Understanding How the Built and Social Environment Shapes Willingness and Ability to Cycle in Later Life

Dr Heather Jones and Dr Kiron Chatterjee

Outline

Background: Ageing populations
Cycling in later life in the UK

Methods: Overview of Cycle Boom project methods, sample, processing and analysis

Results: Profiles of ageing velo-mobilities

Discussion: How might urban settings support older adults to continue or reconnect with cycling?
Ageing population

Why study ageing and cycling?

- Low-cost
- Low impact
- Promote interaction
- Connection to community
- Independent mobility
- Wellbeing
LOW LEVEL OF CYCLING AMONG OLDER PEOPLE IN THE UK

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

<table>
<thead>
<tr>
<th>Age Group (Yrs)</th>
<th>Share (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40-49</td>
<td>1.8%</td>
</tr>
<tr>
<td>50-59</td>
<td>1.2%</td>
</tr>
<tr>
<td>60-69</td>
<td>1.0%</td>
</tr>
<tr>
<td>70+</td>
<td>0.8%</td>
</tr>
</tbody>
</table>

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+
  - UK: 1%
  - Denmark: 15%
  - Netherlands: 23%
  - Germany: 9%
Cycle Boom aims & objectives

- Develop better understanding of cycling amongst the older population in the UK
- Inform policy and practice

Research questions

How are older adults domains for cycling in later life shaped by life transitions and past and contemporary physical and social settings?
cycling status in mid and later life viewed “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

Biographical and mobile methods
Research participants

Bristol | Cardiff | Oxford | Reading

Gender balance
30 do ride
30 no longer ride
50s | 60s | 70+

Processing

life history
recordings, grid, photos
Case summary

ride
recordings, gps
‘gist’

post ride interview
recordings
Clips, memo

30 + 30

30

7/21/2015
Results:

Empirical data

Alfie
HJ 1  Kiron I’m not sure about this title- would you call it results or something else?
Heather Jones, 03/07/2015
Typology of cycling trajectories through mid and later life

- Continuing
- Restored
- Expanded
- Declining
- Curtained
- Absent

Alfie
Angie
Influence of later life transitions on cycling

<table>
<thead>
<tr>
<th>Type of life event/transition</th>
<th>Examples</th>
<th>Implications for cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Relocation home work</td>
<td>Down-sizing, down-shifting</td>
<td>Physical domain: Distances, infrastructure, safety, aesthetics</td>
</tr>
<tr>
<td>Roles</td>
<td>Retirement/ down shift in work Caring</td>
<td>Time</td>
</tr>
<tr>
<td>Relationships</td>
<td>New/dissolution Evolving relationships with (adult) children</td>
<td>Social support</td>
</tr>
<tr>
<td>Health</td>
<td>Loss of fitness, flexibility, sensory and motor abilities Need for rehabilitation, management</td>
<td>Capacity and comfort Motivation</td>
</tr>
</tbody>
</table>

Development of cycling through mid /later life

Life course

Life event/transition

Mediating factors

Relocations, Relationships Roles, Resources

Contexts

Intrinsic motivations/ expectations of ageing Perception of capacity for cycling

continuity or change in cycling

Antecedent cycling experiences

Later life cycling outcome
Challenge and support for older cycle users

<table>
<thead>
<tr>
<th></th>
<th>Inner urban</th>
<th>Fringe</th>
<th>Common</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Home</strong></td>
<td>Tight spaces for storing and manoeuvring bike to street</td>
<td>Ancillary spaces and level access to street.</td>
<td></td>
</tr>
<tr>
<td><strong>Street</strong></td>
<td>Crowded set off area</td>
<td>More spacious area to set off</td>
<td></td>
</tr>
<tr>
<td><strong>Neighbourhood</strong></td>
<td>convoluted cycling provision, lack of segregation-exposure to traffic</td>
<td>Proximity to hinterland Segregated paths Intersections with distributor roads</td>
<td>Topography Corridors and gyratories with high traffic volumes</td>
</tr>
<tr>
<td><strong>City area</strong></td>
<td>Shorter distances to district centres and destinations</td>
<td>Greater distances to destinations Unrewarding stretches</td>
<td>Interstitial spaces afford permeability and route choice convoluted but direct sometimes undesirable links</td>
</tr>
</tbody>
</table>

Implications for policy and practice

Supporting cycling in mid and later life
Employment

- Travel plan measures tailored towards later career employees
- Bike loans and pool bikes
  - Lightweight, ergonomic, power assist
- Retirement preparation schemes
  - Retiring commuter cyclists
  - Activity into daily routine

Local authorities, voluntary and commercial sectors

Local events and groups for older adults to try and practice cycling
  - Differential fitness/confidence between partners
Promote age-inclusive image of cycling
Built environment

- local routes
- Links from suburbs and exurban areas to key routes
- Storage and access
- Design and management of street curtilages
- Retirement villages as spaces for equipped for cycling

Health services

- Modes of mobility, activity and perceptions of fitness to cycle can be profoundly affected by health episodes.
- Support patients to resume or try active transport as part of recovery/management of condition
  - Signposting to cycle training, local maps and groups
  - Partners mobility and activities affected
- NHS as employer
  - support active commuting
  - transitions to post working life