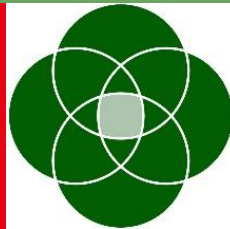


Active travel and social inclusion

Speaker 1: Mel Cairns

**UWE
Bristol**

University
of the
West of
England



Centre for
Transport &
Society

Presentation by

**Mel
Cairns**

**Postgraduate
Researcher
(PhD student)**

Supervised by

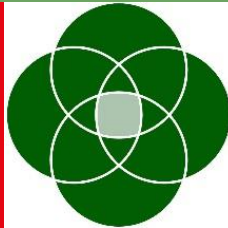
**Dr. Juliet
Jain**
and
**Dr. Issy
Bray**

6th July 2023

Nature and cycling experiences: a literature review

**UWE
Bristol**

University
of the
West of
England



Centre for
Transport &
Society

Why this topic?

Cycling and nature connection offer benefits for human/planetary wellbeing

Little is known about:

- 'Nature cycling' as a distinct practice (who, where, why?)
- Ways in which nature can be part of cycling experiences
- How far nature influences cycling

Review method

Search strategy (UWE Library Search):

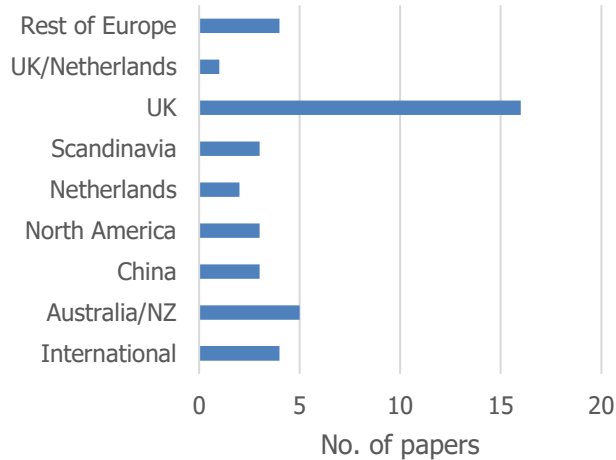
- Cycling experience AND nature (+ synonyms)
- International/adults/2000 onwards/all study designs
- 1000+ results plus snowballing

Title/abstract screening → 41 included papers

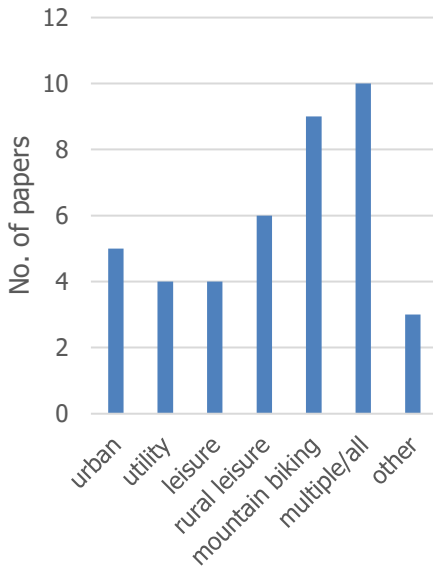


Summary of included papers

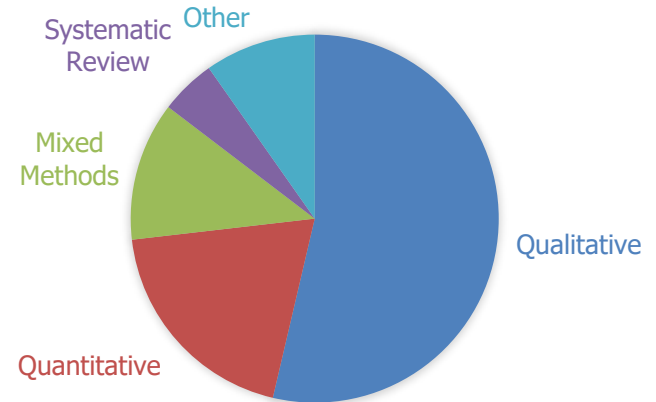
By region



By cycling type



By methodology



Findings

Nature influences cycling experiences by:

- Enhancing enjoyment
- Increasing wellbeing
- Motivating cycling
- Influencing route preference and choice
- Nature connection and connectedness
- Contributing to desirable states or experiences

Specific natural features can be negative as well as positive (e.g., darkness, weather, topography)

Findings

Nature offers some of the **most valued** and **motivating** aspects of cycling experiences (e.g., Stefansdottir, 2014; Taylor and Carr, 2021)

Unexpected by planners (Marquart *et al.*, 2020)

Quantifying the importance of nature relative to other factors:


- Motivated a tiny % of cyclists (Useche *et al.*, 2019)
- Main motivation for mountain bikers (Skår *et al.*, 2008)
- Most associated with enjoyment (Bialkova *et al.*, 2018)

Nature connectedness

- Feeling part of nature → doing more to protect it
- Engagement over passivity, connection over contact
- 5 pathways (Lumber *et al.*, 2017)

Resources available:

findingnature.org.uk/resources

Pathway	This pathway is about...
Contact 	Tuning in to nature through the senses.
Emotion 	Feeling alive through the emotions nature brings.
Beauty 	Noticing nature's beauty.
Meaning 	Nature bringing meaning to our lives.
Compassion 	Caring and taking action for nature.

(Nature Connectedness Research Group, 2022)

Nature connectedness and cycling

Six studies explicitly mention connecting with nature

Further studies describe experiences that evoke the pathways:

- Direct and immersive character of cyclists' **sensory contact** with natural surroundings (Bell, 2017)
- Appreciating the **beauty** of small urban parks on cyclists' commutes (Stefansdottir, 2014)

Particular affordances of cycling, e.g., embodiment, close immersion, variety

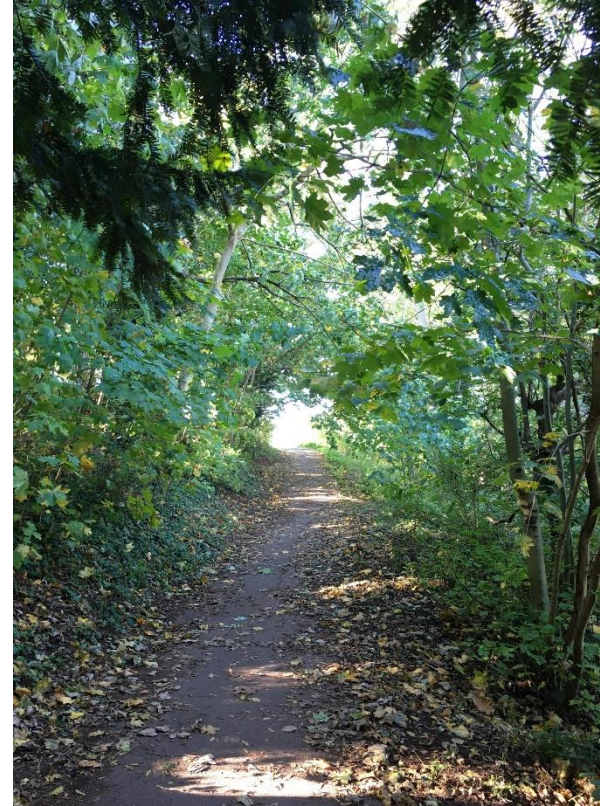
Implications and next steps

For the project:

- Development of mixed methods research design to investigate and describe 'nature cycling' practices
- 2024/25 stakeholder workshop to share findings and co-create recommendations

And beyond:

- Greater consideration of nature as part of cycling experiences
- Awareness-raising about nature connectedness/pathways





Thank you

LinkedIn: [Mel Cairns](#)

Email: mel.cairns@uwe.ac.uk

Included papers I

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Active travel and social inclusion

Speaker 2: Jonathan Flower





Presented by
**Dr Jonathan
Flower,
Senior
Research
Fellow**

6 July 2023

“Build it and they will
come, but close it and
what happens?”

CTS Symposium 2023



Background – Gaol Ferry Bridge Closure Summer 2022



Study design

- Survey of bridge users prior to closure in July 2022 to understand how people currently use the facility and how they expect to be impacted by the bridge closure
- Follow up survey with 183 respondents in July 2023 while bridge is closed to determine what changes have actually taken place
- Follow up survey and interviews with users once the bridge reopens to gauge the longer-term impacts of the closure

Survey Participants

- **581 people completed the July 2022 survey** (NB children not included)
- The age of respondents ranged from 18-24 to 70+
- The most common responders were those aged 30-39

A number of respondents reported some level of disability:

- Around 5% reported some difficulty with stairs/walking
- Around 8% reported some difficulty seeing even when wearing glasses
- Around 4% reported some difficulty hearing even when using a hearing aid
- Around 11% reported some difficulty remembering or concentrating

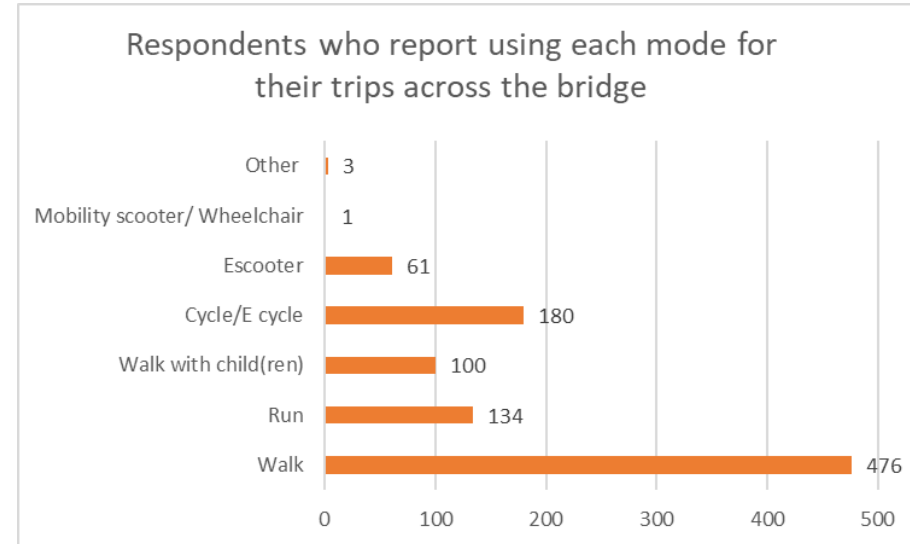
How do people cross the bridge?

Diversity of use:

- The bridge is a key piece of infrastructure for people of all ages and abilities linking them to key areas of the city
- The largest number of journeys are walked, but many cycle, run or ride e-scooters

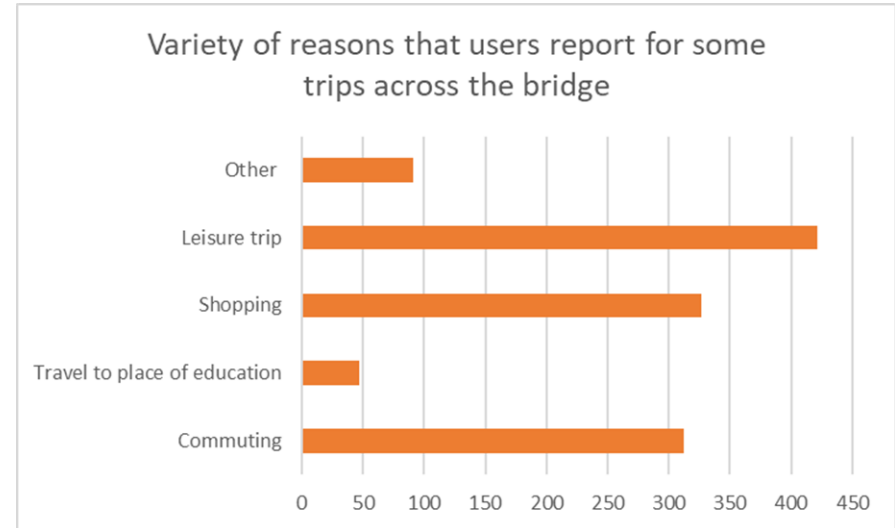
Traffic counts:

- **8-10,000 journeys are made a day** across the bridge (1,218 people in a peak hour)
- 1 to 2 people an hour were observed using mobility scooters or skateboards to cross the bridge.



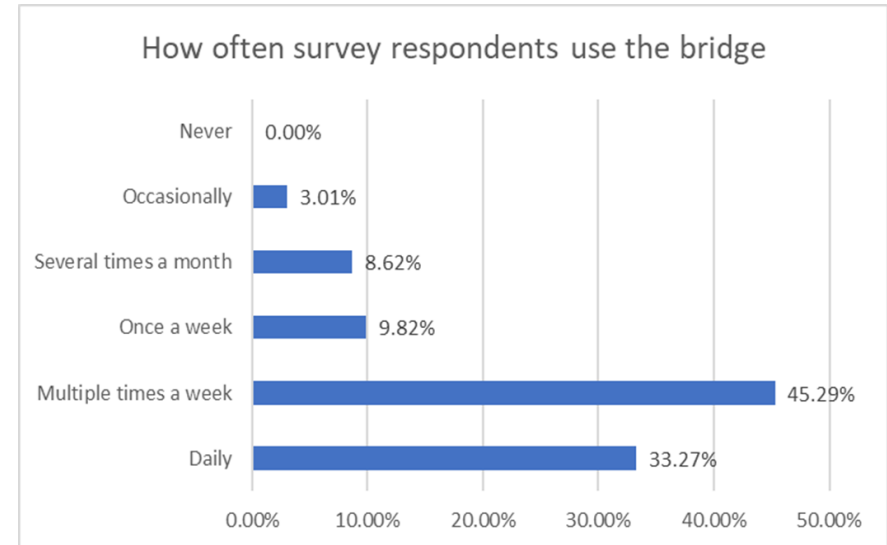
Why do people cross the bridge?

- The most common reasons for **using the bridge** are **to commute or to access leisure and retail services**
- However other reasons for crossing the bridge also include **accessing medical facilities, exercising, visiting friends and family and accessing clubs and volunteer groups**
- The closure of the bridge will have a impact on these services, organisations as well as user wellbeing



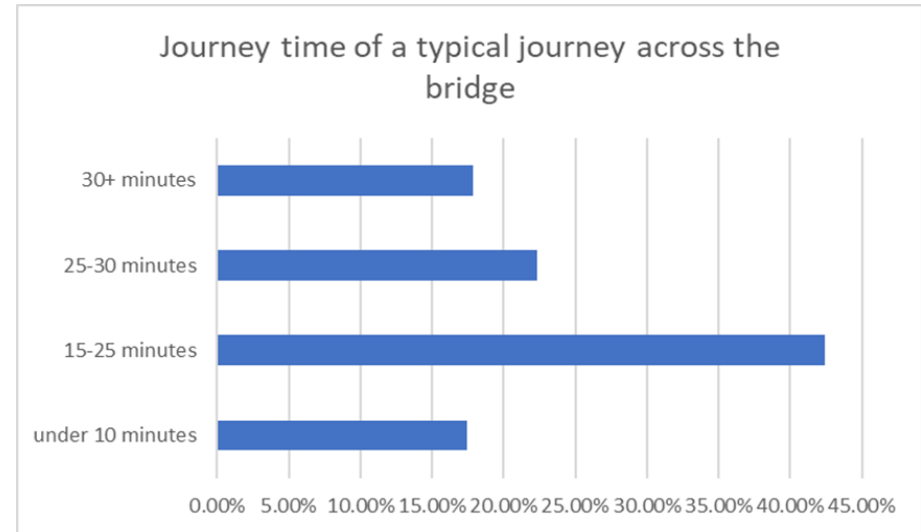
The bridge is a vital daily link for many

- Around **80% of people** who completed the survey **report using the bridge daily or multiple times a week**
- **Over a third of users** that completed the survey **make multiple trips across the bridge a day**
- As a result the closure of the bridge will have a daily effect on peoples travel behaviour and will impact many people's lives in other ways



Doubling of journey times

- Almost everyone reported that the bridge closure would impact their journey times, especially due to significantly increased journey times for people on foot
- The average journey time of most people crossing the bridge is less than 25 minutes and the **shortest suggested alternative route adds an extra 20 minutes to walked trips, more than doubling journey times for thousands every day**



20-minute diversion – like closing the M32 for a year and asking people to use The Portway instead

Inconvenience or severance?

- Majority of people will be inconvenienced, but not everyone can use alternative routes or modes
- Some said they would not be physically able to walk an extra 20 minutes, or that the alternative routes such as Vauxhall Bridge was not accessible to them (due to many steps or a long steep slope)
- The person quoted below has an impairment which means they cannot walk the 20-minute diversion and so will either be cut off from essential locations or face significant extra costs to reach them

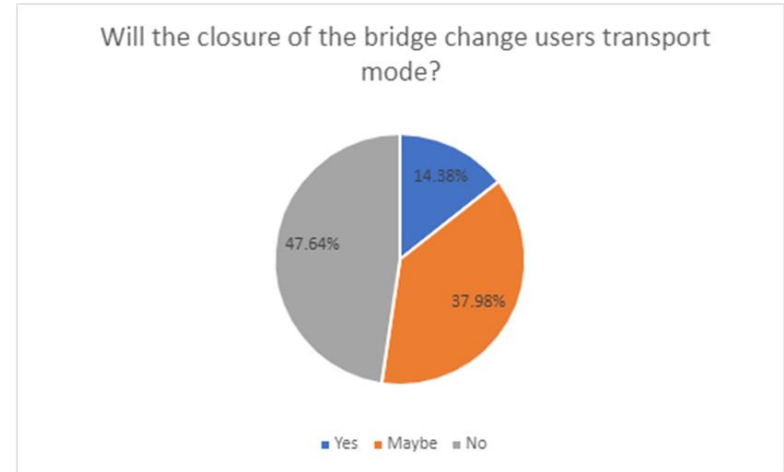
“We chose to move ... in order to be within walking distance ... (5-10 min walk max) from work, shops, childcare, etc.”

Impact on journey and travel behaviour

- Around **52%** of survey respondents **believe the closure will or might change their transport mode**
- Around **22%** **will consider using the car or a taxi as their main mode** of transport following the closure of the bridge

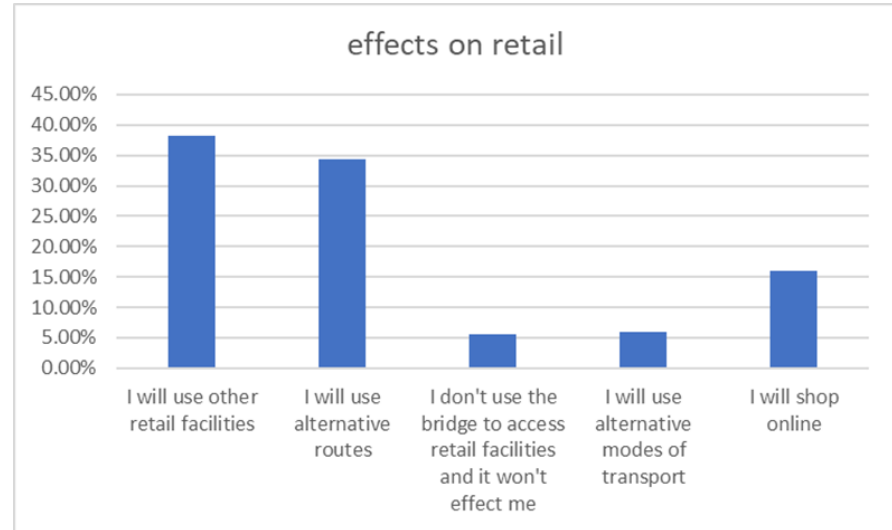
Many respondents fear the following:

- Increasing congestion especially in areas around Bedminster
- Increased air pollution just as the CAZ is introduced
- Personal financial impacts during a financial crisis



Impact on business

- **Over half of respondents say they will shop elsewhere or online**
- Significant loss of footfall will particularly affect businesses that rely on passing trade during high activity hours such as lunch breaks, the school run and commuting periods



“It will have a devastating impact on us. Instead of it being a 5 minute walk to the harbourside, it will take 20 minutes, or more with children. We won’t visit Wapping Wharf as much. We won’t have as much fun as a family locally. Very sad.”

“I am concerned about the drop in footfall for business in Wapping Wharf. I regularly walk over to grab food items or other retail and am likely to look elsewhere now if time is short.”

“.....My mum loves going to Better Food but will now be going there less often since it will take her half an hour to get there.”

“Massive impact on Wapping Wharf business and the Coronation (pub)”

Alternative routes

- The alternative routes are seen by many bridge users as an inconvenience, but manageable
- However, some people with children and those who are disabled consider that the alternatives are not viable
- There is a lack of information on alternative routes for cyclists and many consider that other potential routes are unsafe due to busy roads and lack of separation
- **Many bridge users have raised concerns over safety** especially for women and young people as the alternative routes are poorly lit and are more isolated, especially at night

“I haven't heard or seen anything about how they plan to improve the safety of the Bedminster bridge area. As a NHS shift worker I have to walk home late after my on calls, often at 2 or 3 in the morning. Wapping is busy and overlooked, and has cameras so I feel safe, the same CANNOT be said for the bridge. I am considering sleeping on the floor in a break room over walking home.”

“Alternative routes are less well served in terms of cycle paths etc. I would be reluctant to take my children regularly via the Bedminster bridge roundabout. The footpath between there and Southville is cluttered with street furniture and there is no room for the path to be shared with e.g. bikes, who will inevitably try it.”



Summary observations

- Bridge is key infrastructure that **caters for multiple modes of travel and journey types**
- Often **used multiple times a day**, closure will significantly disrupt many lives and businesses
- **Some people will not be able to use the alternatives and will be severed from key facilities**
- The closure of the bridge will **change many people's travel behaviour** and there is a possibility this could continue after the bridge reopens
- Closure **could lead to a potential 2,000 additional car journeys** across the New Cut **each day**
- Closure will have a **major impact on local businesses on both sides of the bridge**
- Many people, especially **families will stop or limit their leisure activities** around Harbourside
- **Alternative routes are not seen as safe or accessible for everyone** and no separated cycling alternative routes have been suggested

Other observations since the first survey

Two mitigation measures were provided:

1. The lights were repaired on Vauxhall Bridge (next walking bridge)
2. A tax break as offered to businesses on Gaol Ferry Steps/Wapping Wharf

Observed negative impacts associated with the bridge closure:

- At least one Wapping Wharf business has gone out of business
- At a public meeting in Southville, the police, local ward councillors and the public all independently blamed the closure of Gaol Ferry Bridge on reduced footfall in the neighbourhood just south of the bridge leading to a significant increase in crimes such as drug dealing, drug use and car theft

Active travel and social inclusion

Speaker 3: Sarah Collings &
Muhammad Adeel



From Stories to Statistics: Why 16-24-year-olds need more recognition from research and policy



Centre for
Transport &
Society



The
Health
Foundation



“I think there’s some skills that take place that you learn on the bus journey that apply to other parts of your life.”

“When I meet people who get on the bus for the first time, they have a lot of social anxiety- like, being able to talk to the bus driver and being able to pay... for me, to be able to travel independently it’s crucial.”

After the pandemic... I started a lot more random volunteering things, and I’d get the buses to random parts of the city.”

My time on the bus is where I try to be as sociable as possible... I can remember so many memories on the bus”- [Aisha, Greater Manchester](#)

Transport to Thrive



Overview

What are the key features of young people's travel behaviour? How do these vary by age-year and gender?

- In-depth interviews with 18 school leavers
(Nottinghamshire-1, Pembrokeshire- 2, Greater Manchester- 3, Bristol -8)
- National Travel Survey analysis
(Special License Dataset for year 2015-2019, weekly travel diaries from ~75,000 England residents)

Today's presentation

- Three major themes arising
- Conclusions/ what next?

Theme 1: Young people have distinct transport characteristics

Theme 1: Young people have distinct transport characteristics

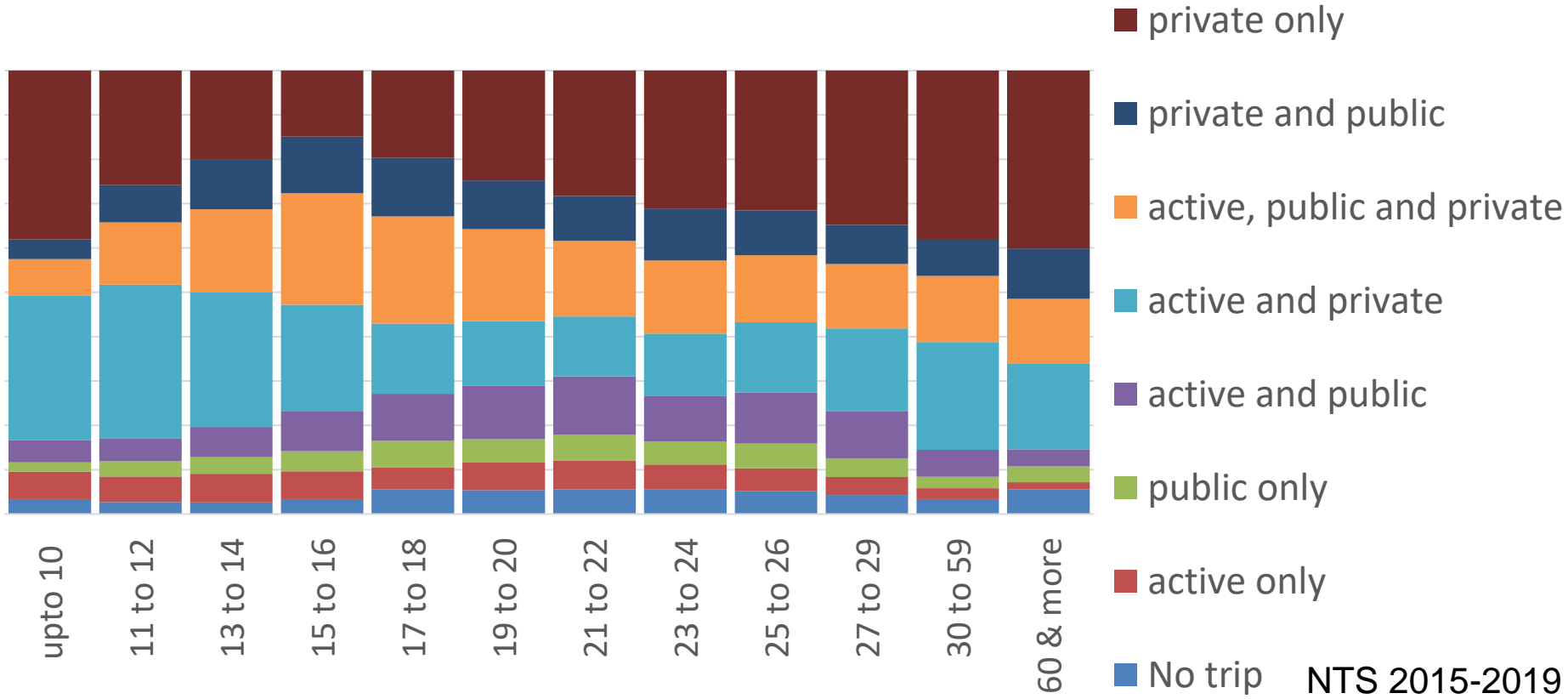
Strongly influenced by peers: “My friend... he loves a good app... he convinced me to get it because that man has an app to do anything.”- male, Pembrokeshire

Dynamic journey patterns: “[College is] five days a week, just for this first few months and then in June/July I'll be fully at [my workplace]”- female, degree apprenticeship, Bristol

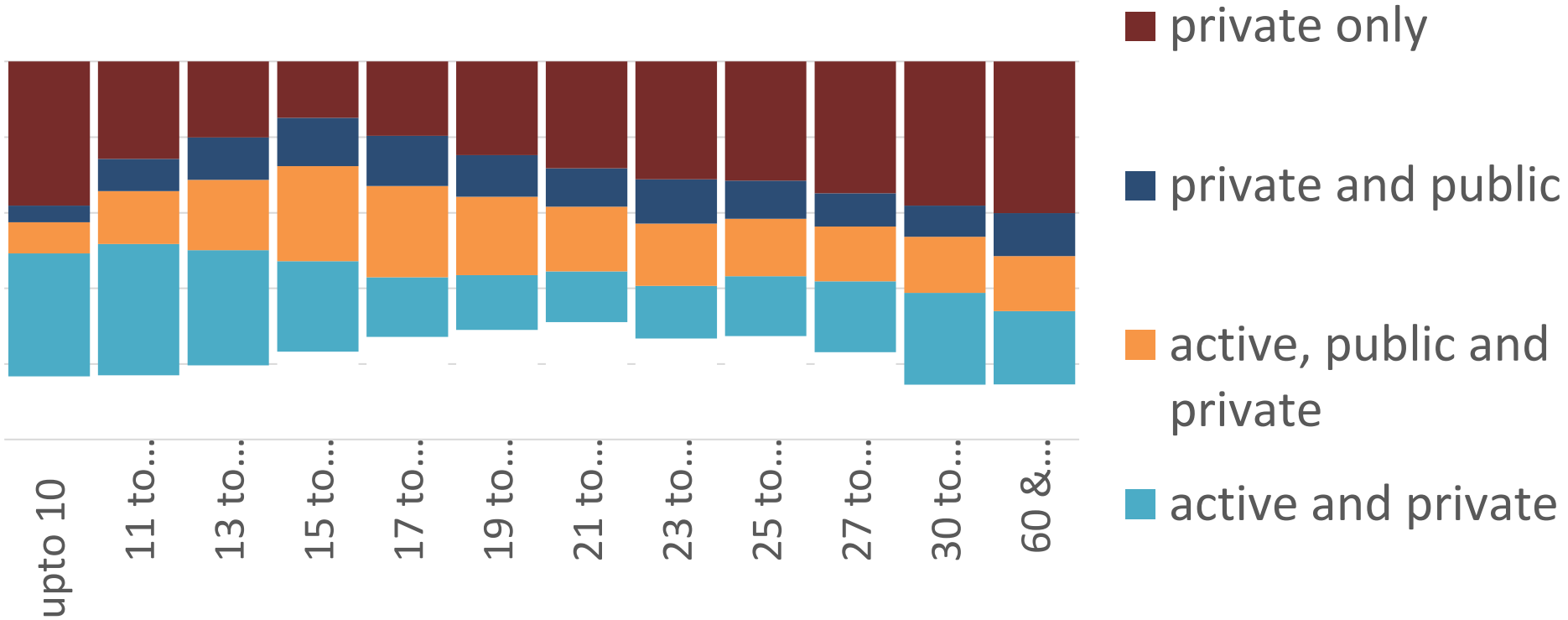
Flexible mode choice: “...I was bringing home some lighting [from college]...[it] must have weighed 50kg, but I got a bus back”- male, usual walker, Bristol.

Low car access: “I [used to] let my dad drop me off. But now, it's not like that 'cause he's busy as well, so I sort myself out.- female, Nottinghamshire

Greater degree of flexible mode choice in late-adolescence

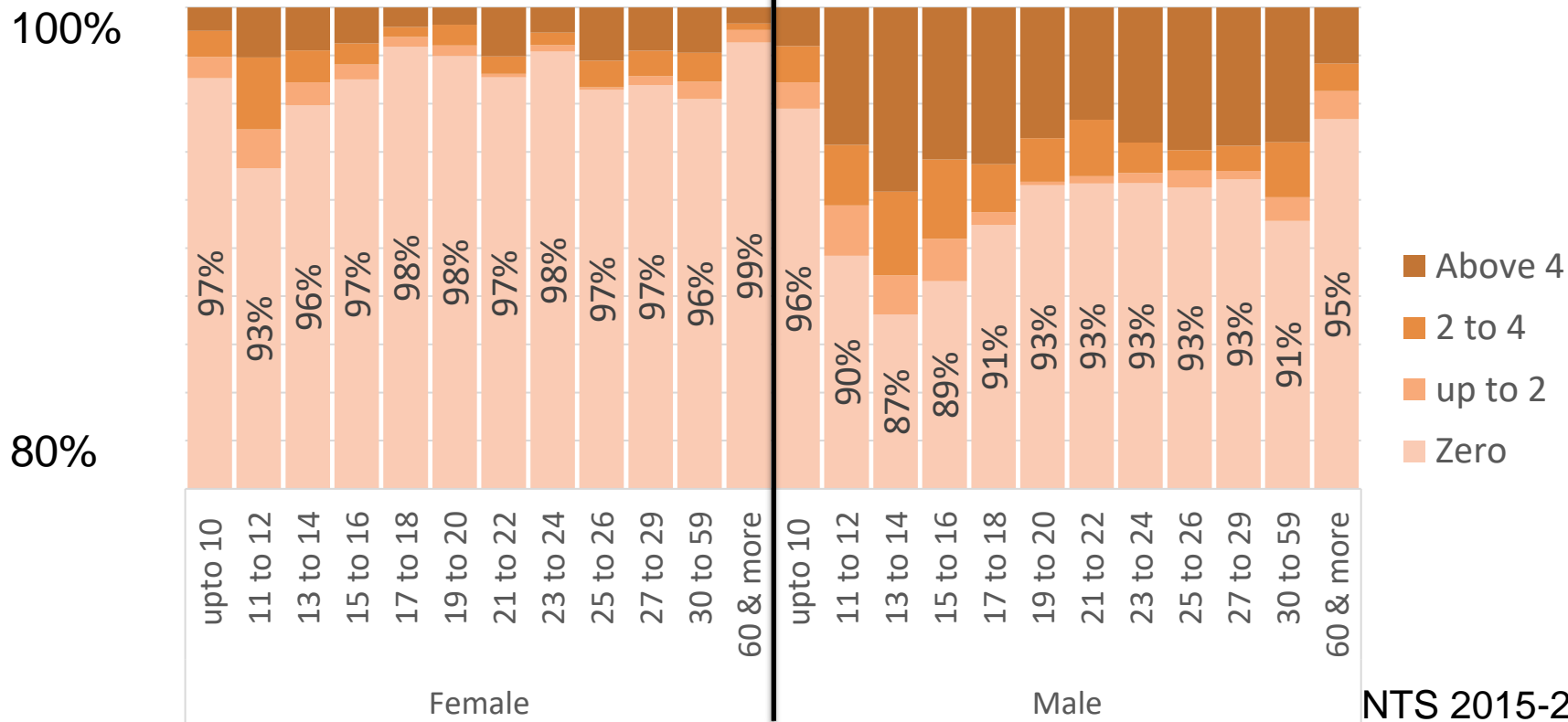


Private-mode use is lowest in the population for 21-22 year olds



Theme 2: Gender-gap in cycling is widest in adolescence

Percent respondents by cycling frequency



“ ...having that major cycle lane meant that I could get there super quickly... I'd [cycle] home... I need to pack my bag...so being able to know that in two minutes I can be there was really good for me.”

Male, Bristol, speaking about running a science club at a local primary school

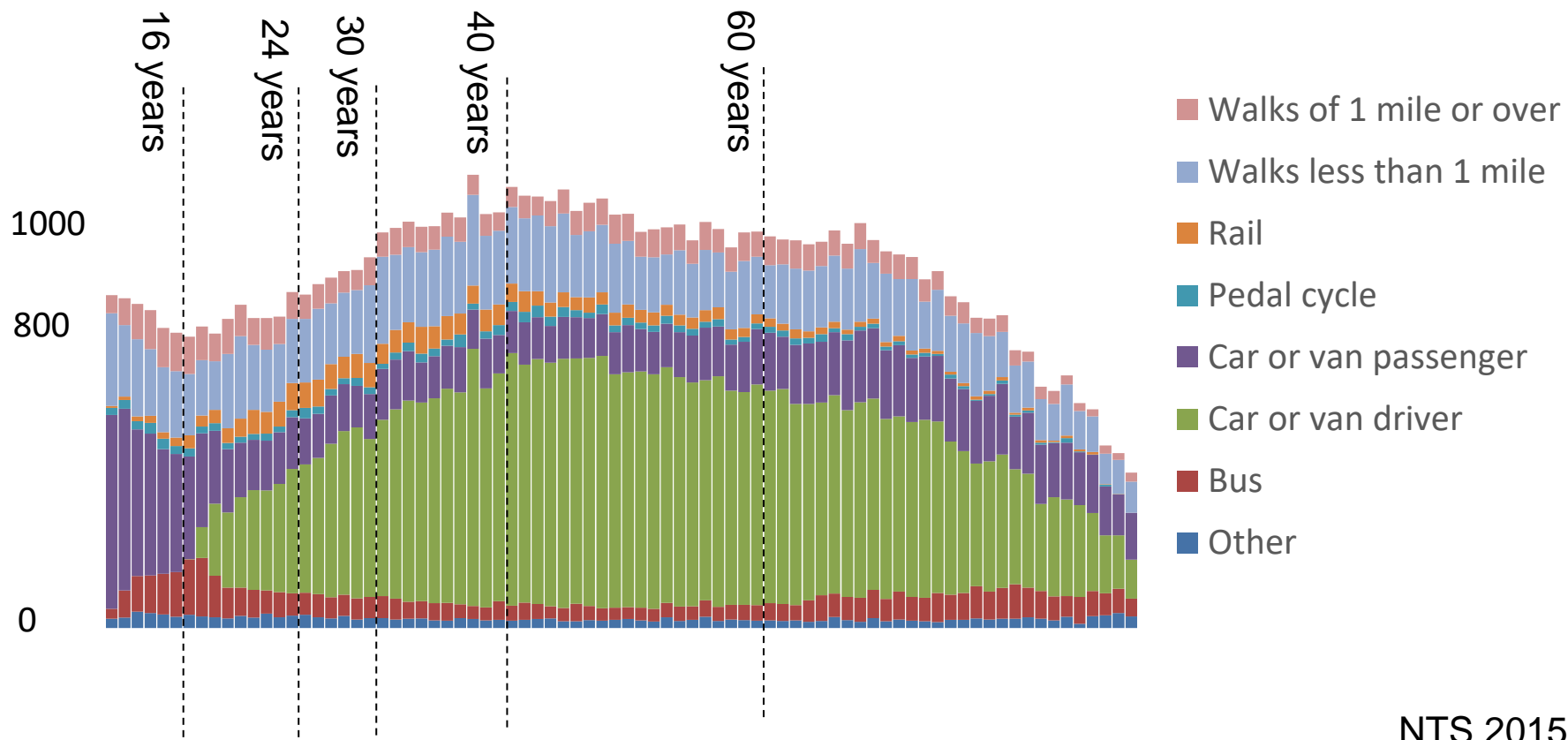
Theme 3: The current transport system may be limiting young people's access and mobility

“There was this really good job that was paying me way more than where I’m working now... The fact is, the bus system don’t even run early in the morning...it was really emotional...I couldn’t get to that job.” female, Nottinghamshire

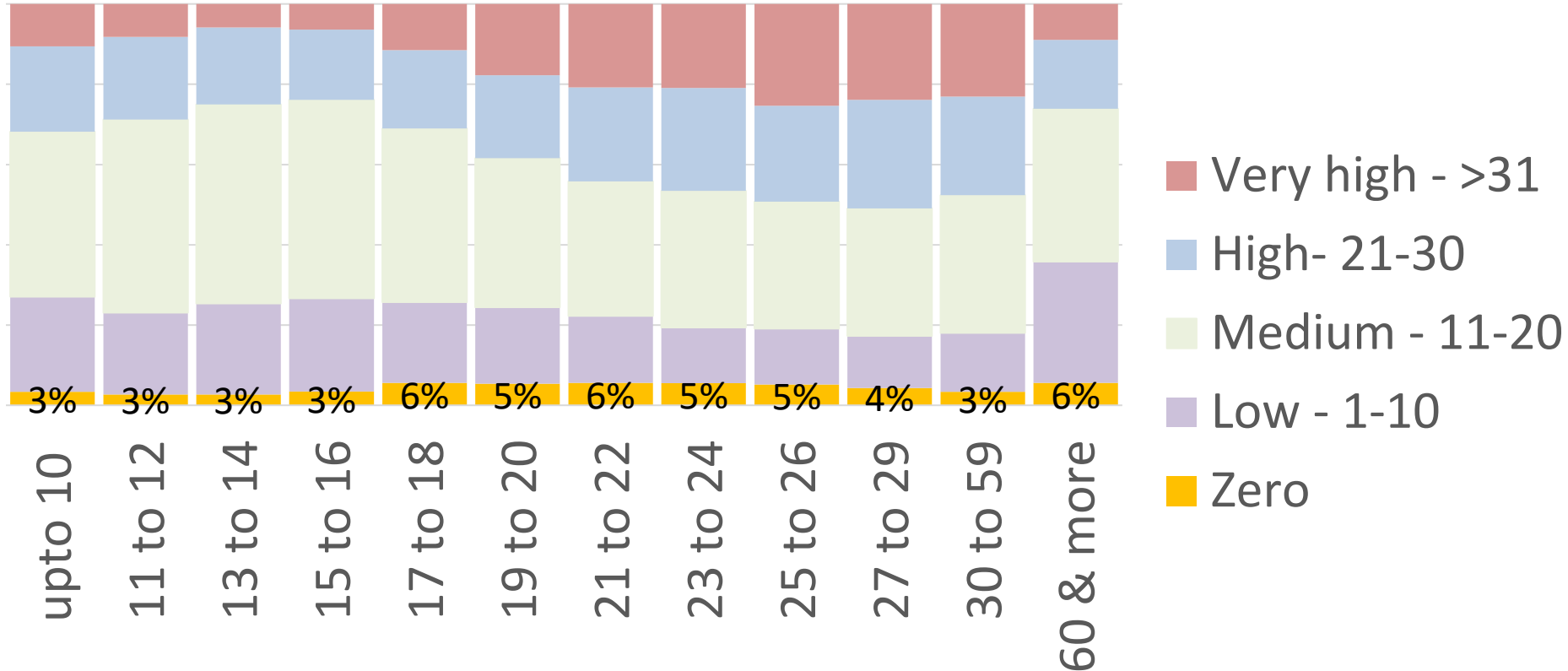
“Picking up shifts, it’s a bit of an issue because I have to worry about how am I going to get home? Am I able to pick the shift up? Obviously I want to work more...but then I can’t get home.” male, Pembrokeshire

“There’s this [youth] group I was a part of... they have an office now in Media City... I don’t like going [there] because I have to buy a bus ticket because it’s not the same company [that my bus pass covers]...” female, Greater Manchester

Average annual trip rates per capita by age



Share of immobile respondents



Conclusions

Early conclusions for policy and research

- Plan and invest changing needs of young people beyond 16 & 18 years including:
 - Regularly changing travel patterns
 - Multi-modal behaviour
- More research needed on
 - Why do young women cycle less when young?
 - Why do some young men stop making journeys at 17-18?

Thanks for listening
Any questions?

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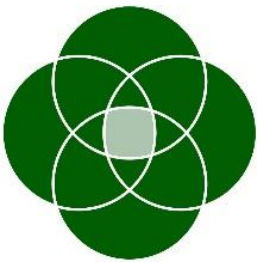
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Fair bus fares for young people

A policy briefing assessing bus fare support for young people across the UK

"If you want to get outside, you're gonna have to use a bus" - Stories on how the bus is a lifeline for many young adults



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