

Ageing, mobility, built environment and technologies

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DESIGN FOR LIFELONG HEALTH & WELLBEING

Understanding cycling amongst the UK's older population and how this affects health and wellbeing

Logos: EPSRC, Living Health & Wellbeing, OXFORD BROOKES UNIVERSITY, CARDIFF UNIVERSITY, University of Reading, University of the West of England

Understanding pathways of development in cycling in later life

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Mixed methods research cycle BOOM

Urban designers and architects	ageing built environment
Geographers	governance mobility and affect
Transport planners	understanding travel behaviour
Neuropsychologists	physical activity on ageing brain

Logos: UWE BRISTOL, University of the West of England, CARDIFF UNIVERSITY, OXFORD BROOKES UNIVERSITY, University of Reading

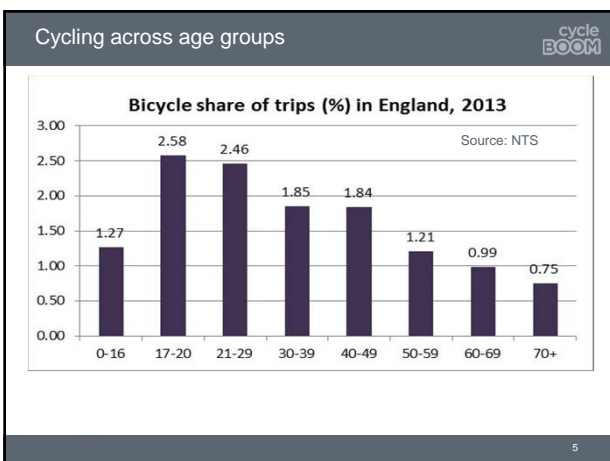
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Cycling in later life cycle BOOM

• what enables some to continue •

when and why do others give up?

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Different story elsewhere... cycle BOOM

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

Share of journeys by people aged 65+

UK	1%
DENMARK	15%
NETHERLANDS	23%
GERMANY	9%

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Research questions

How do participants explain how their current cycling status has emerged?
 How did cycling evolve in relation to the physical and social settings of their life?
 What influence have events and transitions in mid and later life had on their cycling?
 How does ageing influence practice and experience of cycling?
 What narrative forms emerge in the communication of an older person's life time experiences of cycling?

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Life course perspective

“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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Interviews

life history grid
 semi-structured interview

- Current
- Past
- Future
- Ageing

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Life history grid

Year of birth	1940s	1950s	1960s	1970s	1980s	1990s	2000s	2010s
Residence			MALDEN, ESSEX	→ 1979 BROMLEY, KENT	2007-2015 BROMLEY, KENT	WIMBORNE, DORSET	WIMBORNE, DORSET	WIMBORNE, DORSET
Household			Wife, 2 kids, 2 dogs, 2 cats	M, D, 2 kids	M, D, 2 kids, 2 dogs, 2 cats, 2 horses	Wife, 2 kids, 2 dogs, 2 cats	M, wife, 2 kids, 2 dogs, 2 cats	Partner, 2 kids, 2 dogs, 2 cats
Education / work (paid / unpaid)			Primary school, 1948	Secondary school, 1958	University, 1968	University, 1968	2005-2015, 2015-2016, 2016-2017	2015-2016, 2016-2017, 2017-2018
Activities / hobbies / leisure				Football, basketball, rowing, etc.	Football, basketball, rowing, etc.	Active, 1990s	→ walking with dog, etc.	→ walking with dog, etc.
Transport			Wife bikes, husband car	1976 first time to use shared bike	1980 first time to use shared bike	1990s, 2000s, 2010s	2015-2016, 2016-2017, 2017-2018	2015-2016, 2016-2017, 2017-2018
Cycling - owned or had access to a bike			1st bike etc.					
Cycling - activity				1st time to use shared bike, 1976	1980, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018			

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Participants

- Regular, occasional and rare cycling
- no longer cycling
- Gender balance
- 50s | 60s | 70+
- Index Multiple Deprivation
- Spatial context

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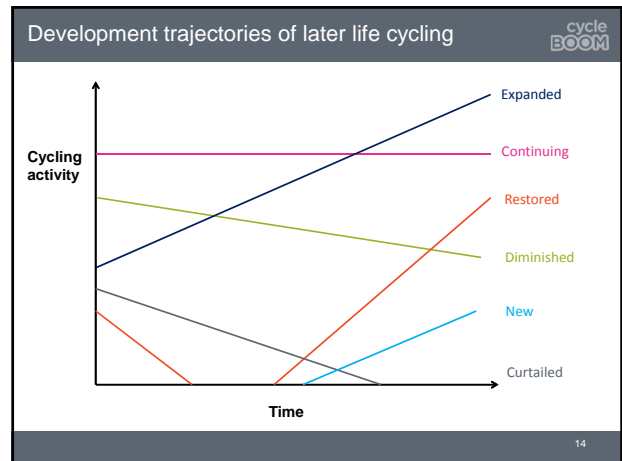
Data processing and analysis

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TYPOLOGY

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Reginald - Diminished

Retired public servant living inner suburbs	“there has always been a purpose, to get somewhere to do something else...having got the bike to go to school, a bike was then a mode of transport, an efficient and cheap mode of transport which I was happy to go on doing but it wasn't something that took my interest in its own right.”
Cycled intermittently through career	“...then it went in the garage, I used it occasionally, I used to go up to [volunteering], having retired and got time so I did that but anything else local, Tesco's or to the shops just walk. just once or twice I went out for a cycle ride for exercise, to keep fit because not being on my feet every day, I consciously wanted to keep fitbut me bum hurt...it was so, it was uncomfortable and it was more stressful than walking and trying to find different routes for interest because I didn't like going there and back again for fun, it's ok for commuting but if I'm doing something I like to do it in a circle...then I stopped doing that and it's stopped now for the last couple of years....About a year ago was the last time I used my bicycle...on holiday last year when we hired bikes...”
Failed attempt at cycling for recreation in retirement	“Golf and grandchildren”

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Angie - Diminished

Part time self employed, inner suburbs	“My cycling life has really shrunk actually, not because I can't or don't want to, for some reason, particularly at the moment, because I'm doing a lot of things to do with work I have needed to the car to go and buy stuff”
In London until age of 40, bike was main mode of transport	“I used to go on the roads more, I think that I am less confident and I think that's partly to do with I don't do it so much, and also an age thing you feel more vulnerable, you know turning your head to see what's coming and you use a lot of peripheral vision when your cycling and hearing, those things tend to become a little bit less acute....also to do with moving your head, balance and move, checking to see, and all those things combined they are not quite as good as they were.”
Moved to Bristol and got car, cycles less, drives and walks	“I have been thinking it would be nice to have a decent bike, a sort light weight, with lots of gears more user friendly thing in terms of hills to do leisure cycling,... it would be nice to have one with a motor {laughs}....it seems to be creeping up, that sort of thing”

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Leona- Restored

Works fulltime, lives and works in north fringe	“as a child fairly level, then a big stop while I was at uni, then started again and then there was another stop and then since I've had this new bike it's probably grown and as I say I probably cycle more now than I ever have done in my life.”
Moved to Bristol from rural location, occasional leisure cycling	“it's very much a fitness thing, cos at work I'm sitting down all day, it's only been the last 15 months....I started work there then, it's a 6/7 mile cycle ride which is actually no further to when I worked in the city centre previously...there is absolutely no way I would have cycled from here into the city..... it's quieter, traffic's quieter, and it's also the attitude of work, if I'm not at my desk until 9.15 it doesn't matter whereas before I was in financial services and it didthey have this sustainable travel policy...there are changing facilities, showers.....I am a fair-weather cyclist, I must admit, October comes and the bike goes in the shed for winter.....some of the ring road path is unlit”

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Wilfred- Restored

Retired business owner, living urban fringe	“about 2008 the kids bought me a bike cos [wife] was bikingI'd already had a half [knee] replacementThey bought me a bike and I started just doing a little bit of biking cos I was working still, just out with the kids and that.... <i>I: the bike was bought for you?</i> Yeah just to do something [laughing] encouragement to do somethingas I say I was so embedded in work, my focus was work, building up the business and early retirement”
No time or opportunity while running business	
Sport curtailed by knee	
Wife did long distance charity rides	“Um probably since I retired, 3 years been doing it all the time, cos I've been sporty all my life and competitive, you know if I do something I want to win kind of thing, and of course I couldn't do nothing, so I started cycling and I didn't enjoy it greatly to begin with if honest, I'd go out with my wife and thought “aww gawd 12 miles cycle ride yeah I'll do it if it keeps her happy, keep her, you know”... it's just cycling's boring,...but then gradually you appreciate what's around you, the scenery and that and going out and stopping in a café...and they've stopped now so it's just Chloe and myself.”
Family encouraged him	
Cycles twice a week with wife	

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Later life transitions – opportunities for intervention? cycle BOOM

Developmental type	Examples	Change in circumstances for cycling
Curtailed	Changes in fitness, flexibility, sensory and motor abilities Rehabilitation, management of conditions/ ageing process	Distances, topography, infrastructure, safety, aesthetics
Diminished	Retirement/ down-shift Interests/Volunteering/Caring	Schedule/potential purposes Physical domain
Restored	Relocation/ Retirement	Social support/influence
Continuous		Capacity and comfort Motivation

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Later life transitions – opportunities for intervention? cycle BOOM

Type of life event/ transition	Examples	Change in circumstances for cycling
Relocation	Down-size home down-shift in work	Physical domain: Distances, topography, infrastructure, safety, aesthetics
Roles	Retirement/ down-shift Interests/Volunteering/Caring	Schedule/potential purposes
Relationships	New/dissolution Intergenerational relationships Networks	Social support/influence
Health	Changes in fitness, flexibility, sensory and motor abilities Rehabilitation, management of conditions/ ageing process	Capacity and comfort Motivation

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Supporting cycling in mid and later life cycle BOOM

Challenges	Responses
Retirement and down shift rearranges temporal opportunities and constraints	Travel plan measures targeting later career employees Retirement preparation
Accessing routes for leisure	links to key routes
Ageing bicycles	loan, pool (e)bikes, tax-efficient purchase, trade-in, recycled
Company for cycling Differentials in fitness /confidence	training, groups
Seeing cycling as age appropriate	Age-inclusive image of cycling Promote inter-generational aspect
changing capability, confidence and motivation changing with onset of health conditions	Encouraging patients to resume or initiate active travel as part of recovery/ management of condition
Ageing infrastructure	Design and maintenance of spaces for cycling
Ease of local functional journeys	Ease of storage and set off Ease of arrival and cycle parking

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