

Stakeholder Advisory Group

- Brings together representatives of organisations with specialist knowledge or interest in how built environment design and bicycle technology affects cycling mobility and wellbeing amongst the older population.
- Established to support the project and advise on how to ensure the project findings have an impact within policy making and industry.

Agenda

Item	Time
	09.45
	Arrival Coffee
1.	10.00
	Welcome & Introductions [Tim Jones, Oxford Brookes University (OBU)]
2.	
	cycle BOOM Overview [Tim Jones, OBU]
	• Project Aims & Objectives
	• Sampling and Recruitment
3.	
	Project Progress / Updates
	• Scoping Study [WP2] [Emma Street Philip Black, University of Reading]
	◦ UK / EU Case Studies
	◦ Policy Review
	◦ Urban Design Audit
	• Examining Existing Data [WP3] [Kiron Chatterjee, University of the West of England (UWE)]
	◦ Headline Statistics
4.	
	• Cycling Life History [WP4] Cycling Mobility Observation Interviews [WPS]
	◦ The Narratives Approach [Evan Spence, OBU Heather Jones, UWE]
	◦ The Waymarked Approach [Jalen Spryng Mick Barnes, Cardiff University]
	• Cycling and Wellbeing Trials [WP6] [Carlien van Reekum Louise Leyland, University of Reading]
5.	
	Roundtable Discussion:
	• Methods & Approaches Emerging Results
	• Data Analysis
	13.00
	LUNCH
6.	14.00
	The Smart e-bikes Research Project [Frauke Behrendt, University of Brighton]
7.	14.45
	Roundtable Discussion:
	• Policy Analysis
	• Outputs Impact
	• Next Steps
	16.00
	Date of the Next Meeting CLOSE

Design for Wellbeing Call

Design for Wellbeing: Ageing and Mobility in the Built Environment

Call Type: Expressions of Interest

Closing date for Expressions of Interest: 12:00 noon on 10 September 2012

Closing date for full proposals for invited applicants only: 16:00 on 28 November 2012

Summary

The Engineering and Physical Sciences Research Council (EPSRC) is leading a call with the Economic and Social Research Council (ESRC) and the Arts and Humanities Research Council (AHRC) for evidence led research into ageing and mobility in the built environment. The call is being run under the auspices of the Living Health and Wellbeing (LHW) cross-council ageing research programme which supports research addressing factors throughout life that influence health and wellbeing in older age.

The EPSRC, ESRC and AHRC invite research proposals from interdisciplinary consortia able to address the scope and interdisciplinary ambitions of the call.

There is up to £7M available through this call: EPSRC will commit up to £4M, ESRC up to £2M and AHRC up to £1M to support a maximum of five large multi-disciplinary projects of up to three years. A two stage process

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Promoting Independent Cycling for Enhancing Later Life Experience and Social Synergy through Design (PrICELESS Design)

Promoting Independent Cycling for Enhancing Later Life Experience and Social Synergy through Design (PrICELESS Design) - EP/K037242/1

1. Cycling offers the potential to support healthy ageing amongst older people (but 1 per cent of trips of people age 65+ compared to 9 per cent in Germany)
2. General absence of discourse on designing the built environment to support older people's cycling.
3. Infrastructural projects continue to be implemented without knowledge of how their design affects older people's mobility.
4. Need for understanding of how the growing electric bicycle (e-bike) market is shaping older people's willingness and ability to cycle.

Signs that this is changing...



"I think Boris has a good view of the young male 'Tour de France' cyclist, but not the everyday cycling grandmother"

Jan Gehl, Danish Architect/Urbanist quoted in *London Cyclist Magazine* Jan 2014.

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“At the moment cycling is disproportionately young and male and that’s because of the conditions. I suppose those are 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, for more older people doing it.”

Andrew Gilligan
London Mayor’s Cycling Commissioner quoted in *London Evening Standard* 15/10/2014



London needs more women on bikes as 'male' cycling culture causes accidents, says Mayor's Cycling Commissioner

Objectives

1. First, to develop a better understanding of how the design of the built environment and technology shapes older peoples engagement with, and experience of cycling, and how this affects their independent mobility, health and wellbeing.
2. Second, to develop a toolkit that advises policy makers and practitioners on how the built environment and technology could be better designed to support and promote cycling amongst current and future older generations in order to improve independent living, health and wellbeing.

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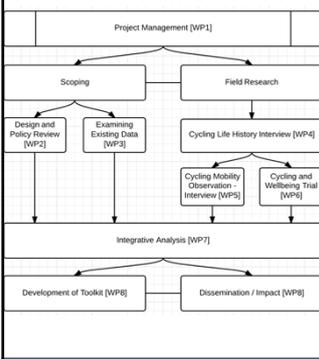
HOW?



- REVIEWING**
Knowledge of cycling in older age and its impact
- ANALYSING**
Success in encouraging cycling in two European cities
- INTERVIEWING**
Older people about cycling in their lives
- ACCOMPANYING**
Older people on routine cycle journeys
- TRIALLING**
Electric bikes and their benefits compared with regular cycling

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Work Package Structure | Methods



- Project Management [WP1]
- Scoping [WP2]: Investigate EU cities promoting more inclusive cycling amongst the older population/compare with activity in the UK.
- Field Research [WP3]: Analysis of UK data to identify trends in older participation in cycling and effects of programmes.
- Design and Policy Review [WP2]
- Examining Existing Data [WP3]
- Cycling Life History Interview [WP4]: Biographic ('cycling life-history') interviews [WP4] to understand the role of past experiences of cycling and the influence of life events.
- Cycling Mobility Observation - Interview [WP5]
- Cycling and Wellbeing Trial [WP6]: Mobile interviews and observation [WP5] with participants as they make a regular journey by cycle to capture everyday experience of cycling | measure how interaction with the built environment affects mental physical and mental wellbeing.
- Integrative Analysis [WP7]
- Development of Toolkit [WP8]
- Dissemination / Impact [WP8]: 8-week experimental bike trial [WP6] with new and returning cycle users to measure how (re)engagement with both conventional and electric cycling in the built environment affects physical and mental wellbeing (@oxfordbrookes and @reading)

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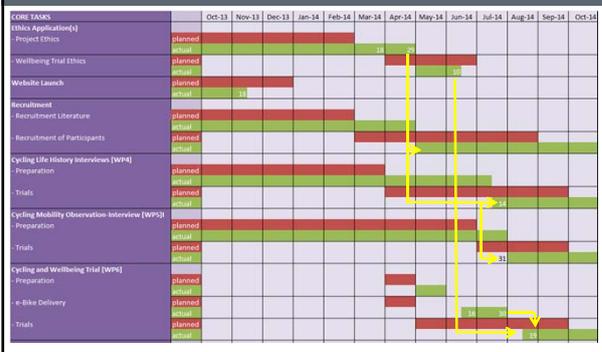
Testing novel research methods



Geo-locating & representing affect

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Progress vs Plan



CORE TASKS	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14
Project Ethics	planned	actual											
Wellbeing Trial Ethics	planned	actual											
Website Launch	planned	actual											
Recruitment	planned	actual											
Recruitment Literature	planned	actual											
Recruitment of Participants	planned	actual											
Cycling Life History Interviews [WP4]	planned	actual											
Preparation	planned	actual											
Trials	planned	actual											
Cycling Mobility Observation interview [WP5]	planned	actual											
Preparation	planned	actual											
Trials	planned	actual											
Cycling and Wellbeing Trial [WP6]	planned	actual											
Preparation	planned	actual											
e-Bike Delivery	planned	actual											
Trials	planned	actual											

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DESIGN FOR LIFELONG HEALTH & WELLBEING

Second Stakeholder Advisory Group Meeting
22 October 2014

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

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DESIGN FOR LIFELONG HEALTH & WELLBEING

Sampling and Recruitment
Tim Jones, Nick Beale: OBU

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



Sampling Approach & Participant Journey

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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 ↓	20 ↓	15 ↓	15 ↓
Cycling mobility observation-interview [n=50]	10 ↓	10 ↓	15 ↓	15 ↓
Cycling and wellbeing trial [n=40 + 10 control]	Pedal cycle: 10 Electric cycle: 10 Control: 5	Pedal cycle: 10 Electric cycle: 10 Control: 5	No trials	No trials

Version 1.0 | Last updated Feb '12 2014

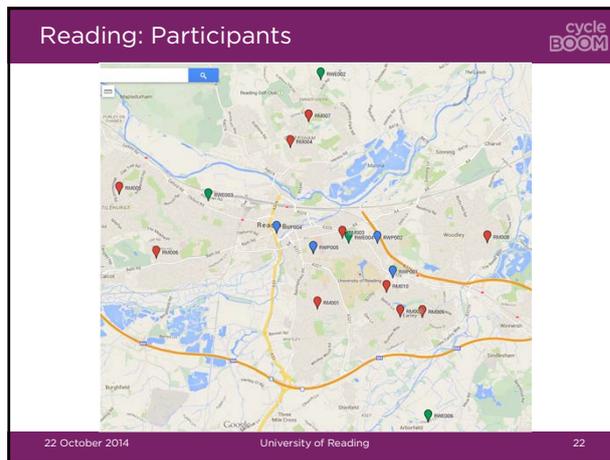
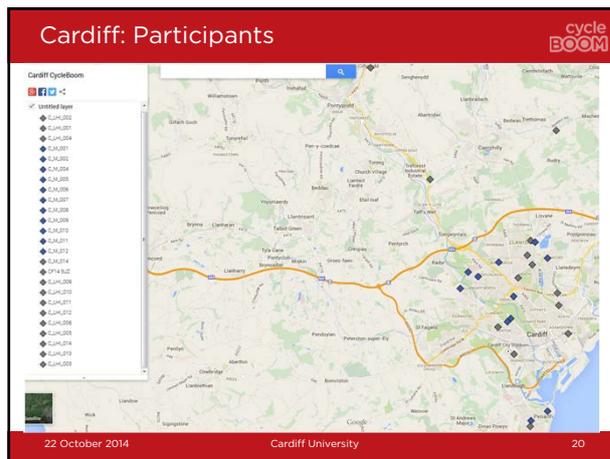
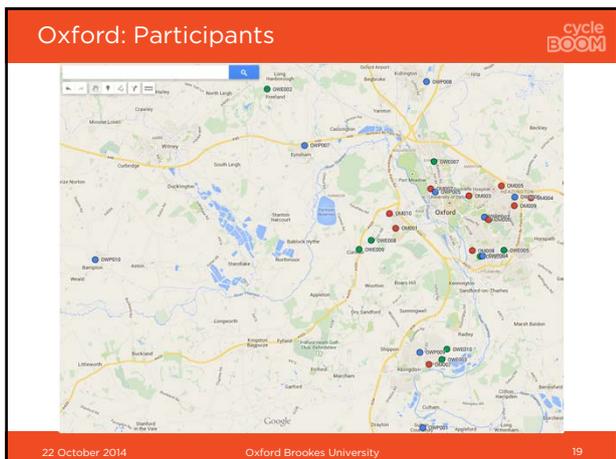
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Recruitment Summary [as at 20/10/2014]

Wave 1 2014 Areas	*Applications No. (%)	**Invited No. (%)	***Accepted No. (%)	****Proportion of target
Oxford	129 (45)	42 (33)	33 (78)	110
Reading	63 (22)	36 (57)	21 (58)	70
Bristol	30 (10)	16 (53)	12 (75)	40
Cardiff	65 (23)	31 (48)	27 (87)	90
Total	287 (100)	125 (44)	93 (74)	75

*No. (as a percentage across areas) **No. (as a percentage within area) ***No. (as a percentage of invited)
****Based on target n=30 pts

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Profile of applicants & participants

Personal characteristics	Applicant profile per cent (N=287)	Participant profile per cent (n=93)
Sex		
Female	47	56
Age category		
50-59	32	24
60-69	49	48
70+	20	28
	X=63 (SD=7.6) Min=50 Max=84	X=64.5 (SD=7.7) Min=50 Max=84
Ethnicity		
White	96	95
Non-white	2	2
Not specified	2	2
Economic status		
Full time/part time employment	51	39
Sick/temporarily off work/Looking after family home/Student/Other	7	7
Retired	43	54

Higher proportion of female, older & retired people in selected sample vis-à-vis those who applied to take part.

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Mobility profile of applicants & participants

Mobility Characteristics	Applicant profile per cent (N=287)	Participant profile per cent (n=93)
Household access to car		
Yes	92	92
Personal access to a cycle		
Yes	93	90
How often cycled in last 12 months		
Never	16	20
Rarely (once or twice)	11	9
Occasionally (once a month)	9	15
Regularly (once a week)	64	56

High level of car & cycle access

Lower proportion of regular cyclists selected

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Work Package 2 Scoping Study Update
Policy and Literature Review, EU Case Studies and Urban Design Audit

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DESIGN FOR LIFELONG HEALTH & WELLBEING

Dr Emma Street and Dr Philip Black
University of Reading

EPSRC
Living Health & Wellbeing
OXFORD BROOKES UNIVERSITY
CARDIFF METROPOLITAN UNIVERSITY
University of Reading
UNIVERSITY OF THE WEST OF ENGLAND

Scoping study aims

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- **Review**, through thematic analysis, the existing research in the broad fields of transport planning / mobility, gerontology, psychology / wellbeing and urban design;
- **Analyse** existing policy guidance (ageing, built environment, sustainable transport, wellbeing) and draw out best practice (EU case studies);
- **Build** evidence base (thematic bibliography/policy analysis) to inform and support other work packages, and enhance understanding of place-specific factors such as governance frameworks to support profiling of 4 UK case study cities;
- **Develop** urban design audit toolkit/methodology to analyse role of urban design factors in mediating cycling experiences.

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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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Munich – some key findings

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- **Well-developed cycle policy** based upon a consensual approach
- Recognition of the multiple benefits of cycling (e.g. BMW are 'on board')
- Stable political system with autonomy at the metropolitan level has supported this approach
- **Mix of infrastructure** including extensive network of segregated lanes but also shared spaces
- **Inclusivity** supported via targeted training programmes for older people
- Conflicts arising due to 'popularity', e.g. different speeds of cyclists and use spaces shared with pedestrians
- Uncertainties surround the level of '**political will**' going forward



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Seville – some key findings

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- Seen a 10 fold increase in cycling rates between 2006-10 (from <1%-6% modal share, to around 72,000 daily trips)
- Extensive **segregated cycle lanes** credited for much of this + bike hire scheme (Sevici) + traffic management in historic centre
- Brave **political decision-making** building upon decades of campaigning + grassroots work to deliver rapid change
- Cycling seen as key to wider **political ambition** to 'reclaim the human scale' of the city - 'build a useful cycle network' and 'they [incl. non-cyclists] will come'
- Major uncertainties about future political (+financial) support at city-level
- Regional picture is more positive



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Next steps + documentary 'teaser'

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- Interim report produced and to be revised
- Further mining of secondary data (e.g. documents + existing research data) to inform a revised report
- Further analysis of audio / video data to inform report and create a longer documentary highlighting the lessons learned
- Targeting early 2015 for docu + final report by next SAG
- Here's a taster/teaser! <http://vimeo.com/106933009>

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Policy review cycle BOOM

Aims

- To **map the policy environment** according to the key thematic areas of the scoping study (ageing, design, cycling and wellbeing);
- To **situate older cyclists** within this review;
- To explore the ways in which older cyclists are represented within the policy literature.

Research questions

- How has the UK policy discourse on cycling evolved in the last 30 years?
- What are the **predominant narratives** surrounding cycling and design, ageing, wellbeing and design?
- At what point, and in what ways, did older cyclists begin to feature in policy?
- Is the older cyclist perceived as a policy problem or opportunity?

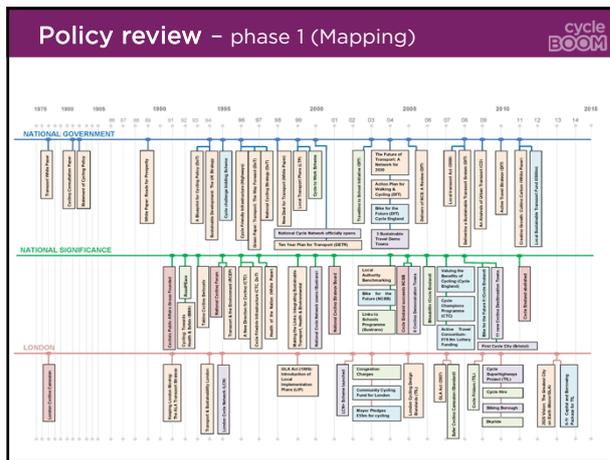
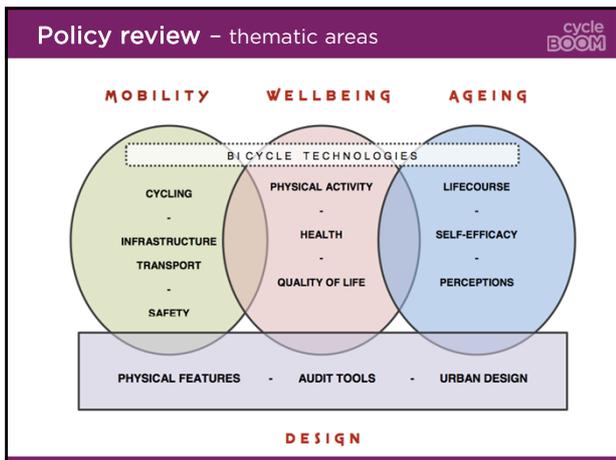
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Policy Review cycle BOOM

Outputs

- Archive** of policy materials (e.g. documents, plans and references)
- Policy **'map'** (Phase 1)
- Written **report** focussed on policy constructions relevant to issues that link to older cyclists (Phase 2)

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Policy review – phase 2 cycle BOOM

- Developing an **analytical framework** to excavate greater detail about where older cycling 'fits' within wider policy discourses, e.g. on wellbeing, mobility (incl. cycling), ageing and design

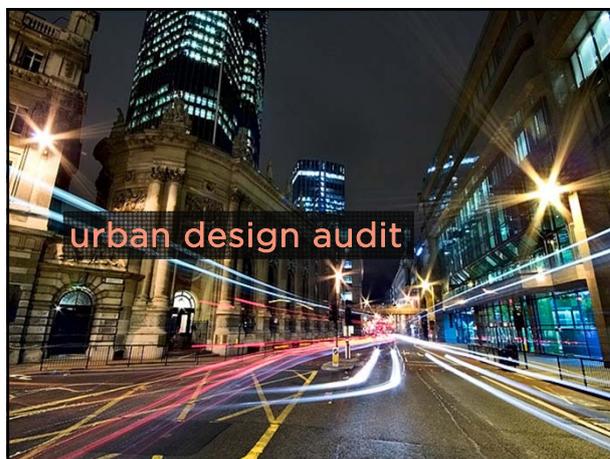
Issues:

- Cycling from an ageing perspective is rarely addressed in 'formal' policy discourses and may be 'hidden' in policy sub-fields;
- Activity that does exist is often ad-hoc, localised and therefore hard to capture in a wider review of this kind.

Questions for further discussion:

- How extensive (i.e. at what scale, and in what policy areas) should the review focus?
- How can we capture ad-hoc and localised activities?
- What key terms or policy agendas might form a useful 'entry point'? E.g. *'active ageing'*, *'age friendly cities'*, *'inclusive cycling'* – other suggestions?

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Urban Design – audit tool cycle
BOOM

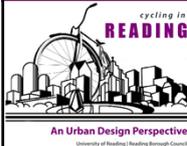
- Currently a lack of understanding between urban design and transportation aspects of the built environment (*Boarnet & Crane, 2007*)
- Urban design has **neglected** the cyclists perspective (*Forsyth et al, 2009*)
- Cyclists the **'forgotten middle'** in urban design discussions and principles (*Black & Street, 2014*)

Yet...

- Good urban design has the power to aid in the provision of inclusive journey environments (*Azmin-Fouladi et al, 2007*), and;
- Characteristics of the built environment are seen as key to successful policy interventions (*Yen, 2009*)

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Urban Design – audit tool cycle
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Audit Stage:

- University area / Town centre / Caversham / Oxford Road (Reading Urban Area)
- Urban design quality assessment (expert led) & digital mapping.

Community Engagement Stage:

- Focus groups and interviews (n.30/40)
- Q-Methodology (based upon audit findings)

Design Guidance Publication:

- Urban design recommendations for improving quality of cycling experiences in Reading
- Categorisation template for rating quality of Reading cycle routes relating to leisure rides

- LSTF Small Projects - Sustainable Travel Challenge Fund
- Meeting Reading challenge fund priorities
- Meeting LSTF objectives
- University of Reading / Reading Borough Council / Hall Black Douglas Architects.

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Urban Design – audit tool cycle
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Audit Stage:

- Urban design audit of pre-selected routes in Cardiff and Reading
- Building on Cycling in Reading tool / principles / design guide

Eye-tracking:

- Tracking *older cyclists* engagement with built environment on actual journeys
- Interviews and discussion

Integration with WPS:

- Ability to cross reference data sets (EEG / Eye-tracking / GPS / Sonar / Sound / Go-Pro / Auto-ethnography etc.)
- Building on existing cycle audit tools

- Linking design, mobility, and ageing
- Individual perceptions of BE
- Integrating with wider cB study
- Bespoke audit tool and detailed design guidance

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Urban Design – audit tool cycle
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Reading Route

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Urban Design – audit tool cycle
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The Audit Process:
Building on the work of Ewing et al (2013) – Urban design audit for walking

- **Built environment criteria**
 - density; street width; open space; traffic; landmarks etc.
- **Cycling attributes**
 - infrastructure; topography; amenities & facilities etc.
- **Urban design assessment**
 - legibility; enclosure; complexity; transparency; scale etc.
- **Technical Expert-Led Evaluation**
 - 'Objective' measurement of urban design features (*Moser, 2009*)
 - Evaluating and rating UD qualities (video/stills)
 - 3-4 'experts' -urban design / architecture / planning

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Urban Design – audit tool cycle
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Outputs

- **Urban Design and Cycling Audit Tool**
 - Key quality indicators ranking / rating template
 - Assess current cycle routes audit potential cycle routes
- **Design Guidance Publication**
 - Part of cycleBOOM practitioners tool-kit
 - Highlighting best practice examples
 - Template for route categorisation - 'quality' ratings of UD principles specific to cycling
 - Reimagined UD principles for practitioners / local authorities / communities
- **Academic / Educational Impact**
 - Engaging UD discipline with cycling perspectives
 - Rarticulating traditional principles to include cyclists
 - Opportunity for further research

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Urban Design – audit tool cycle BOOM

Audit aim:

- To design, develop, and conduct a comprehensive urban design audit specific to cycling - resulting in a bespoke audit tool and published design guide for policy makers and practitioners
- Identify the attributes, features and principles that influence or contribute to quality urban environments for cyclists - and how these environments can be achieved both retrospectively and through future development initiatives

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Urban Design – audit tool cycle BOOM

Feedback....

- Reading Borough Council Funding**
 - Recognising need for urban design solutions that do not neglect cycling
- Support / Endorsements**
 - CTC
 - International architecture firm
- Conferences**
 - MobilTUM – Munich, 2014
 - The role of urban design in cycling behaviours and healthy ageing
 - Royal Geographic Society (with IBG), London, 2014
 - Active ageing in place: The role of urban design in facilitating life-long mobility
 - AlBr, Madrid, 2015
 - Urban design's 'forgotten middle': Revealing the cyclists' perspective
- Academic Literature**
 - Forsyth and Krizek (2011) 'Urban Design: Is there a distinctive view from the bicycle?'
 - Black and Street (2014) 'The power of perceptions: Exploring the role of urban design in cycling behaviours and healthy ageing'

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Work Package 2 Scoping Study Update
Policy and Literature Review, EU Case Studies and Urban Design Audit

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DESIGN FOR LIFELONG HEALTH & WELLBEING

Dr Emma Street and Dr Philip Black
University of Reading

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

Work Package 3: Examining Existing Data
Headline Statistics

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DESIGN FOR LIFELONG HEALTH & WELLBEING

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

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

Headline Statistics cycle BOOM

1. SHARE OF BICYCLE TRAVEL MADE BY SEX*
UK: 9% (Male), 23% (Female)
Netherlands: 15% (Male), 15% (Female)
Germany: 15% (Male), 15% (Female)
Denmark: 15% (Male), 15% (Female)

2. CONTRIBUTIONS OF CYCLING TO REDUCE HEAVY REDUCES WITH AGE
33% (Male), 92% (Female)

3. WOULD YOU BE MORE LIKELY TO CYCLE A BICYCLE?
Male: 15% (Yes), 15% (No)
Female: 15% (Yes), 15% (No)

4. RECYCLE PURPOSE
43% (Male), 9% (Female)

5. MOST LIKELY TO CYCLE A BICYCLE
Male: 15% (Yes), 15% (No)
Female: 15% (Yes), 15% (No)

6. DIFFERENCES IN ATTITUDES TOWARDS CYCLING
WILLING TO USE A BICYCLE: 41% (Male), 22% (Female)
WILLING TO USE A BICYCLE: 40% (Male), 18% (Female)

7. DIFFERENCES IN ATTITUDES TOWARDS CYCLING
WILLING TO USE A BICYCLE: 43% (Male), 9% (Female)

THE CURRENT PICTURE
Cycling in Later Life in Great Britain

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Cycling Life History and Cycling Mobility Observation Interviews: The Naturalistic Approach

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DESIGN FOR LIFELONG HEALTH & WELLBEING

Heather Jones: UWE
Ben Spencer: OBU

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Bike and bike storage

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Methods

Life grid -> Timeline -> Interview -> Ride -> Interview

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Observed ride: GPS

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Ride video: RA camera

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Post-ride interview

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Emerging themes - avenues for analysis

- Heterogeneity in cycling pathways:
 - Discontinued | (re)discovered | continued
- Influences on pathway:
 - Body | gender | environment | social | culture
- Cycling niche:
 - Enduring: knowledge | skills
 - Adapting: bike | kit | timing | skills | company | routes
 - Explorative: mentors
- Later life:
 - Transitions: retirement | residential moves | family roles | motivation
 - Niches established and evolved

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Results - Reaction time for the tests

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- Erikson
- Stroop
- Go-no-go
- Auditory

Case 1 Case 2

↑ ↑

↓ ↓

↓ ↓

↑ Reaction time increased ↓ Reaction time decreased

Speed-accuracy trade-off

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Accuracy

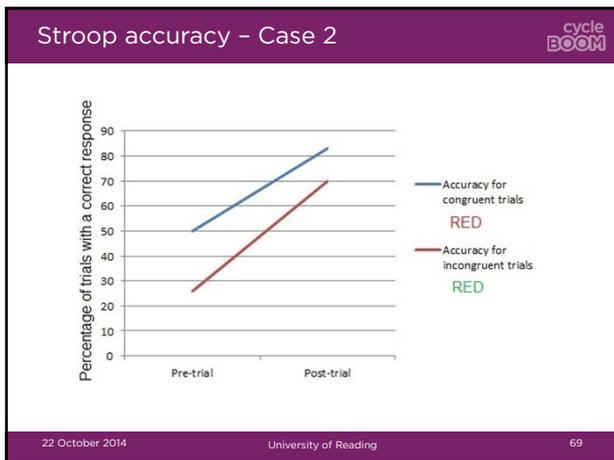
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Erikson Case 1 Case 2

Stroop ↑ ↑

 ↑ ↑

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Summary

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- Improvement on the cognitive tests
 - Reaction times improved for most
 - When reaction times increased, much higher accuracy
 - Practice effects? Control group
- Still need to investigate well-being
 - Both participants that have completed enjoyed the trial

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Practical issues

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- Training
- Bike issues
- Compliance
 - Rides
 - Diary
 - GPS - forgetfulness
- Attrition
- Completing all the tests pre and post

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Roundtable 1

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- Do you have any comments on our methods & approaches?
- Do you have any comments on the emerging results?
- Do you have any views on potential frameworks and methods of analysis?

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Analysis cycle BOOM

	HJ			BS		
	P1	P2	P3	P1	P2	P3
Stage 1	HJ -> HJ			BS -> BS		
Stage 2	HJ -> BS			BS -> HJ		
	HJ / BS - TJ					
Stage 3	P1	P2	P3	P4	P5	P6
Stage 4	CODING FRAMEWORK					
Stage 5	APPLICATION					
Stage 6	ITERATION					

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Analysis Framework? cycle BOOM

Staging Mobilities

A lens for critical analysis?

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Staging Mobilities cycle BOOM

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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, maintaining and healthy ageing by providing evidence of how public and private programmes could help older people to live longer, healthier lives.

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Engagement beyond the academy cycle BOOM

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Outputs | Impact: Presentations to date

- *UK-Ireland Planning Research Conference* | 10 September 2014 | Oxford Brookes University
- *Cycling and Society Annual Symposium 2014* | 8 September 2014 | Newcastle
- *RGS-IBG Annual International Conference 2014* | 27 August 2014 | London
- mobil.TUM 2014 | 19 May 2014 | Munich
- *Eco2Mobility: Mobility and Social Inclusion workshop* | 20 March 2014 | Ghent.
- *Older People & Ageing Research & Development Network (OPAN Cymru)* | 11 December 2013 | Swansea University.

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Outputs | Impact: Future Events?

- **Cycling and Society Annual Symposium**, Sept. 2015 & Sept. 2016
- **PTRC 4th Annual Transport Health and Wellbeing Conference**, April 2015
- **Ageing & Cognition 2015**, April 2015
- **Velo City 2015**, June 2015
- **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

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Outputs | Impact: Future Project Events?

- 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
- Two (2) school visits per area (e.g. to give a session as part of Citizenship class on issues around older people's mobility).

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Roundtable 2

Policy Review

- How extensive (i.e. at what scale, and in what policy areas) should the review focus?
- How can we capture ad-hoc and localised activities?
- What key terms or policy agendas might form a useful 'entry point'? E.g. *'active ageing'*, *'age friendly cities'*, *'inclusive cycling'* – other suggestions?

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DESIGN FOR LIFELONG HEALTH & WELLBEING

Second Stakeholder Advisory Group Meeting
22 October 2014

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