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

Munich 6-7 June 2016
International Scientific Conference on Mobility & Transport Transforming Urban Mobility
Cycle Boom - background

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

Conditions less supportive of older cycle users?

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

Congestion

Mushroom shaped

Topography

Steady cycling growth in past decade

Some off-road cycling infrastructure

Emergent identity as cycling city
Plan your ROUTE

CYCLING INSPIRATION
The official Cycling City site for Greater Bristol and the West of England
Profiles of cycling in later life

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

Rides
- BM013 - Alfie
- BM019 - Nicholas
- BM023 - Diane
Diane, 60s, Jamaican heritage

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

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

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

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

**Threats:** Recent fall, husband now offering lifts. Would like lighter or power assist bi or tricycle.
Diane
Nicholas, 60s, white British

**History:** Intermittent through career and other local trips.

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

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

**Adaptions:** Route selection, Endurance

**Threats:** willingness to tackle distributors
Alfie, 60s, white British

**History:** To work for most of career.

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

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

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

**Threats:** Mostly cycles alone; limited contacts for cycling.
Domains and Strategies

Domain

- Scheduling (Temporal)
- Route selection (Spatial)

Strategies:

- Endurance
- Improvisation
- Transgression
- Curtailment
## Opportunities and constraints by spatial context

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<td>Free-standing town</td>
<td>Residential space for storage and easy access to street.</td>
<td>Connector routes radiating from town carry high speed, heavy vehicles and traffic volumes without segregated cycling infrastructure.</td>
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<td>Set off area less obstructed</td>
<td>Incomplete traffic-free cycling links to city and wider city region.</td>
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Unlit, unrewarding stretches

Destinations at greater distance
Ease of setting off

Difficulty storing and moving cycle to street

Crowded set off area

Residential space for storage and easy access to street.
Intersections &

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

In-between spaces offer routes around large intimidating infrastructure
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Life-long cycling