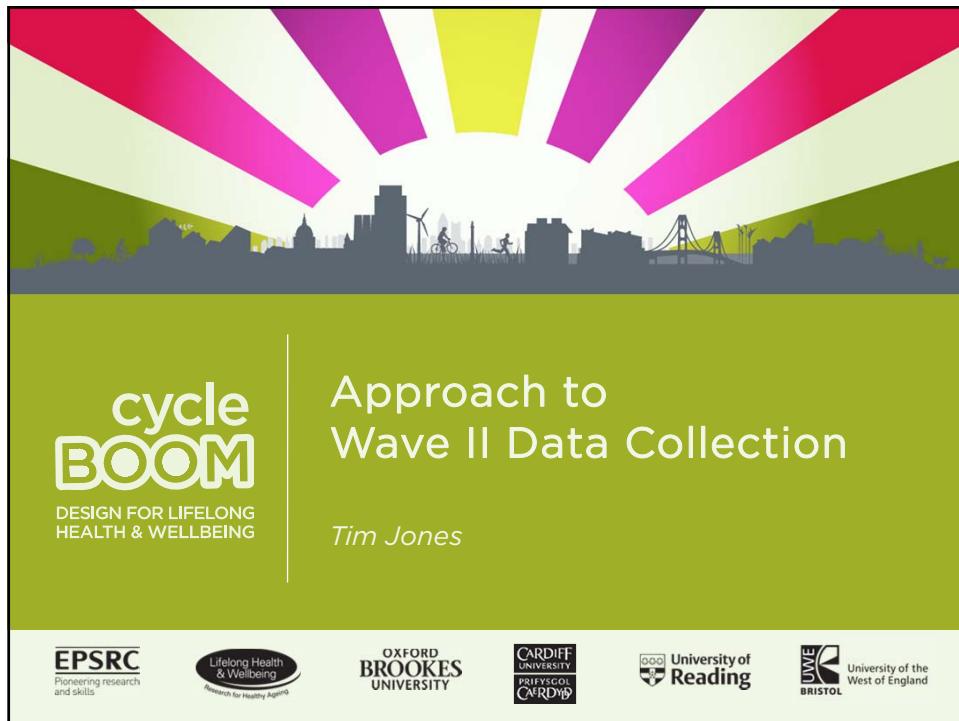
Brian (& Gill's) Experience



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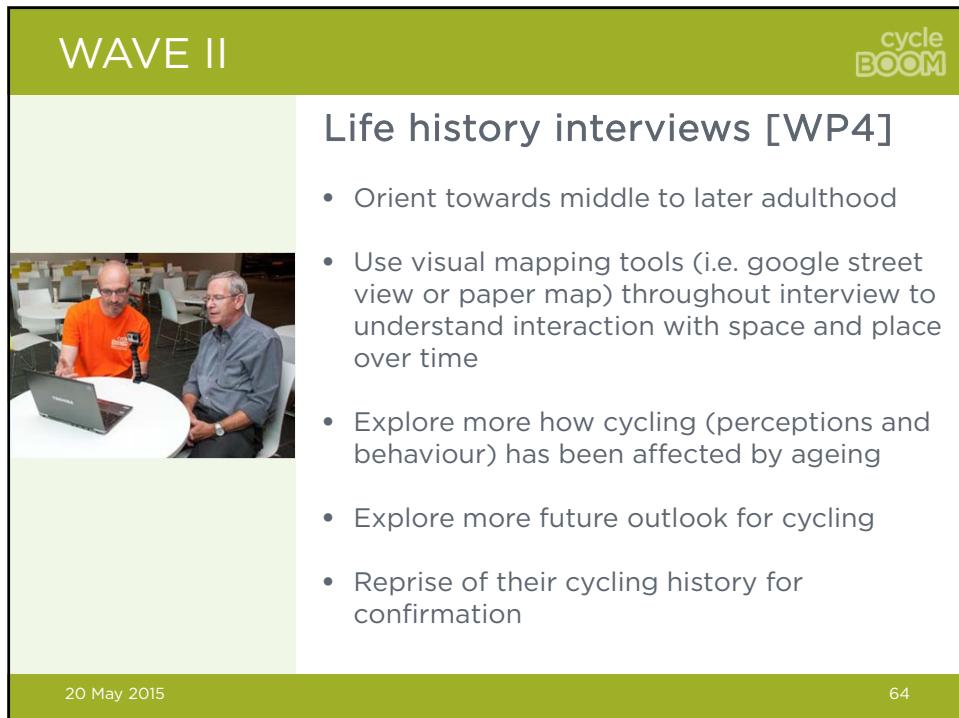
The slide features a vibrant graphic at the top with radiating pink and yellow bands against a green and grey background, containing silhouettes of a city skyline, a cyclist, and a runner. Below this is a white sidebar on the left with the 'cycle BOOM' logo and text, and the main title and author information on a green background.

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**Approach to
Wave II Data Collection**

Tim Jones

Logos for EPSRC, Lifelong Health & Wellbeing, Oxford Brookes University, Cardiff University, University of Reading, and University of the West of England are displayed at the bottom.



WAVE II

Life history interviews [WP4]

- Orient towards middle to later adulthood
- Use visual mapping tools (i.e. google street view or paper map) throughout interview to understand interaction with space and place over time
- Explore more how cycling (perceptions and behaviour) has been affected by ageing
- Explore more future outlook for cycling
- Reprise of their cycling history for confirmation

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WAVE II

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Mobile observation & video elicitation interview [WP5]

Effort into sampling returning/less experienced cycle users

Mobile Observation

- Reducing tech
- Repositioning cameras
- Priming participant before the ride to think about how they feel at points along their route/activity/ride

VEI

- Tactility - encouraging engagement with controls
- Screen-capture & video interview interaction
- Eliciting affect in the post-ride VEI
- Focusing in on design elements of the ride that are supportive and unsupportive for their style of cycling

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**WP5 Way-marked Route
Update**

Carl Mann: Cardiff University

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Research Questions

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1. What factors shape experience of cycling as positive or negative for older people?
2. To what extent can we measure and map these experiences?
3. What functional and aesthetic principles do older cyclists perceive to be most important and base their route choice upon? To what extent do these perceptions differ according to experience and gender?
4. What strategies and tactics do older cyclists use to manipulate the emotional content of the journey, for example route choice and 'road' position?
5. Do returning cyclists differ from more experienced cyclists in their affective capacity?

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Way-marked Rationale and Changes

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Cardiff Waymarked Route



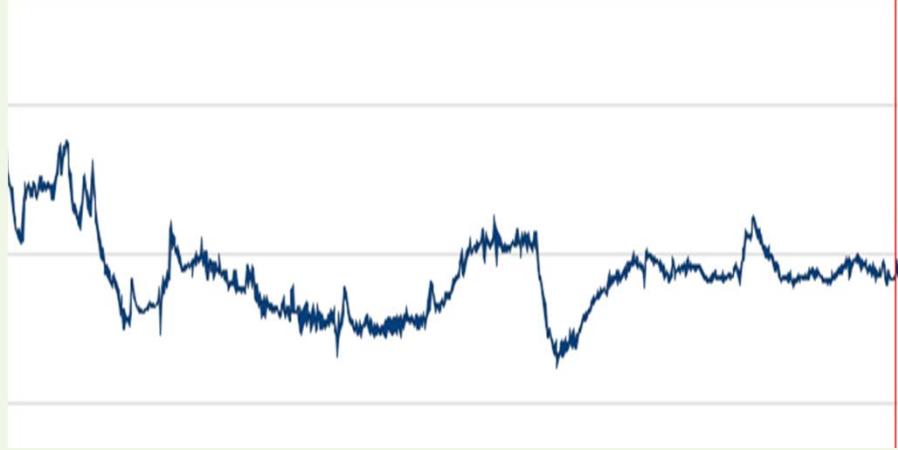
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Using GSR

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GSR data from Rosie in Cardiff



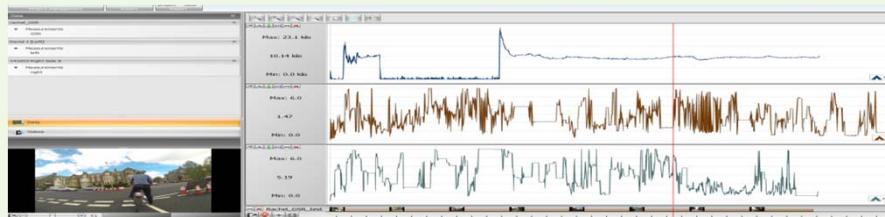
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Using GSR

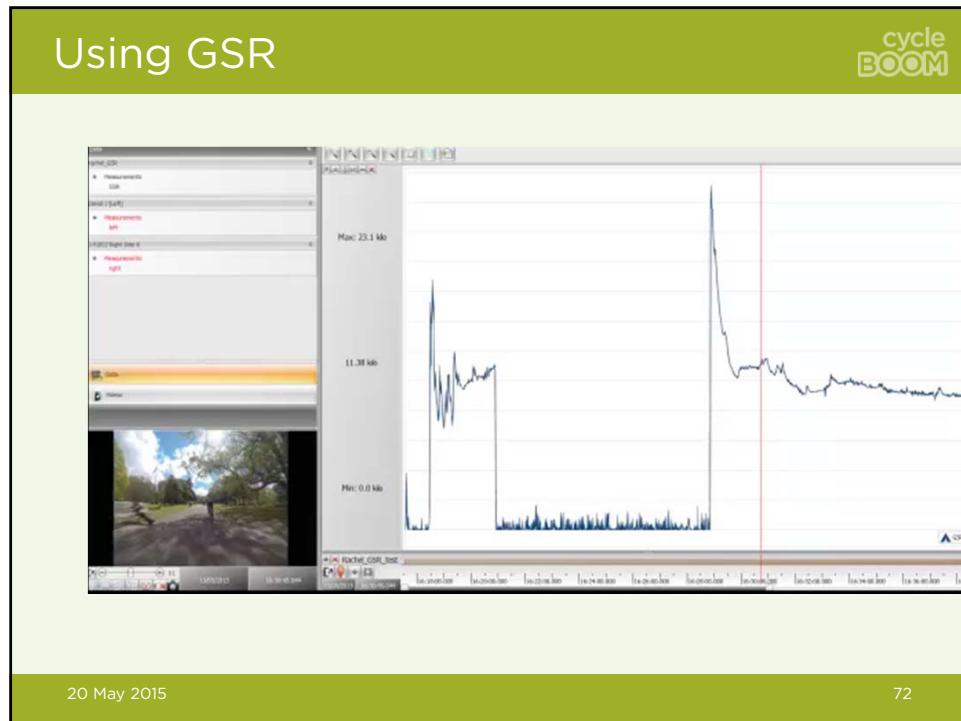
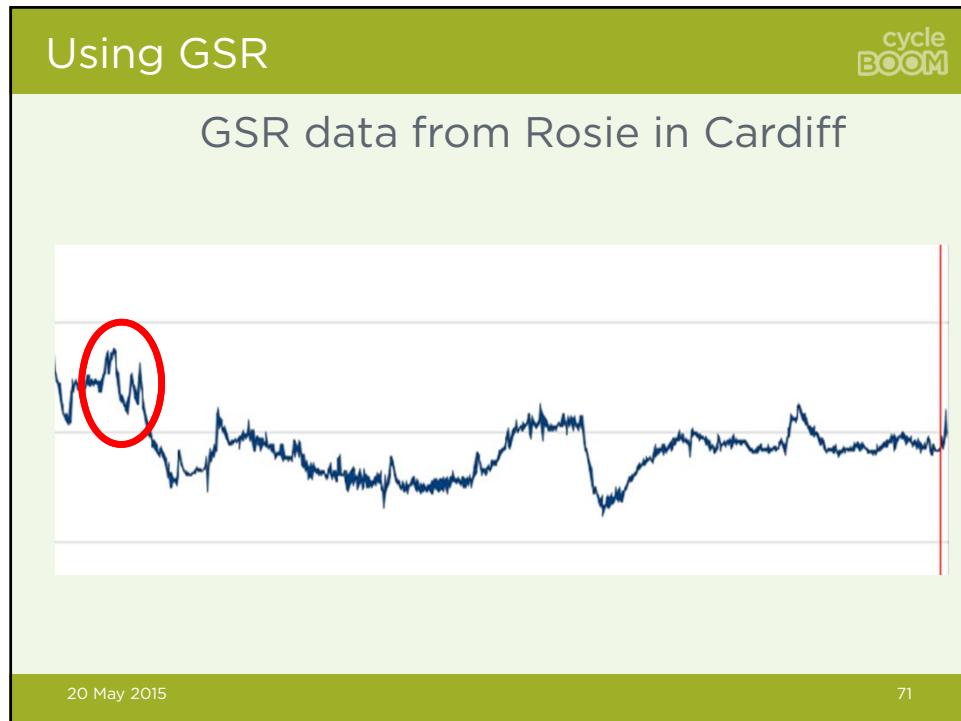
cycle
BOOM

Captiv capture of Rosie in Bute Park



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Representing and analysing GSR data 



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**cycle
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DESIGN FOR LIFELONG
HEALTH & WELLBEING

Analysis Methods |
Challenge of Integration

EPSRC
Pioneering research
and skills

Lifelong Health
& Wellbeing
Research for Healthy Ageing

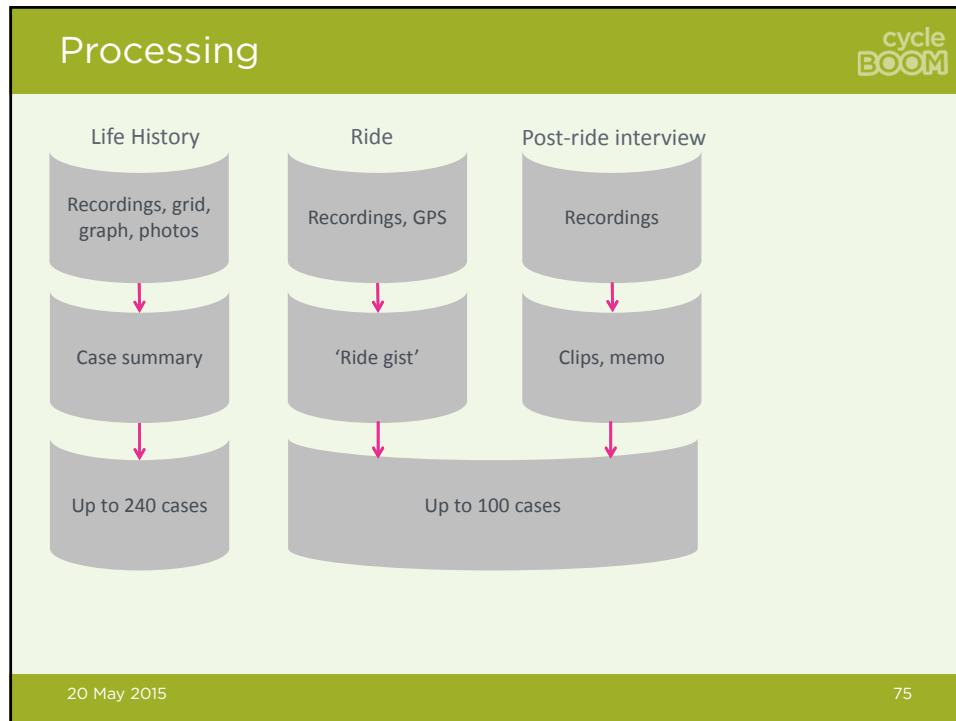
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UWE
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West of England



Life history case summary example

BRIEFS: GOLDIE

Cycling past, Goldie (58) lived in the north fringe of Bristol and worked fulltime as a cleaner at one of the large firms in the north fringe. Goldie lived alone but had a boyfriend who lived in another town. She had three grown up children from an earlier marriage. Her daughter lived in the same neighbourhood and her youngest son lived across town. Goldie didn't have a driving licence and used her bike for much of her transport, not having a car. She cycled to work and to the bus stop where she would catch the bus to her place of work. She cycled home after work.

Goldie has two bikes which were stored in her garage shop. Her regular bike is a work bike she didn't have a parrot. She cycled to work and to a local retail centre in Bradley Stoke and a regional shopping centre at Cabbs Circus. Goldie's cleaning shift started at 5am which meant she left her house at 3:30am. It was a short cycle to work but involved a short section of A38 which at one time in the morning was desolate with the occasional juggernaut coming by and from the small cycling centre. She described some unease about personal safety leaving her house at this time of day.

Due to her early start Goldie had limited time to commute. Some days she would go for a 'cycle run' to one of the local or regional shopping centres and carry her shopping home on the handlebars. Despite recent alterations to the dual carriage ways which created a bus and cycle lane Goldie continued to use the 'lanes and bays way' to get to Cabbs Circus. She talked about seeing charity cycle rides advertised but not having anyone one to cycle with. She didn't think there would be many fun to do for her out.

Goldie grew up in Bristol and apparently a few years living in Cheltenham with her husband and two children had always lived in Bristol. She had a bike however of the time and enjoyed cycling around the city. She cycled with her children in their holidays, cycling for her paper round and cycling with father to go and visit grandparents. Goldie described these as 'fun days'.

When she was first married she lived in the northern estates in outer Bristol before moving for a couple years to Didcot. It was in Didcot that she first cycled as an adult. 'Found a little bike up there I was running around on, again just local riding. I then used to go to Summertown and work, a part time domestic job on Woodstock Road, and pedalled up there.' She didn't cycle in to Oxford although she took the bus.

Goldie moved back to the outer suburbs of Bristol when her marriage ended. She used a seat on her bike to take her son to nursery; the older two were at school by this time. Her partner had a van and so they used this to do the shopping. During these days, she did not have the time to go cycling. She cycled to work and to the bus stop. She cycled to the bus stop and then walked to the bus. She cycled to the bus stop with her son with a new partner and children to Little Stoke (just over housing estates neighbouring Patchway). She still had her bike but didn't see an adult lot of cycling. She put this down to her partner having the car, not really having anywhere to go or anyone to cycle with.

Following the end of the relationship she moved to Patchway. She thinks the first time she felt she had the freedom to get out on her bike, and could 'go out whenever I please.' She felt that when she moved she had nowhere to go to know the area and find out where she could and couldn't go. She had a friend who had a bicycle and she used to go cycling with her. This friend got her interested in cycling and this had helped her discover the area by bike. They had done two charity rides together including Bristol Biggest Bike Ride. Goldie enthused about this ride and showed me the medals and certificates. She would like to do it again but didn't have anyone to do it with and wasn't sure how she would get in touch with the organisers. She had been offered a place on a charity ride but had to decline as she had to leave her bike at home to work having to wait with a broken wrist and collar bone. This resulted in her being off work for two months, with no pay.

Cycling and ageing. Goldie thought she was slower getting up hills, finding them harder with. She wasn't sure if she could still manage Filton Hill. She described having to be more wary and have your wits about you.

Outlook for cycling: Goldie wanted to keep on working and didn't expect that when she did have to give up work that this would impact on her cycling. She did not feel too age and wanted to keep on cycling because she enjoyed it.

Goldie's summary of cycling biography: "Well of course there are pros, you know as far as having the children are concerned, you having to be mobile quite a few years so having a bit of an on and off sort of thing, but from my younger days when I first started cycling it has been go stop, go stop, go stop, go stop, go stop, just keep going, there is no way I intend to stop. I mean I just love it, I enjoy going out on my bike and I've got all the time in the world to do it."

Reflective memo:

Goldie appears to have a modest design but often needs assistance to good health and general spirits, jumping up and out of her chair to get groceries to show she's up to par of her cycling and has applied to cycle Boom after seeing an ad in Patchway People. Goldie isn't well off and didn't anticipate retiring because she couldn't afford it. She did most of her own bike maintenance.

Goldie had had two periods of cycling in adult life, one had started when she was living on the outskirts of Oxford with a young family, and continued when she moved back to Bristol when it involved transporting her youngest child to nursery on the bike. Goldie felt not cycling had been a loss to her life. She had been cycling to work and to the bus stop, but had never been able to cycle to work. She had never succeeded in learning to drive. At various points in her life going by bike from a partner had made a contribution to her mobility. During these times Goldie felt she did not need to use her bike so much.

Goldie's second phase of cycling had come when she moved to Patchway over ten years previously. Goldie identified freedom and motivation to cycle more with this move. This move, and associated break up, would have meant Goldie no longer had a partner who could provide lifts. Her son had moved away and had less support for finding a place to go along on organised leisure trips.

Goldie had been offered a place to be on a charity ride but had to decline as she had to leave her bike at home to work having to wait with a broken wrist and collar bone. This resulted in her being off work for two months, with no pay.

She has alternatively used a van for her work. She doesn't consider cycling into Bristol or out beyond the city. Her early shift gave her the opportunity to make cycle trips during the day. Goldie seemed isolated as a cyclist mentioning a few times roles she would like to do but had no one to cycle with. Her new partner wasn't physically able to cycle and her son had now moved away.

RESTORED

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Mobile Observation _VEI Analysis

**cycle
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Preliminary Review
 Compiling 'ride gists' (RAs)
 Cataloguing data corpus (NB)

Substantive Review
 Identifying events/phenomena
 Developing coding themes/framework

Analytic Review
 Apply coding framework
 Gather candidate/exemplar instances into collections
 Query between different attributes
 In depth analysis of single instances

(Based on Heath, Hindmarsh & Luff, 2010)

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Transana - demo

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Questions to drive analysis

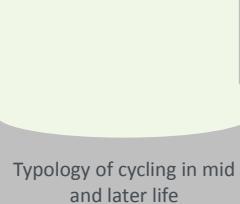


- What are the characteristics of older cycling trajectories and how does this shape future prospects?
- What are the key turning points/transitions that support or undermine cycling?
- What strategies & tactics do older individuals employ to continue cycling in older age?
- What is the relationship between design, cycling and wellbeing?

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Linking it all together



- Continued
- Restored
- Expanded
- Newly initiated
- Diminished
- Curtailed
- Absent

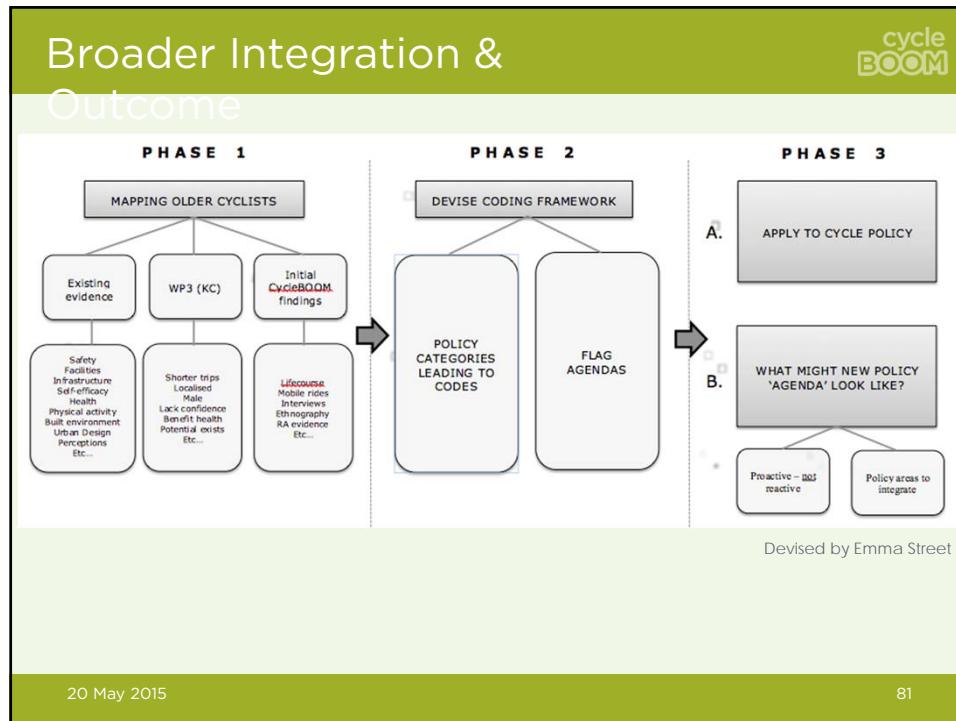
Compendium of cases, rides, clips and commentaries

Profiles of ageing velomobilities

- Purpose / meaning of cycling
- Geography and temporality of cycling
- Reflections on ageing and cycling
- Challenges of built / social environment

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Impact

Developing more inclusive neighbourhoods, towns and cities

Designing products suited to the growing market of older people

Impact
The ultimate aim is to contribute to the national agenda for improving wellbeing and independent ageing by providing evidence of how policies and programmes could help shape more supportive environments for cycling in older age. [Read more...](#)

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Domains: Active ageing

The Fitness Gap

"The difference between the best possible rate of decline and a person's actual rate of decline...determined by social factors, decisions we make about life and the pressures that influence us." Sir Muir Gray, *Sod 70!* [pp4-5]

AGEING IS NOT A PROBLEM

ABILITY

BIRTH 20 40 60 80 years

Actual rate of decline

Best possible rate of decline

The fitness gap

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Domains: Active Ageing

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Active ageing

"Process of optimizing opportunities for health participation and security in order to enhance quality of life as people age."

WHO 2002



www.bikewalkroseburg.org

age-friendly *adj.* **1.** favourable to and accommodating of older people in some form. [GENERIC] *tone:* POSITIVE. **2.** a World Health Organization (WHO) policy concept [COPYRIGHTED] designating: "policies, services and structures related to the physical and social environment that are designed to support and enable older people to "age actively" – that is, to live in security, enjoy good health and continue to participate fully in society." **3.** defined through an interrelating set of eight Age-friendly[®] domains: *Outdoor Spaces and Buildings; Transportation; Housing; Social Participation; Respect and Social Inclusion; Civic Participation and Employment; Communication and Information; and Community*



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Domains: Spatial Justice 'Right to the City'

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'right to the city' *n. pl.*

1. literally, meaning the right to shape urban life. *EFFECT:* mobilising (potentially).

2. phrase originally coined by sociologist Henri Lefebvre in *Le Droit à la Ville* (published in 1968). Defined through a politicised notion of accessibility as a 'demand...[for] a transformed and renewed access to urban life'. Concept more recently popularised by geographer David Harvey [see David Harvey, 'The Right to the City' *New Left Review* 53 (2008) pp. 23–40]. *tone:* OPTIMISTIC as in '*the freedom to make and remake our cities and ourselves is [...] one of the most precious yet most neglected of our human rights*'. *OPERATIONAL MODEL:* collective. **3.** aligns with Age-friendly principles that foreground older people's active participation in urban life. *BENEFITS:* a healthy alternative to health-focused public policy discourse on ageing.



<https://departmentfortransport.wordpress.com/tag/altered-images/>

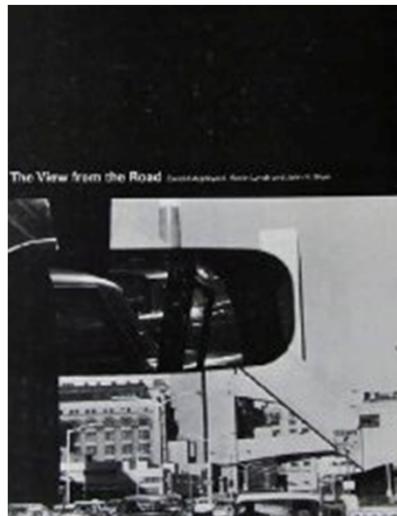
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Domains: Planning & urban design

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Preface

This monograph deals with the esthetics of highways: the way they look to the driver and his passengers, and what this implies for their design. We emphasize the potential beauty of these great engineering achievements, as contrasted with their current ugliness. Since the realization of this visual potential lies in the hands of the men who design them, this monograph is addressed to the highway engineer. We hope that he will find our ideas of use.



The View from the Road

The view from the saddle

Urban design vocabulary for cycling

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Domains: Industry – Design Technology

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T&Cs apply. Offer ends 3rd June. Bikes over £200.

Visit https://youtu.be/r5IdADWZ_Pk

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Potential outputs for policy and practice



- Illustrate various aspects of cycling in later life using individual cases
 - Influence of retirement, becoming a carer, moving house
 - Relational aspects: partner, children, social groups
 - Cycling and health episodes | Restorative changes and curtailment
 - Adaptations associated with ageing
 - Contribution to wellbeing
 - Cycling promotion in the individual cycling life history
 - Cycling as part of transport modes
- Highlighting the churn behind the 3%|17% figures
- Older cyclists in different spatial contexts
 - mapping problem areas and possibilities

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Tailoring by spatial scale & location



	Inner urban	Fringe
Home	Storing and manoeuvring bike to and from the street can be difficult at dwellings in high density areas. Manoeuvring it out to street could prove cumbersome	More space for storing bike in ancillary spaces/buildings, often level access to street.
Street	Set off areas could be crowded by refuse collection and parking Topography	More space for set off Topography
Neighbourhood	Squeezed-in cycling provision, lack of segregation	Proximity to hinterland Segregated pathways Intersections with distributor roads
City and fringes	Corridors and gyratories with high traffic volumes Alleyways, pedestrian routes, informal spaces afford direct routes/permeability links sometimes undesirable underpasses Topography	Greater distances to destinations Corridors and gyratories with high traffic volumes Topography

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Outputs | Impact: Activity since last SAG



See handout

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Outputs | Impact: Future Events



- **Cycling and Society Annual Symposium**, Sept. 2015 & Sept. 2016
- **Royal Geographical Society with IBG 2015**, August 2015
- **BSG Annual Conference 2015**, Sept. 2015
- **8th European Public Health Conference**, October 2015
- **Association of American Geographers Annual Meeting**, April 2016
- **14th World Conference on Transport Research**, June 2016
- **6th International Conference on Traffic and Transport Psychology**, August 2016
- Special session on '**Design for Wellbeing: Ageing and Velo-mobility in the Built Environment**'. RGS with IBG, August 2016
- Special session on '**Researching with older people**'. 7th ESRC Research Methods Festival, July 2016
- **Final Project Conferences** | London & Leeds, Sept. 2016

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Roundtable Discussion

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THANK YOU!

NEXT SAG MEETING: AUTUMN 2015

PLEASE SEND FEEDBACK OR FORWARD
SUGGESTIONS FOR CONTENT OF NEXT
SAG MEETING TO

NICK BEALE
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