



**cycle BOOM**  
DESIGN FOR LIFELONG HEALTH & WELLBEING

Third Stakeholder Advisory Group Meeting  
20 May 2015

**EPSRC**  
Pioneering research and skills

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

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**University of Reading**

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# Objectives



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**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

20 May 2015 2

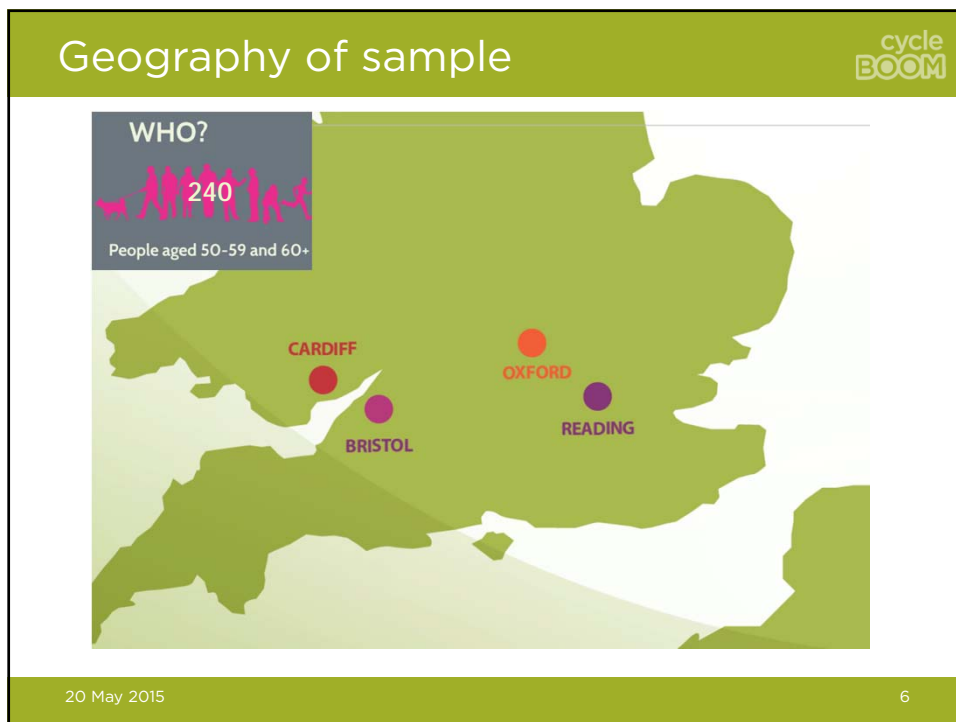
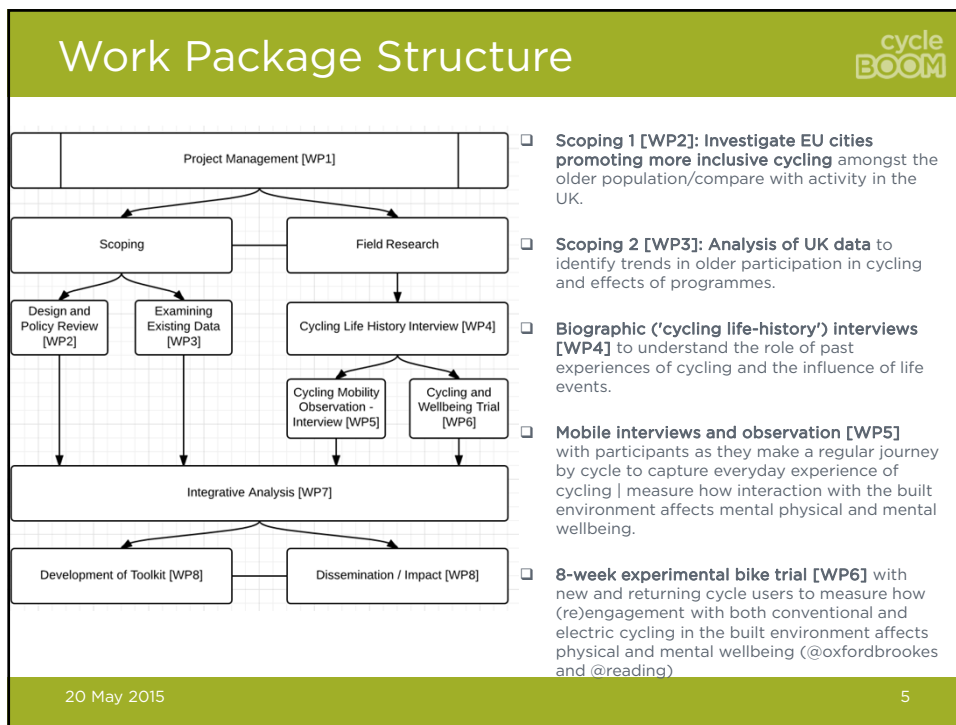
## Agenda



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.		<b>Project Results / Findings So Far:</b> <ul style="list-style-type: none"> <li>• Secondary Data Analysis   Infographic [WP3]</li> <li>• EU Case Study Film [WP2]</li> <li>• Urban Design Audit [WP2]</li> </ul> BREAK
		<ul style="list-style-type: none"> <li>• Cycling Life History Interviews [WP4]</li> <li>• Cycling Mobility Observation Interviews [WP5]</li> <li>• Cycling and Wellbeing Trials [WP6]</li> <li>• A Participant's Experience of Taking Part in the Study</li> </ul>
4.	12.00	<b>Roundtable Discussion</b>
	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	<b>Roundtable Discussion</b>
	16.00	Date of the Next Meeting   CLOSE

20 May 2015 3





## cycle BOOM

### cycle BOOM

sampling approach and participant journey

**SAMPLING FRAME**  
Oxford | Reading | Bristol | Cardiff  
Selected Urban | Suburban | Peri-urban areas

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**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

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**SAMPLE RECRUITMENT**  
[www.cycleboom.org](http://www.cycleboom.org) | events | media | groups | snowballing | hanging out

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**SAMPLE SCREENING SURVEY**  
[currently cycle](#) | [do not currently cycle](#)

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**PARTICIPANT JOURNEY | WAVE 1**

	OXFORD	READING	BRISTOL	CARDIFF
<b>Cycling life history interview</b> [n=120]	10 ↓	10 ↓	15 ↓	15 ↓
<b>Cycling mobility observation-interview</b> [n=50]	20	20	15	15
<b>Cycling and wellbeing trial</b> [n=40 + 10 control]			No trials	No trials
Pedal cycle	10	10		
Electric cycle	10	10		
Control	5	5		

Version 1.0 | Last updated Feb 12 2014

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7

## cycle BOOM

# Reflections

Team Time Trial  
Collective effort | pacing | playing to strengths



Team cB holding it together...

**Stage I - Oct 2014 - Mar 2015**

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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8



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Emerging Results and Findings

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Work Package 3:  
Examining Existing Data

*Kiron Chatterjee:*  
*University of the West of England (UWE)*

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## Role of WP3

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- 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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11

## Output of first stage

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



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12

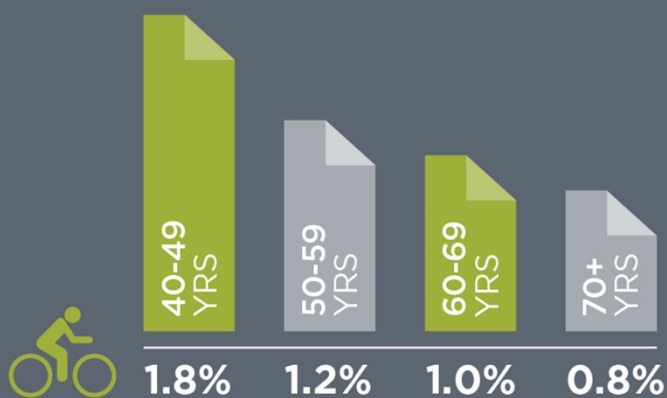
## The potential for the return of an endangered species – the older cyclist

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13

### 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.

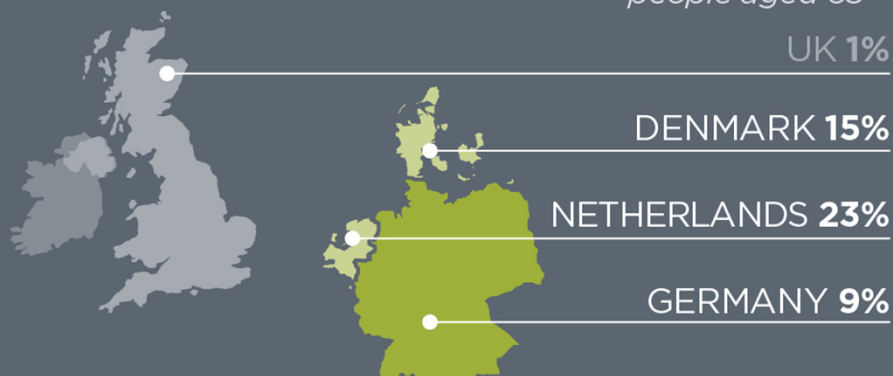




## DIFFERENT STORY ELSEWHERE

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

*Share of journeys by  
people aged 65+*



## OLDER PEOPLE MAKE SHORTER, MORE LOCALISED CYCLE JOURNEYS

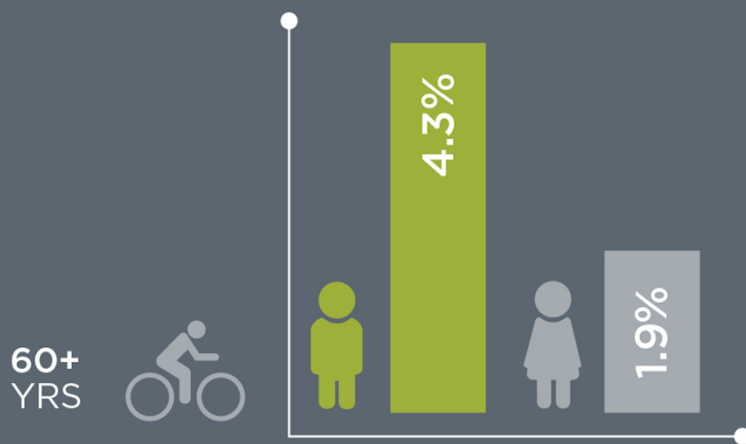
Older people's cycle journeys are **shorter** than younger adults' and are **usually for personal business or social purposes** (as opposed to commuting)





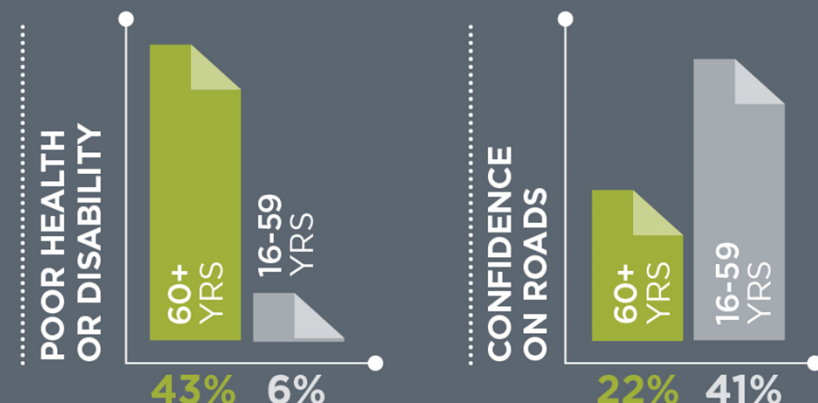
## OLDER MEN CYCLE MORE THAN OLDER WOMEN

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.**

## Objectives

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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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23



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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*

## 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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25

## The Documentary Film

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26

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**Work Package 2**  
Urban Design Audit

*Philip Black*  
University of Reading

*cycling in*  
**READING**  
An Urban Design Perspective  
University of Reading | Reading Borough Council

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## Consensus (cycling sort)

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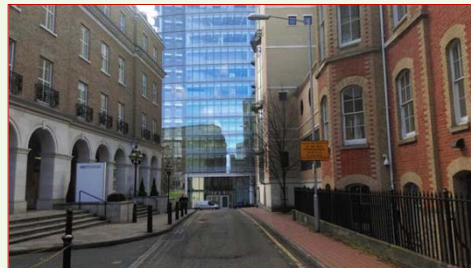


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29

## Contention (cycling sort)

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30



## Between Design and Cycling






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31



- **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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32

# 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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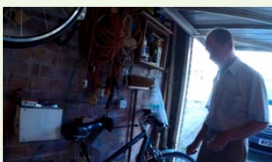
35

## Life history interviews

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- 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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36

## Mobile observation & interview



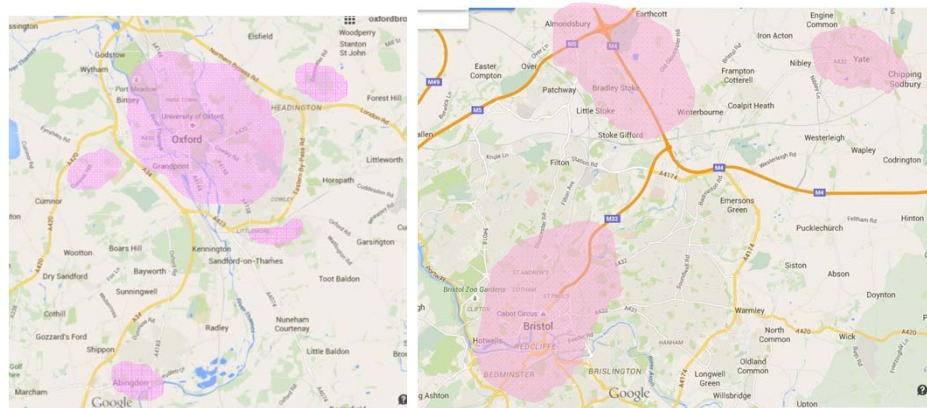
- Participant's choice of route | time
- Handlebar cameras | sound | GPS
- Priming for interview
- Video elicitation interview
  - Participant commentates
  - Playback
  - Strategies and tactics: route choice, road position, manoeuvres, interactions, infrastructure, cycle-scape
  - Experiences: sensory,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



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37

## Geographical areas of focus



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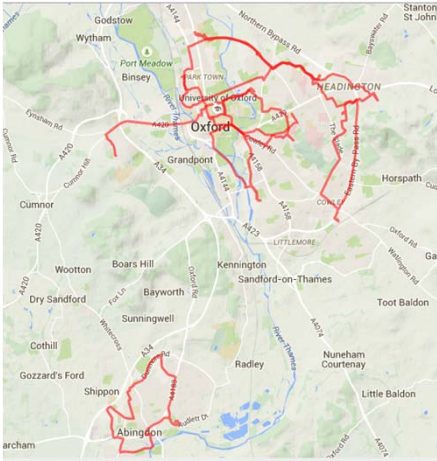
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## Collection of rides



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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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40



## 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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41

## Flexibility &amp; discretion

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when and where to cycle



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## Storage, access and setting off

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43

## Connection to people and place

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44



## Competent- expert manoeuvres

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awareness of risks and capabilities

in-depth knowledge of routes

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45

## Improvisation/resilience

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46

## Transgressions - justified & confessional

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47

## Adaptations: route

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



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48

## Routes & manoeuvres

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49

## Monotony, impedance

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50

Summary cycle  
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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**

*Carlen van Reekum & Louise-Ann Leyland  
University of Reading*

 **University of Reading**  
**CINN**  
Centre for Integrative  
Neuroscience and  
Neurodynamics

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## Wellbeing and cognition trial

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- 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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53

## Domains measured

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- 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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54

## Preliminary results

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- 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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55

## The next year...

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- 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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56







## Wellbeing trials: Focus Groups

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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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59

## Brian (& Gill's) Experience

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60

**Roundtable Discussion**

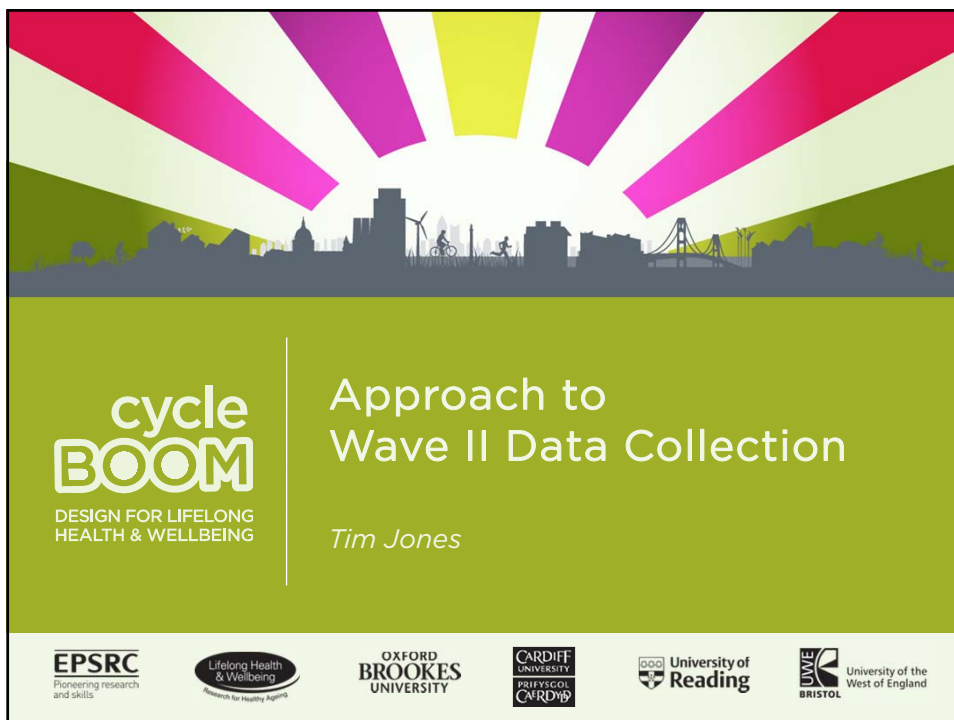


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**LUNCHTIME!  
AT THE TERRACE**









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Approach to  
Wave II Data Collection


*Tim Jones*

WAVE II cycle  
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**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





### 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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65





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## WP5 Way-marked Route Update

*Carl Mann: Cardiff University*










## 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?

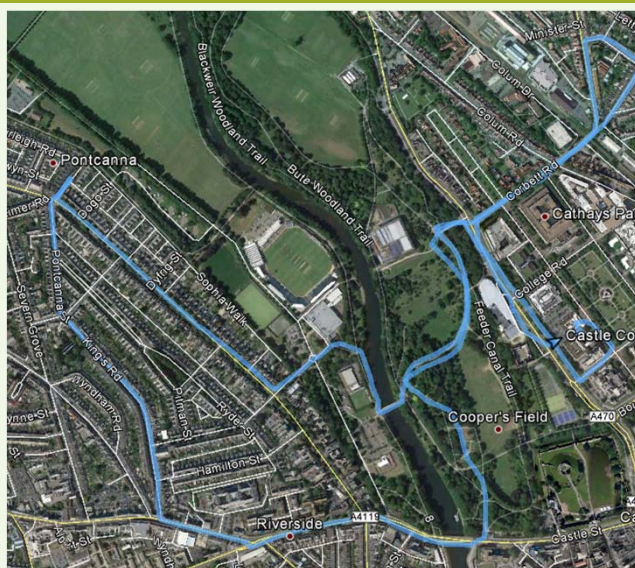
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67

## Way-marked Rationale and Changes

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Cardiff Waymarked Route



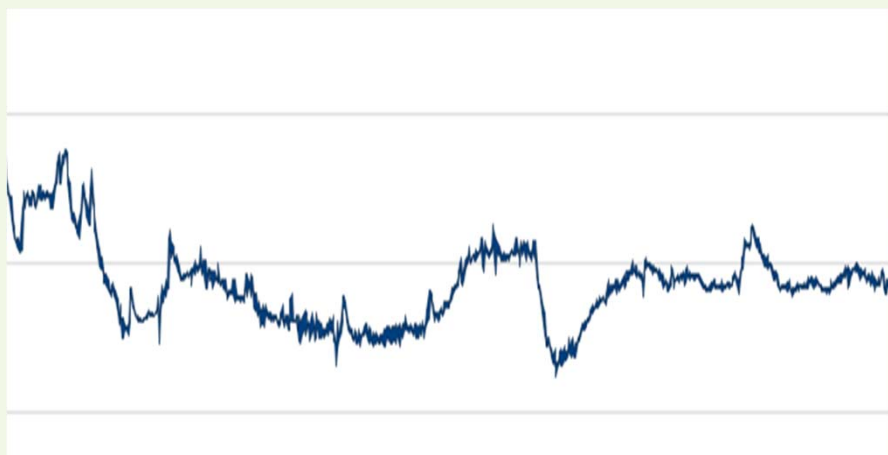
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68

## Using GSR



### GSR data from Rosie in Cardiff



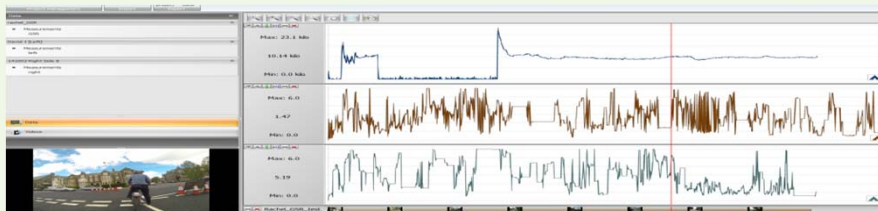
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69

## Using GSR

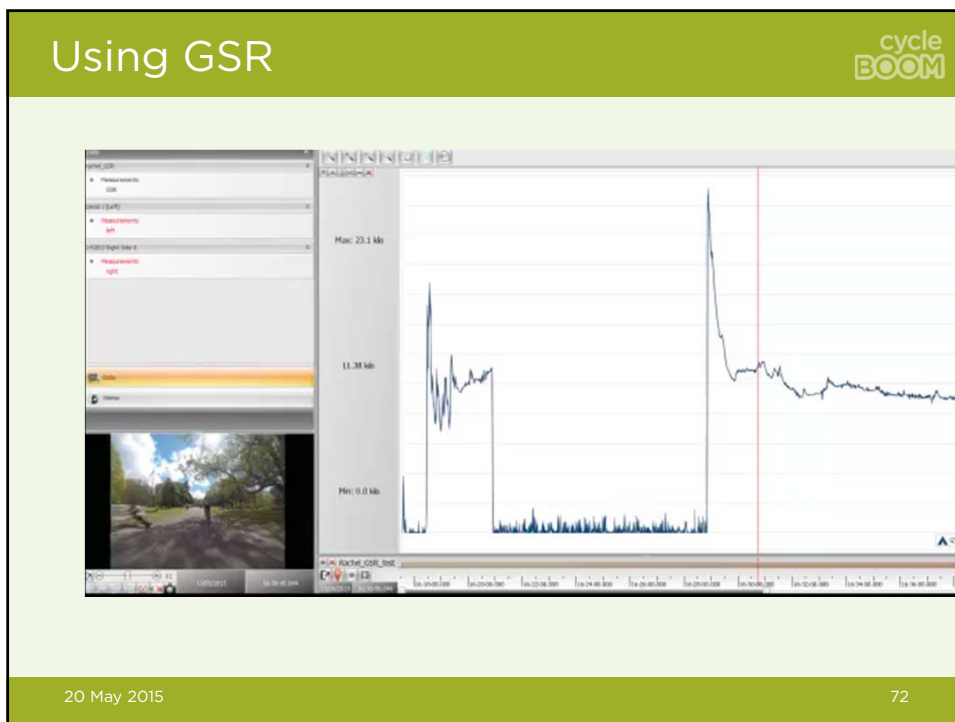
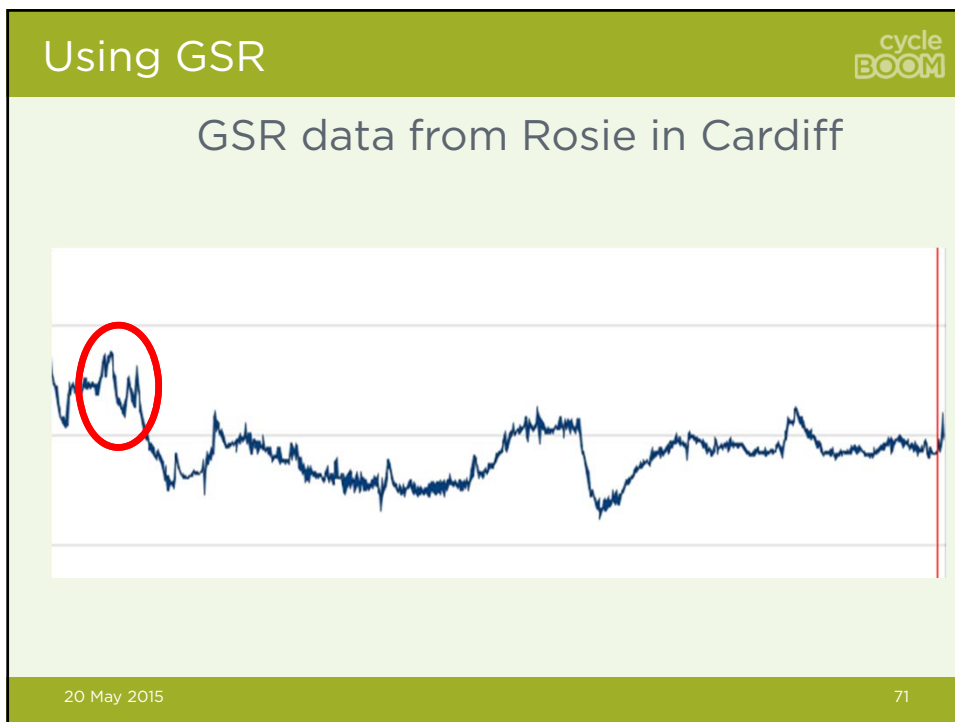


### Captiv capture of Rosie in Bute Park




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70





# Representing and analysing GSR data cycle BOOM



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The image shows an aerial view of a city with several translucent overlays. A large blue translucent area covers a significant portion of the city, while several green translucent vertical bars are positioned over specific areas. Labels on the map include 'Riverside', 'Coopers Field', and 'Cathays Park'. The 'cycle BOOM' logo is in the top right corner.



## Analysis Methods | Challenge of Integration

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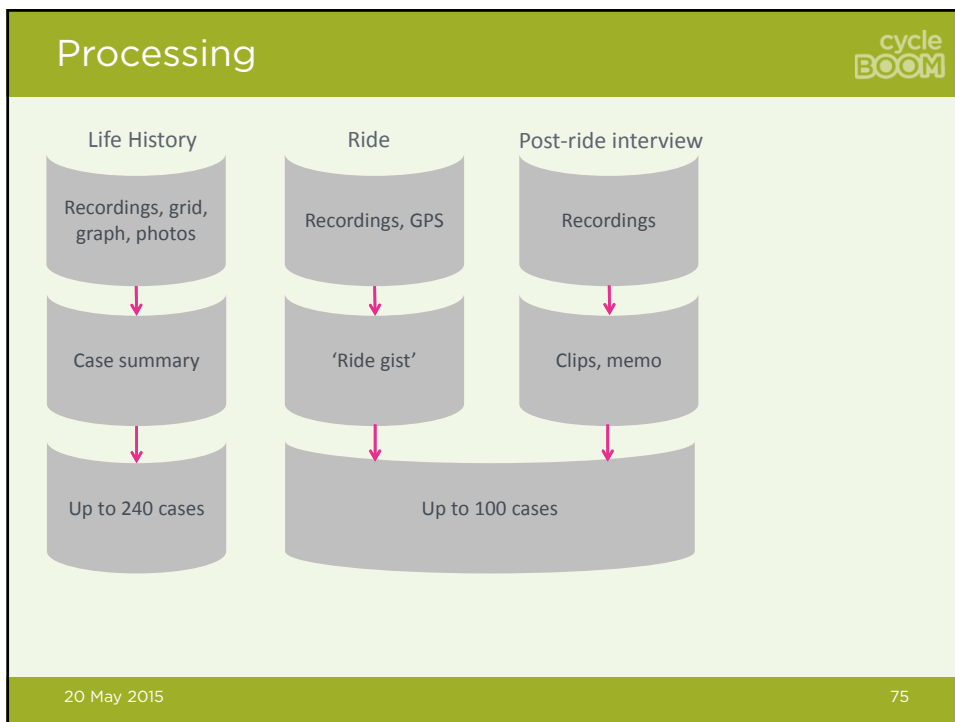
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The slide features a stylized sunburst graphic with rays in shades of pink, purple, and yellow. Below the sunburst is a silhouette of a city skyline with a wind turbine, a bicycle, and a person walking. The 'cycle BOOM' logo is on the left, and the title 'Analysis Methods | Challenge of Integration' is on the right. At the bottom, there are logos for EPSRC, Lifelong Health & Wellbeing, Oxford Brookes University, Cardiff University, University of Reading, and UWE Bristol.



## Life history case summary example

**BIMBOI GOLDIE**

**Cyclepage:** Goldie (88) lived in the north fringe of Bristol and worked fulltime as a cleaner at one of the large firms in the north fringe. Goldie had done but had a different job 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 had access down. Goldie didn't have a driving license and used her bike for much of her transport. Her boyfriend was overweight and had health problems so couldn't cycle. If they went anywhere together they would use his car.

Goldie had two bikes which were stored in her garden shed. Her regular bike had a rack but she didn't have panniers. She cycled to work and to a local retail centre in Bradley Grove and a regional shopping centre at Clifton Causeway. Goldie's cleaning job started at 8am which meant she left her house at 7.30am. It was a short cycle to work but involved a short section of A28 which at that time in the morning was clogged with the occasional 'juggernaut' coming to and from the retail centre. She described some stress about personal safety leaving her house at this time due to who might be about but was unconcerned by traffic.

Due to her early start Goldie had finished work by lunchtime. 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 carriageway which created a bus and cycle lane Goldie continued to use the 'down and back road' to get to Clifton Causeway. She talked about seeing other cycle messes unaccompanied but not having anyone else to cycle with didn't think they would be much fun to do on her own.

Goldie grew up in Bristol and spent from a few years living in Oxford with her husband and two children had always lived in Bristol. She had a bike from the age of 12 and recalled cycling with friends and going further a field 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 passenger seats in under Bristol before moving for a couple years to Oxford. It was in Oxford that she first cycled as an adult. 'Found a little bike up there I was running around on, again just local riding, father used to go to Summertown and work a parttime domestic job on Woodstock Road, and pedaled up there.' She didn't cycle in to Oxford always took the bus.

Goldie moved back to the inner 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 she used this to do the shopping. During these days, she did not have the time to go off on her own because of caring for her children so her cycling was limited to getting to work and taking her son to nursery. She then moved with a new partner and children to Little Stoke (just over housing estates neighbouring Failand). She still had her bike but didn't see it as a useful bit of cycling. She put this down to her partner having the car, not really having anyone to go or anyone to cycle with.

Following the end of this relationship she moved to Patchway. Since this move she felt she had the freedom to get on her bike, she could 'go out now whenever I please'. She felt that when she moved she had wanted to get to know the area and find out where she was and could get to. Her perception was that there seemed to be more places she could get to by bike. Her youngest son moved with her and had helped her discover the area by bike. They had done two charity rides together including Bristol's 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 to Bristol with her bike. During this most recent and ongoing phase Goldie had come off her bike on the way to work leaving her with a broken wheel and collapsed tyre. This resulted in her being off work for two months, with no pay.

**Cycling and aging:** Goldie thought she was slower getting up hills, finding them harder work. She wasn't sure if she could still manage Filton Hill. She described having to be more wary and have joints aching about this.

**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 see her age and wanted to keep on cycling because she enjoyed it.

**Goldie's summary of cycling biography:** 'Well of course there are gaps, you know as far as having the children are concerned, you having to be mum for quite a few years so it has been sort 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 and obviously now I feel just keeping going there is no way I intend to stop. I mean I just love it, I do enjoy being out on my bike and I'm getting off the time in the world to do it.'

**Reflective memo:**

Goldie appeared to have a resilient 'tough but often made seemed in good health and seemed cheerful, jumping up out of her chair to get pictures to show me. She was proud of her cycling and had applied to cycle Boom after reading an advert in Patchway People. Goldie wasn'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 that cycling had been limited when she was bringing up children and that she hadn't had the time to use her bike whenever she wanted to. Goldie had tried but had never succeeded in learning to drive. At various points in her life getting with from a partner had made a contribution to her mobility. During these times Goldie felt she had not needed 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 with her and had been a support for finding routes and also going on organised leisure rides.

Goldie's cycling was local, the spatial limits seemed to be the local and regional shopping centres within the northern fringe and getting to work. She had a well-established set of routes for navigating the area. She didn't seem to consider cycling into Bristol or out beyond the city. Her very early off gave her the opportunity to make cycle trips during the day. Goldie seemed to have a system involving the times when she would like to do but had no one to cycle with. Her new partner wasn't particularly able to cycle and her son had now moved away.

**RESTORED:**

20 May 2015
76

## cycle BOOM

# Mobile Observation \_VEI Analysis

**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)

Apply coding/assign clips into collections

Viewing 2

PI/CO-I & RA

Identify events/phenomena

Viewing 1

PI/CO-I

RA

Catalogued data corpus

↑

20 May 2015
77

## cycle BOOM

# Transana - demo

The screenshot displays the Transana software interface. At the top, there's a menu bar with 'File', 'Transcript', 'Tools', 'Options', 'Window', and 'Help'. Below this, the main window is divided into several sections:

- Visualization:** A blue audio waveform is shown on the left side of the main window.
- Video:** A central video player shows a first-person view of a cyclist wearing a yellow jacket riding on a road.
- Timeline:** A horizontal timeline at the bottom of the video player shows time markers from 0:00:00 to 0:02:00.
- Data:** A panel on the right side of the interface shows a hierarchical list of episode items, including names like 'B14002\_Vaasem', 'B14002\_Floria', 'B14002\_Gordie', etc., under the heading 'Database: cycleBOOM'.

20 May 2015
78

## Questions to drive analysis

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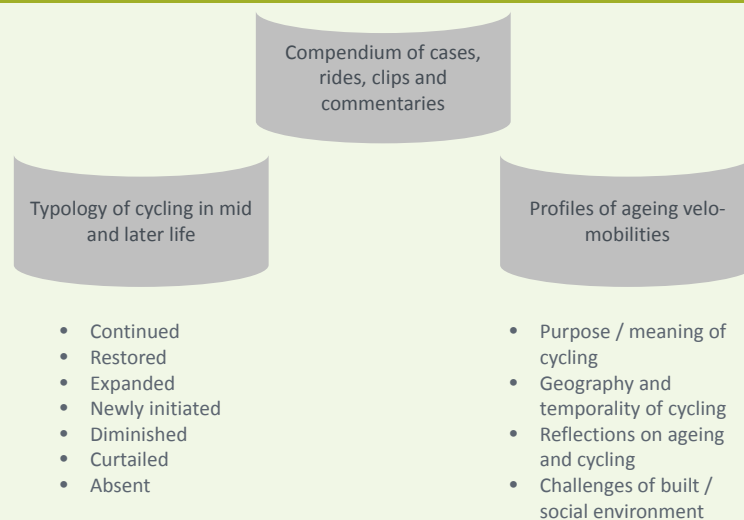
- What are the characteristics of older cycling trajectories and how does this shape future prospects?
- What are the key turning points/transitions that support or undermine cycling?
- What strategies & tactics do older individuals employ to continue cycling in older age?
- What is the relationship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

20 May 2015

79

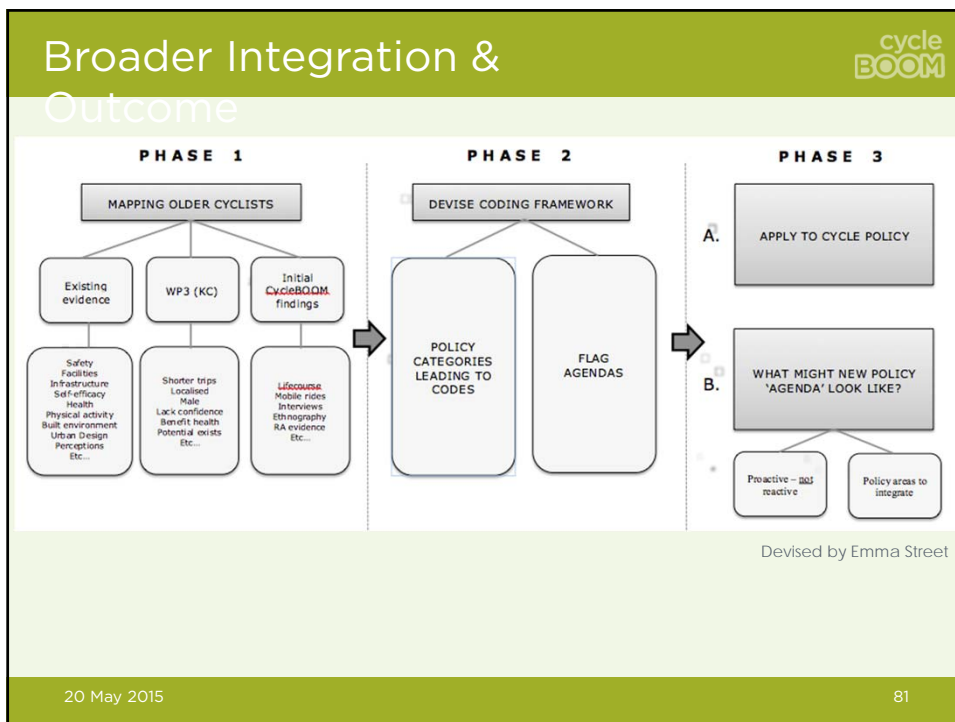
## Linking it all together

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20 May 2015

80



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DESIGN FOR LIFELONG  
HEALTH & WELLBEING

Public Engagement |  
Outreach | Making an  
Impact

EPSRC  
Pioneering research  
and skills

Lifelong Health  
& Wellbeing  
Research for Healthy Ageing

OXFORD  
BROOKES  
UNIVERSITY

CARDIFF  
UNIVERSITY  
PRIFYSGOL  
CARDIFF

University of  
Reading

UWE  
BRISTOL  
University of the  
West of England

**Impact** cycle BOOM

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 healthy ageing by providing evidence of how policies and programmes could help shape more supportive environments for cycling in older age. [Read more...](#)

20 May 2015 83

**Domains: Active ageing** cycle BOOM

The Fitness Gap

“The different 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**

**The fitness gap**

20 May 2015 84




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## Domains: Active Ageing

**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*



20 May 2015
85

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## Domains: Spatial Justice 'Right to the City'

**'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 '[t]he 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/>


20 May 2015
86

cycle  
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## Domains: Planning & urban design

**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

20 May 2015
87

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## Domains: Industry - Design Technology

*Ceci n'est pas un vélo.*





T&Cs apply. Offer ends 31st June. Bikes over £200.

Visit [https://youtu.be/r5ldADWZ\\_Pk](https://youtu.be/r5ldADWZ_Pk)

20 May 2015
88

## Potential outputs for policy and practice cycle BOOM

- 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

20 May 2015 89

## Tailoring by spatial scale & location cycle BOOM

	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

20 May 2015 90

Outputs | Impact: Activity since last SAG cycle  
BOOM

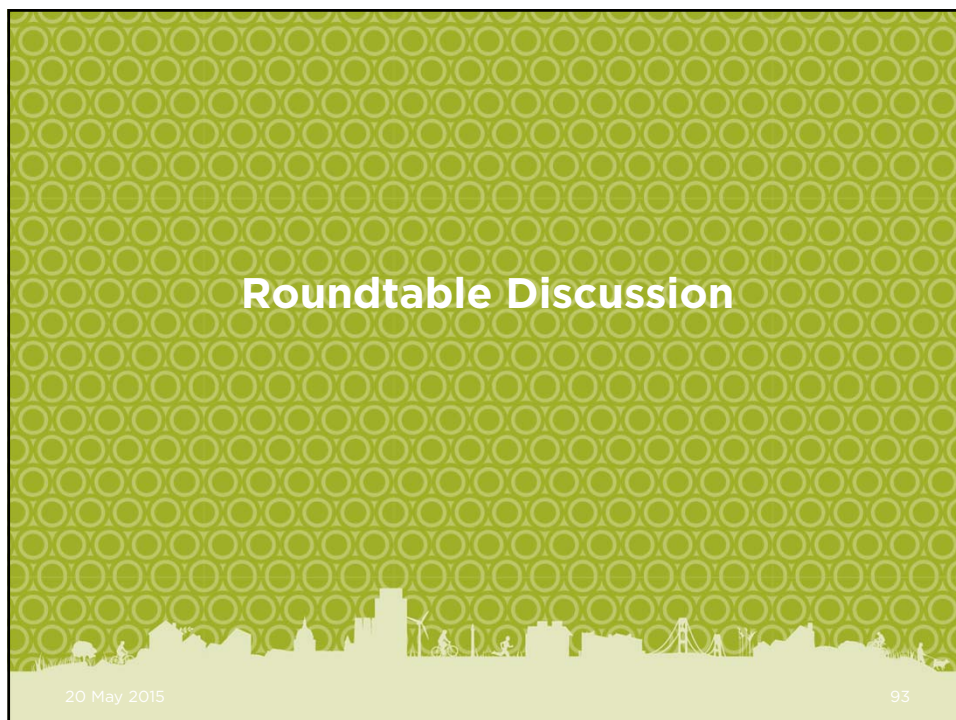
See handout

20 May 2015 91

Outputs | Impact: Future Events cycle  
BOOM

- **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 Velomobility 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

20 May 2015 92



# Roundtable Discussion

20 May 2015 93



# THANK YOU!

NEXT SAG MEETING: AUTUMN 2015

PLEASE SEND FEEDBACK OR FORWARD  
SUGGESTIONS FOR CONTENT OF NEXT  
SAG MEETING TO  
NICK BEALE  
[nbeale@brookes.ac.uk](mailto:nbeale@brookes.ac.uk)

20 May 2015 94