



Later life transitions and velo-mobility: Maintenance and meaning

Dr Heather Jones and Dr Kiron Chatterjee

cycle
BOOM

DESIGN FOR LIFELONG
HEALTH & WELLBEING

Royal Geographical Society Annual Conference 2015
University of Exeter, September 2nd-4th



Ageing, mobility,
built environment and technologies



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

(Oct 2013 – Sep 2016)

Urban design and architecture

ageing | built environment

Geography

governance | mobility and affect

Transport

understanding travel behaviour

Neuropsychology

physical activity on ageing brain



University of the
West of England



OXFORD
BROOKES
UNIVERSITY

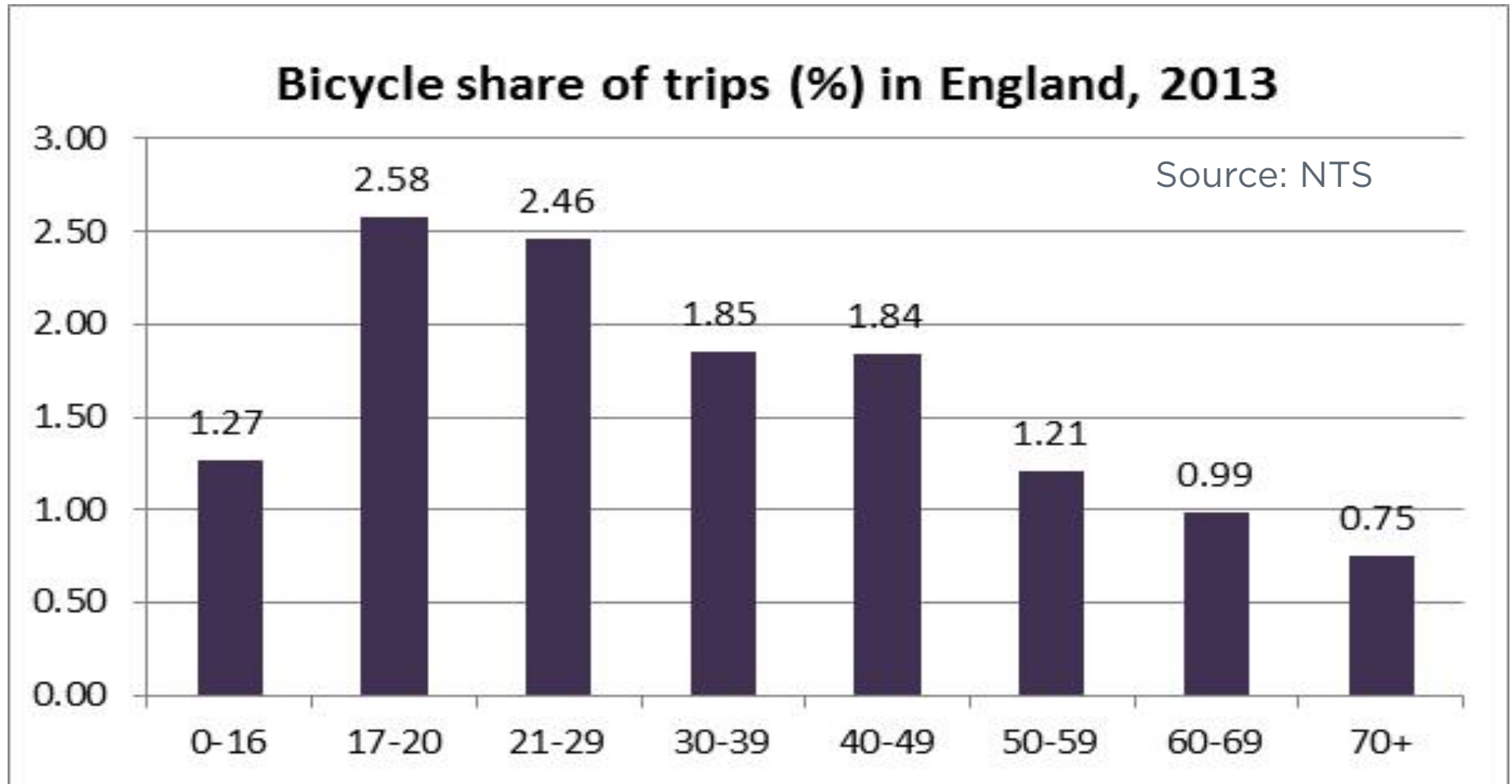


University of
Reading

Cycling in later life

- what enables some to continue ?

when and why do others give up?

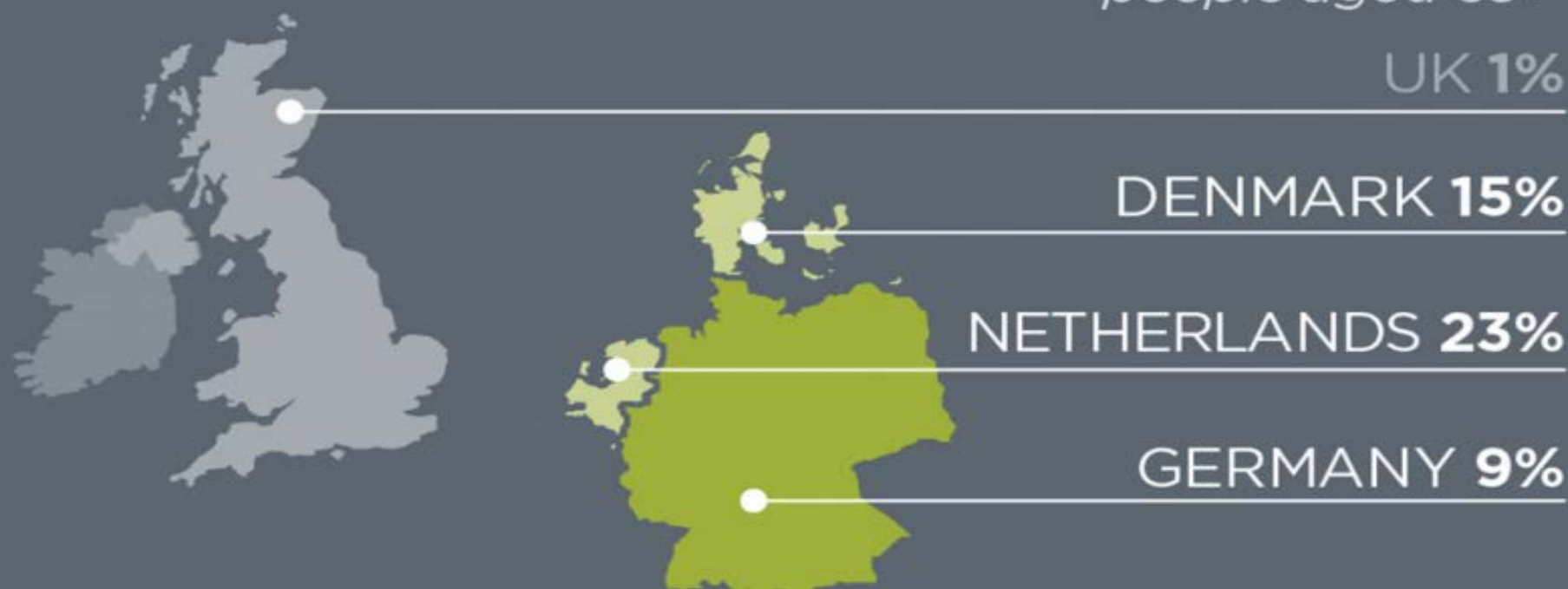




Different story elsewhere...

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

*Share of journeys by
people aged 65+*

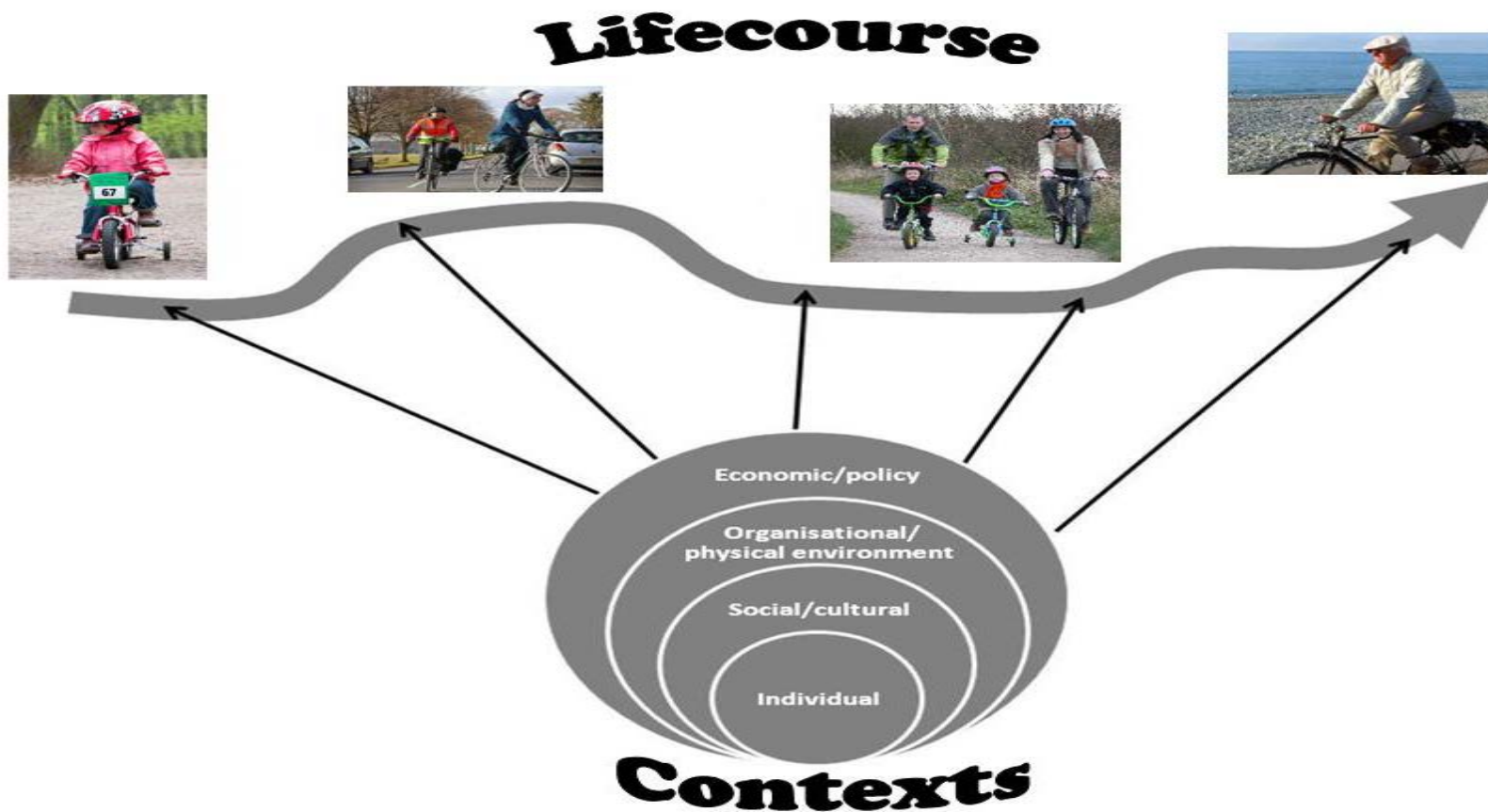


Understanding engagement with cycling through mid and later life

- change and continuity in relation to life transitions and events
- evolving social and physical settings

Narrative biographical accounts

individual perspective on how cycling status has arisen



“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)



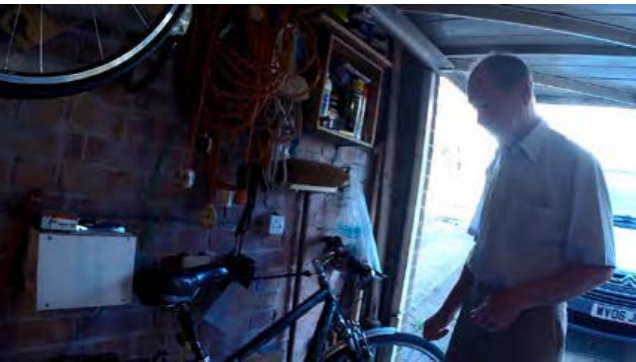
life history grid
semi-structured interview

Current

Past

Future outlook

Ageing



Maps

Cycling timeline

View bicycle(s), equipment,
storage, immediate context

Life history grid

| Year of birth: | 1963 | 1950s | 1960s | 1970s | 1980s | 1990s | 2000s | 2010s | |
|--|------|-------|---------------------------------|---|--|--|--|--|--|
| Residence | | | HARLOW, ESSEX | 1977 ADFARTON HEREFORDSHIRE TO 1980 | CHATHAM KENT 82-83 CLYRD HEREFORD TO 1982 BRISTOL 1983 | WESTBURY ON TRYM | WESTBURY ON TRYM | WESTBURY ON TRYM | |
| Household | | | MUM, DAD, OLDER SISTER | M, D, SISTER | M, D 2 WORK COLLEAGUES IN HOUSE STUDENT | PROFESSIONAL WITH FAMILY 1991 DAUGHTER 1992 SON 1995 | HE, WIFE, SAMI DAUGHTER | DAUGHTER TO UNIVERSITY 2010 SON TO UNI 2011 | |
| Education / work (paid / unpaid) | | | PRIMARY SCHOOL 1968 | SECONDARY SCHOOL HARLOW THEN WISMAUCE, HEREFORD 1977 | SOUTH FLEM LEDNEMERE 1980-82 PAID WORK 82-83 UNIVERSITY 83-86 | PAID JOB 1986 NAILSEA | JOB FILTON 1988 | 2005 JOB CONTRACTOR OF BRISTOL 2005-2010 | JOB CHIPPENHAM WILTS 2010-NOW |
| Activities / hobbies / leisure | | | | FOOTBALL SPORT ADVENTURES WITH FRIENDS | FOOTBALL BASKETBALL (SCHOOL + UNIV.) FOOTBALL AT WEEKENDS | ACTIVE HOLIDAYS | WALKING WITH KIDS, FRIENDS 5-A-SIDE | | |
| Transport | | | KIDS BIKES IMMEDIATE AREA | 1975 FIRST "REAL" BIKE 5-SPEED RACER | USE OF CAR BOUGHT GOOD BIKE 1980 SOLD IT IN 1990 | NO BIKE KIDS HAVE NEVER HAD BIKES | | | |
| Cycling - owned or had access to a bike | | | TOY BIKES ETC | | | | | | |
| Cycling - activity | | | | WENT EVERYWHERE ON BIKE FROM 1975 | 1986 THEN GOT A CAR | CYCLED AT CENTRE PARKS ONCE | NO OTHER BIKE USE. | | |



Mobile methods

- Naturalistic videoed ride
 - Route chosen by participant

- Review footage
- Participant commentary
 - Experience
 - Purpose



Participants

Regular, occasional
and rare cycling

no longer cycling

Gender balance

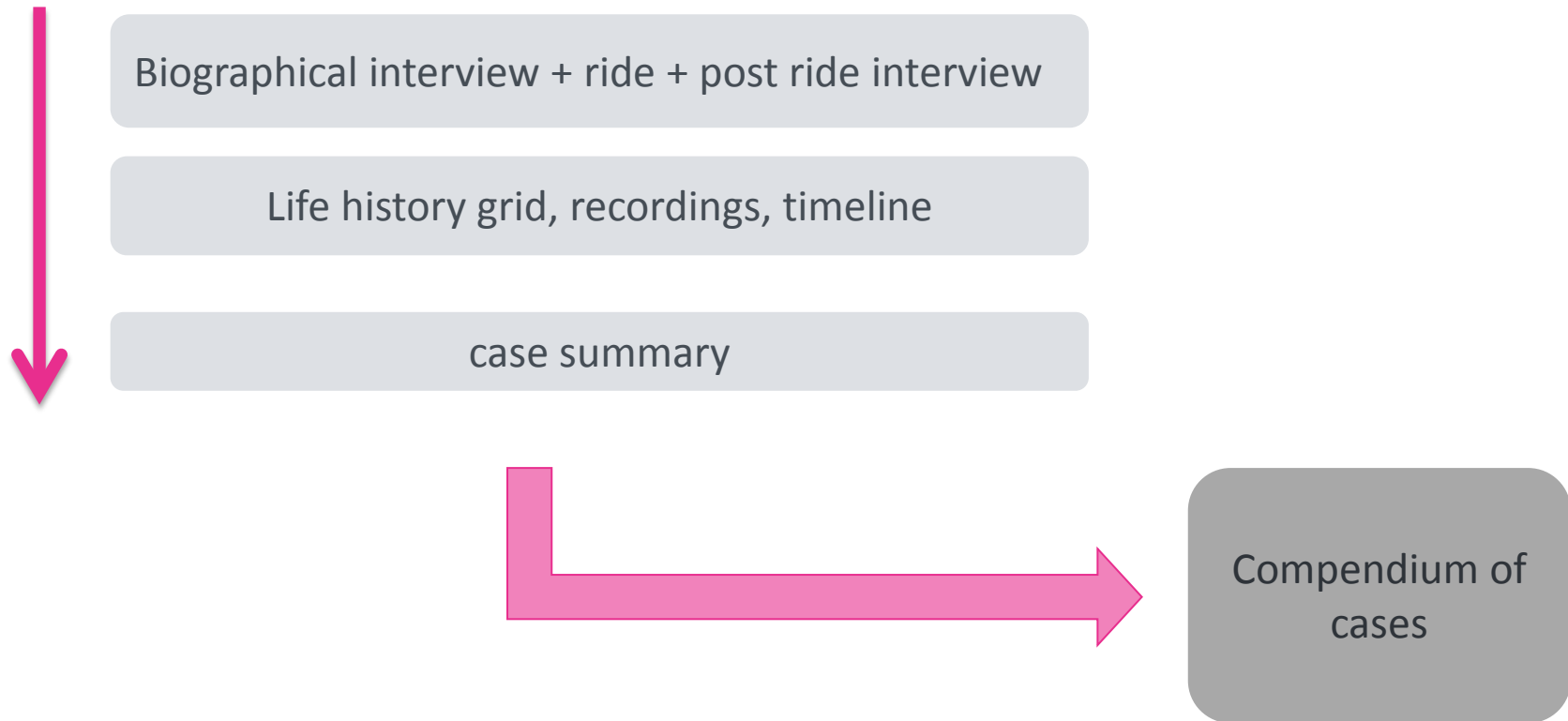
50s | 60s | 70+

Index Multiple Deprivation

Spatial context



10 km



DATA: CASE SUMMARIES

Retired public servant
living inner suburbs

No longer cycling

Cycled intermittently
through career

Attempted cycling for
recreation in retirement

“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.**”

“...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...”

“Golf and grandchildren”

Fulltime cleaner
Urban fringe, didn't drive
resumed cycling to work
following break up and
move

Cycles daily to early
morning shift and to retail
centres

Son showed her routes
and did charity rides
together

Wouldn't cycle in to
Bristol and no one to cycle
with

“I go across the crossing but to be honest **at that time I could cycle down the middle of the road – there is no one about...**Its not very nice I must admit (on her cycle to work). My eyes are everywhere in case there is anybody lurking. **You get the occasional juggernaut or Royal Mail van to watch out for**”

“*No, No, I wouldn't dream of doing it now* [cycling into city]...there's another cycle run I did, Bristol's Biggest Bike Ride, the one they close the Portway for, I've missed that one for the last few years, **again I've got no one to go with** and well **I really don't know how I'd get down there**, I'd have to cycle, it was a lovely ride....**my son came with me on that one as well, good fun**”

“Basically I'm on my own, **there is no one I know who cycles**, they all seem to have cars now”

Angie (60s)

Part time self employed,
inner suburbs

Cycling on weekly basis
but cycling had
diminished

In London until age of
40, bike was main mode
of transport

Moved to Bristol and got
car, cycling declined,
uses car and walks

Thinking about bike
upgrade

“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”

“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.”

“I have been thinking it would be nice to have a decent bike, a sort light weight, with lots of gearssomething more user friendly thing in terms of hills to do some more leisure cycling,....although I’ve been thinking it would be nice to have one with a motor {laughs}....it seems to be creeping up, that sort of thing, anyway”

Part time local job
free-standing town

Cycles “as and when”

Work, parents, skittles

Intimidated by traffic
on main routes

Drove bike to cycle
path

Wife’s hip replacement

“...it’s **just sort of as and when**, I don’t do any extra, perhaps when my wife wants to get going again perhaps she might...but I can’t see us doing anything more.”

“the only thing I worry about is the roads now, there are cycle lanes but if I wanted to get to the Bristol to Bath one I’d have to get to the Westerleigh by the motorway and **getting from Yate to there is a nightmare it really is** [shows on map] it’s the stretch of road from Yate to Westerleigh, but that road is so busy it’s frightening really....I have done it but the **last time I did it I put my bike in the car and went to that point then, parked up and then went from, because it is an enjoyable ride but it’s just getting there that you know and that’s a general problem with traffic, nowadays, that’s why I go through the houses**”

“When you’re **on an estate like this its not too bad there are ways through**, its just the bigger roads”

Retired business owner,
urban fringe

No time or opportunities
for cycling while running
his business

Knee curtailed other
sports

Wife was doing long
distance charity rides

Family encouraged him
to cycle again,

twice weekly routine

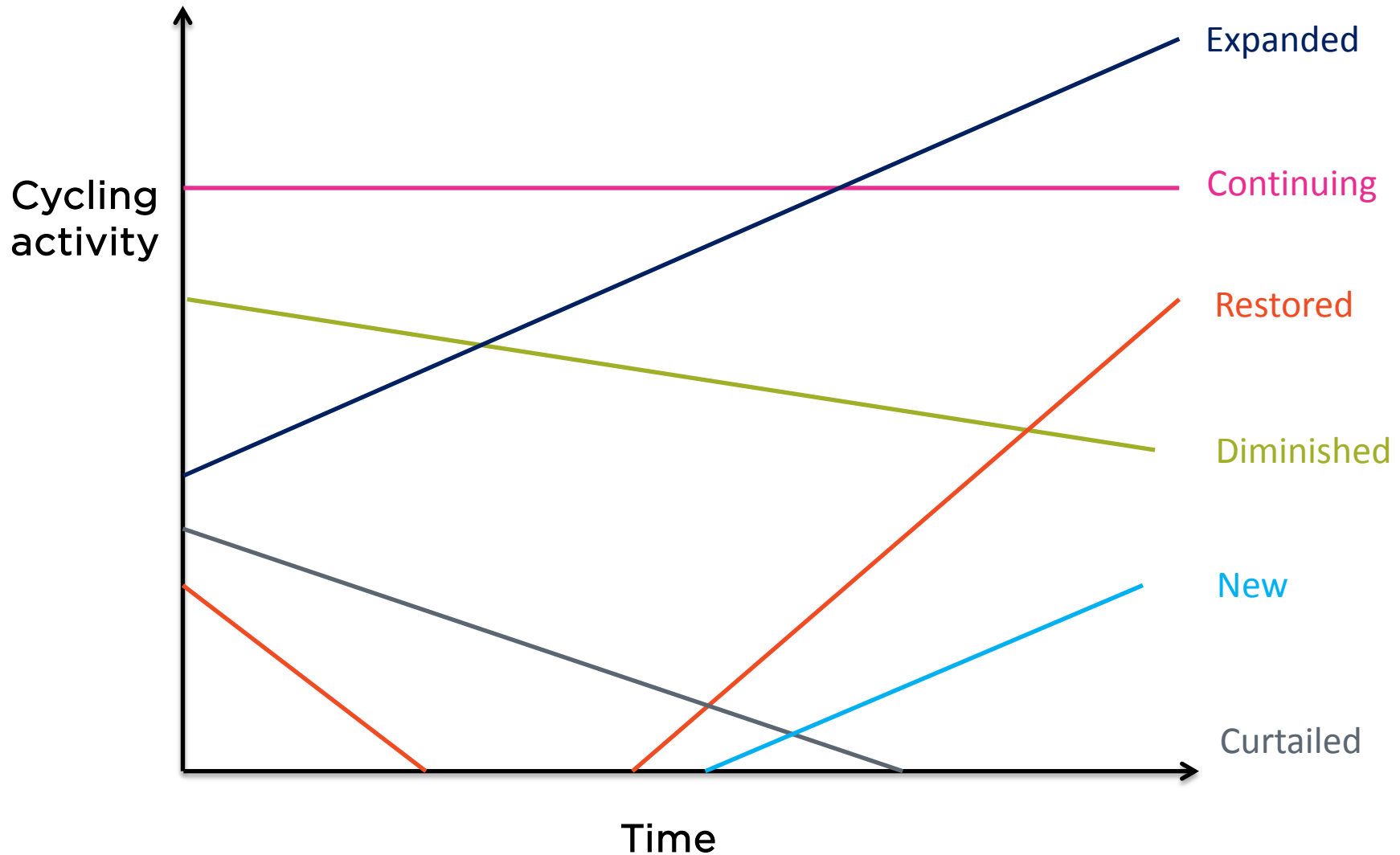
“about 2008 the kids bought me a bike **cos [wife] was biking** ...I’d already had a half [knee] replacement ...They bought me a bike and I started just doing a little bit of biking cos I was working still, just out with the kids and that...

I: the bike was bought for you? Yeah just to do something [laughs] **encouragement to do somethingas I say I was so embedded in work**, my focus was work, building up the business and early retirement”

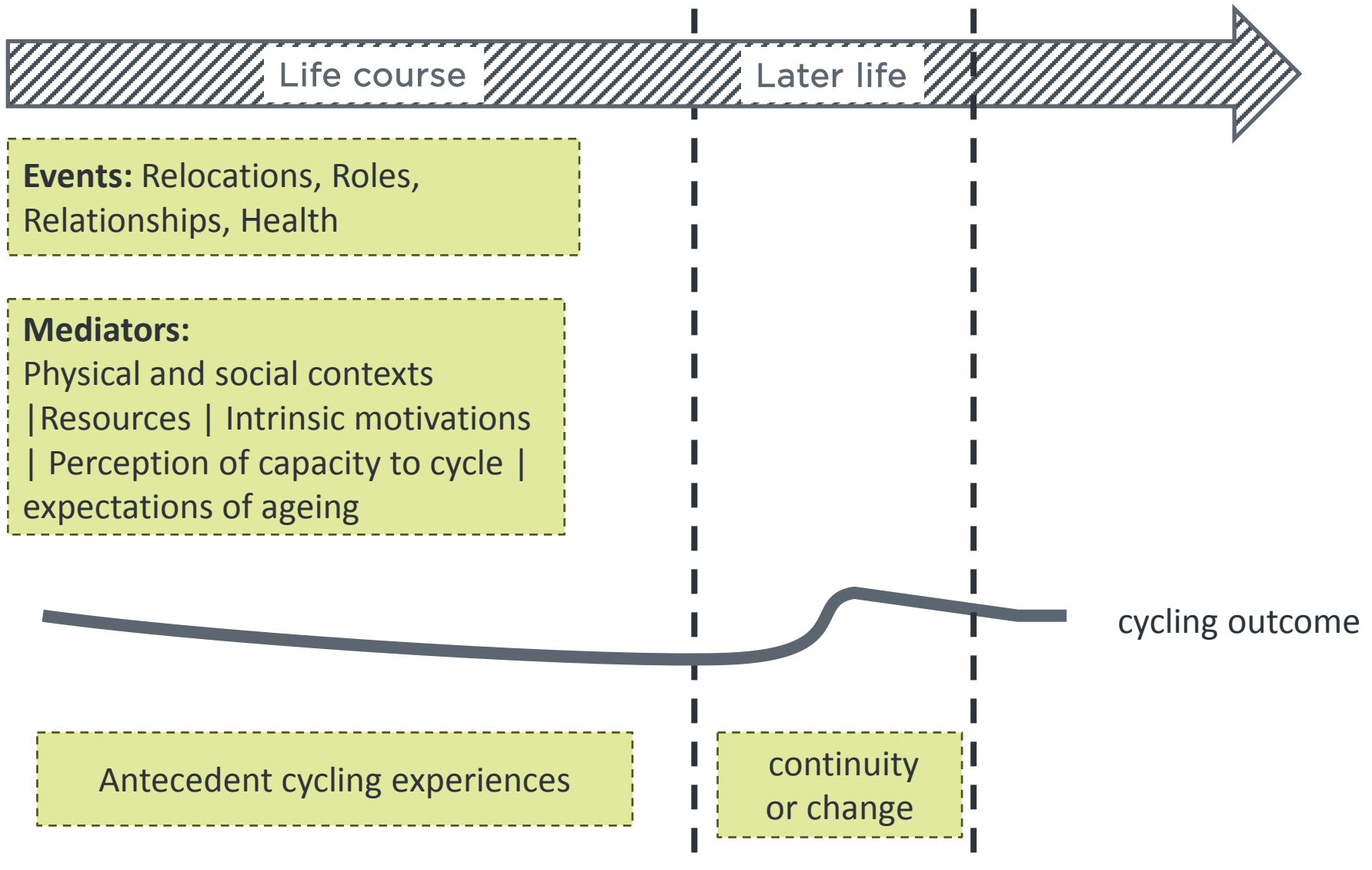
“Um **probably since I retired, 3 years been doing it all the time**, cos I’ve been sporty all my life and competitive, you know if I do something I want to win kind of thing, and **of course I couldn’t do nothing, so I started cycling** and I **didn’t enjoy it greatly to begin with if honest**, I’d 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.”

DISCUSSION

Development trajectories of later life cycling



Development of cycling through mid/later life



Opportunities and constraints can change through life events and transitions associated with mid and later life

working life – retirement transition

- flexibility to avoid unpleasant times and spaces for cycling
- integrated with volunteering, caring, other activities

Ageing-related changes and health episodes (self + partners)
concluded

- Changes in fitness, flexibility, sensory and motor abilities

- Rehabilitation, management of conditions/ ageing process
- adherence to a 'healthy/ active' ageing regime

- Contraction of cycling – diminished comfort and confidence
- ageing bicycles

Proximate cycling environment

Accumulation of advantages and disadvantages through the life course

Supporting cycling in mid and later life

| Challenges | Responses |
|---|---|
| Retirement and down shift rearranges temporal opportunities and constraints | Travel plan measures later career employees Retirement preparation |
| Ease of local functional journeys | Ease of storage and set off Ease of arrival and cycle parking |
| 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, formal, informal |
| Seeing cycling as age appropriate | Age-inclusive image of cycling Promote inter-generational aspect |
| Onset of health conditions changing capability, confidence and motivation | Encouraging patients to resume or initiate active travel as part of recovery/ management of condition |
| Ageing infrastructure | Design and maintenance of spaces for cycling |



cycle
BOOM

DESIGN FOR LIFELONG
HEALTH & WELLBEING

Heather6.jones@uwe.ac.uk
Kiron.chatterjee@uwe.ac.uk
www.cycleboom.org