



Cycling, Society & Social Justice



Cycling and Society Research Group Annual Symposium 2019

with

Scientists For Cycling network

Hosted by the Department of Social and Political Science, University of Chester, UK

2-3 September, 2019

Monday

Alternative Metrics

Nikki Pugh

Nikki Pugh is an artist who explores questions relating to how we perceive, move through and interact with our surroundings. Nikki instigates enquiry-led processes that are often participatory in nature, designing mechanisms to support exploration, discussion and criticism. She is about to start a PhD at Lancaster University exploring representations of marginalised experiences of velomobility. Recent projects include:

46% Bad – A 20-page zine and accompanying sculptural manifestation of a pictogram from a cycle lane. At first glance it is fairly convincingly bike-like however, on closer examination, it becomes increasingly obvious that things are not quite right...

Orrery for Landscape, Sinew and Serendipity – An alternative to screen-based tracking of journeys by bicycle, the Orrery is used as a starting point for exploring how our conversations and connectedness change when we have a moving sculptural object constantly communicating progress, rather than us occasionally clicking to refresh a map on a webpage.

Art! Bikes! Art Bikes! – After receiving a Developing Your Creative Practice grant from Arts Council England, Nikki has been learning the craft of bicycle framebuilding with a view to applying these fabrication techniques to investigations of placemaking, embodied interactions and pedal-powered automata.

For the Cycling and Society symposium Nikki invites you to contribute to a collaborative drawing that riffs off of the themes of *Orrery for Landscape, Sinew and Serendipity* to present a fantastical contraption that communicates alternative metrics of cycled journeys. Drop in over the course of the two days to see how things evolve. www.npugh.co.uk www.twitter.com/nikkipugh

Session 1

Bicycle Workshops: the effects of learning technical skills in a social environment on mental health recoveries

Nicholas Marks (University of Brighton)

Against a backdrop of ongoing critiques of the positivist theories and methodologies underpinning the development and delivery of contemporary mainstream mental health care, this research consolidates an extended period of ethnographic research into the impacts on 'wellbeing' amongst volunteers who are

learning to refurbish, repair and maintain bicycles in a bicycle workshop run as a community project by a parent charity.

The analysis uses an 'actor-network'-inflected approach to examine how 'participants' in the generation of the local workshop site in question – which include both people and the things that surround them - are coming into being in relation to one another in the context of local practices. Emerging similarities between the practices of 'actor-network theory' and 'bicycle mechanics' are then highlighted; the suggestion is made that both disciplines, in concerning themselves with tinkering with an always provisional, a-theoretical state of relational affairs, cultivate in their practitioners an awareness of how all 'things' are being locally and relationally generated at sites of practice.

The research provides evidential and theoretical support for the statutory provision of informal workshop spaces as a component of mainstream mental health services. The presentation will go on to examine the practical utility of community-run workshops in any cycle-related project that seeks social inclusion and creative change.

Women in gear(s): exploring gender in the path to velonomy

Margot Abord de Chatillon (Laboratoire Aménagement Economie Transport (LAET), Ecole nationale des travaux publics de l'État (ENTPE))

Despite the inexpensive condition of cycling, engagement in this activity is unevenly shared across genders (Cycling Participation Survey 2017). A study of these inequalities cannot be complete without considering a moment central to the relationship between the cyclist and the bicycle, namely that of maintenance and repair (Graham and Thrift 2007).

Coined by French cycling activists, the term "velonomy" refers to the merging of mastered cycling skills and mechanical expertise. This concept indicates the power of autonomy that can be achieved as a cyclist.

Bicycle repair and maintenance practices require specific skills and materials (Shove, Pantzar, and Watson 2012) that are not accessible in the same ways across different social groups. One way this is the case is in terms of gender. Mechanical skills are considered traditionally masculine (Mosconi and Dahl-Lanotte 2003) and often from a young age, women are deterred from engaging in such practices (Sayagh 2018)

In this paper, we examine the gendered processes of socialization to bicycle repair and maintenance with a focus on skill acquisition. We identify several interplaying factors leading to the creation and maintenance of gender inequalities in access to velonomy.

A survey completed by 468 participants in Melbourne, Australia provides crucial figures on gender imbalance regarding bicycle maintenance and repair. Interviews with female cyclists with mechanic skills ranging from very high (including professional mechanics) to very low provide new insights about these inequalities and their effect on the achievement of velonomy. Auto-ethnographic methods were also used to establish the deterrents to skill acquisition for women in bicycle workshops.

Decision makers' lines of argument with respect to democratising cycling

Katja Leyendecker (Northumbria University, Newcastle UK)

As part of my autoethnographic PhD project (investigating women activists' experience of local cycling politics) I interviewed key decision makers in Newcastle (UK) and Bremen (Germany). Using narrative discursive analysis, I was able to extract the 'lines of argument' of the transport politician and senior transport planner in each city with respect to democratising cycling. Comparing the different storylines, a

picture of institutional automobility started to emerge. I end with discussing ways of transitioning away from institutional automobility.

Parallel session a

Evaluation of Front-Line Staff e Bike Use Initiative at Nottingham City Council

Seamus Allison; Tony Woodall; Guja Armannsdottir; Chris Pich; Ian Gregson (Nottingham Business School, Nottingham Trent University)

This research is focused on a project deploying members of the Adult Social Care team of a large East Midlands local authority (Nottingham City Council) to pilot e-bike usage for both utilitarian (travel to work) and occupational (in this case, home visits) purposes. The group mixes those who would normally drive, walk, or take the bus, and includes both front-line and supervisory staff. Respondents are presently all female and at various fitness levels.

This initiative has clear cost-benefit potential, but focuses also on the environment, on health, and on a broader democratisation/social inclusion agenda aimed at both employees and care recipients. The project is seen as a conduit to establishing a cycling culture that is visible within/accessible to, a) all staff levels within the authority and, b) a client community characterised by challenging socio-economic and health circumstances. E-bikes (motor assisted) are perceived as providing encouragement to those who are cycling-resistant and/or unable to cycle conventionally and might therefore serve to accelerate awareness and adoption.

Our study is premised on a model developed in Woodall, Rosborough and Harvey (2018) that maps the potential for habituating technology-based human-material solutions into daily **practice**. This would occur as a result of physical, social and psychological embeddedness, represented by imbrication, externalisation and attitudinal engagement. The dangers of **pause** (partial or full withdrawal, or 'practice without purpose') are also assessed. Respondents have thus far been exposed to **promotion** and are enthusiastic. In this paper we report these initial reactions and look next to the **project** stage (learning/rehearsal).

The rise of E-bikes in the UK: elitist or inclusive mobility?

Caroline Bartle and Steve Melia (Centre for Transport and Society, University of the West of England, Bristol)

Electrically assisted cycles are growing in popularity in the UK, but how far can they be considered an inclusive form of mobility? Drawing on over 2000 responses from a UK-wide survey of users and potential users of e-bikes, run in early 2019, this presentation will consider the tensions between the social inclusion potential of the e-bike and its current financial exclusivity.

The survey found that e-bikes are helping more people to take up or continue cycling into older age, with benefits for health, independence and social participation – a significant factor in the context of an ageing society. They are also extending cycling opportunities for younger people whose physical capacity to ride a fully human-powered cycle is affected by illness, disability or complex work/life demands. In this sense, the e-bike appears to offer potential as a contributor to more inclusive mobility.

Financially, however, e-bikes are far from being an inclusive option in the UK - at least not when compared with the cost of buying a 'conventional' cycle. The survey found that barriers to purchasing an e-bike included the cost of e-bikes and insurance, fear of theft, and lack of storage space. There is thus a counter-argument that e-bikes represent, for the time being at least, another form of 'cycling elitism'. Furthermore,

some people who are *enabled* by an e-bike may still be *disabled* by a cycling environment which includes steps, barriers, kerbs etc. (e-bikes are heavy). What needs to happen if e-bikes are to realise their inclusion potential?

E-bikes – where do they offer greatest capability to reduce car miles travelled and what is the social context of these places?

Ian Philips (Institute for Transport Studies, University of Leeds); Jillian Anable (ITS Leeds); Tim Chatterton (UWE).

E-bikes may contribute to both decarbonisation of transport and social justice, but this depends to some extent on where they are used, promoted and deployed. We use spatial microsimulation (population-synthesis) to estimate the maximum capability of simulated individuals similar to the real population (in every small area in England) to replace car miles travelled by e-bike or walking or cycling, and an estimate of the potential CO2 reductions. It allows us to see firstly where walking and conventional cycling are capable of replacing a high proportion of current car travel and where e-bikes could (and could not) lead to greater savings. For example e-bikes have greater energy saving capability away from core urban areas. If like many other new mobility service innovations, e-bikes become used principally in dense urban areas where travel distances are short enough to be made by conventional walking and cycling, e-bikes may not fulfil their environmental purpose. If promoted solely in commercially viable dense urban areas they may not achieve the best possible social outcomes. Capability to reduce car miles travelled and make energy savings can be described in terms of small area spatial patterns and also by the distribution of capability between different demographic or social groups within areas. This contextualising of potential environmental benefits with social patterns may aid discussion related to socially equitable transitions to low carbon futures.

Parallel session b

Women on Wheels Research Project: Insights into the Experiences of and Influences on Cycling in the Lives of Women in Dublin

Síle Ginnane (Dublin Cycling Campaign (project funded by The Community Foundation for Ireland))

Women on Wheels is a research project run by a group of volunteers with Dublin Cycling Campaign, funded by The Community Foundation of Ireland. Given that only 3 out of 10 people who cycle in Dublin are women, the research team was curious about women's experience of cycling and proposed to undertake exploratory research using a mixture of research methods.

A discovery workshop with over 30 volunteer women facilitated discussion of their experiences while cycling in Dublin. The next phase involved a smaller varied group of volunteer women recording their cycling experiences and the factors that influenced their decision to cycle. This data collection period spanned a two week period in 2019.

18 women were signed up to the Liberty Bell research platform that uses connected bicycle bells to log, map and describe issues which participants experience as they cycle. The participants were prompted to submit an online daily diary to log any decisions regarding how they travelled - when they chose to cycle, and where they chose to cycle. These records and diaries were used to sensitise participants to their experiences. 224 records and 186 diary entries were recorded.

One-on-one, qualitative interviews were held with each participant. Using the records and diary entries as prompts, these open-ended interviews allowed participants to share their insights. The research team are currently analysing the records, diary entries and interview transcripts identifying common topics. This

presentation will share these insights and shed light on the experience and decisions of women in relation to cycling.

Mobility Justice in Time and Space

Jonathan Flower (Institution: Centre for Transport and Society, University of the West of England, Bristol)

Mobility justice in future cities will not just be about the equitable use of technology such as connected and autonomous vehicles, electric vehicles, mobility as a service and transport on demand. Equally as important, particularly for local and cross city journeys, will be bringing walking and cycling back into the picture as genuine urban mobility options, supplemented by the myriad of other human-powered and e-assist modes that currently exist and are yet to be invented. The current regulations and infrastructure in the UK, and many other countries, fails to accommodate this, leaving many modes on the fringes. This despite the fact that most city journeys could be undertaken using these modes alone, plus their huge potential as first or last mile solutions when combined with other modes, especially as links to public transport.

The literature shows that these modes compete more than favourably with conventional modes on speed. Additionally, the cost to both cities and individuals is very low when compared with other modes, especially the private car. However, regulatory support for the use of human scale modes on public streets is limited and these modes are not generally allocated access to the available street space based on either the design speed of the mode or the infrastructure. At the extremes in the UK context Class 3 mobility scooters (8mph) can mix with other motorised vehicles (up to 70mph) on dual carriageway and pedestrians (3mph) can mix with e-assist pedal cycles (limited to 15.5 mph) on shared paths.

Cycling and Social Inclusion: BME groups in Manchester

Patrick Steele

There is an issue of under-representation of BME cyclists. Indications include cyclist casualties reported in the Press tend to be white, or European.

Research to date into the cycling habits of hard to reach groups such as Chinese residents appears to be unpopular, and underfunded. Anecdotal evidence suggests that levels of cycling in this country for MAMILS (middle-aged men in lycra) has peaked. There is rising demand from young white females, and for e-bikes. It may be that improving technology will facilitate a boom in cycling amongst the elderly, a topic not fully addressed in Manchester's age friendly strategy.

The author has a few years involvement with a Chinese cycling club in Manchester. As a result, he has witnessed first hand their barriers to cycling.

Both language and cultural barriers are evident. Language barriers affect purchase, maintenance, and social interaction with other road users. The latter are more subtle such as the individualistic nature of cycling in the UK, lack of a support network, and the perceived lack of status associated with cycling; Chinese women may have additional issues as they may be relatively more image conscious than the average citizen.

Proposed investment in improving cycling infrastructure is therefore likely to have a differential and discriminatory impact.

In this presentation, the author will discuss issues affecting propensity to cycle among BME Chinese, and how MDCC (Manchester Dragon Cycling Club) is addressing them.

Session 3

The fine art of cycling. Politics, injustice and bicycle art.

Bruce Bennett (Lancaster University, UK)

The bicycle has an important place in the history of modernist art both as the object of representation in drawings, paintings, sculpture, film and performances, and also as a means of making art, an expressive tool. Much of this work is concerned with the symbolic flexibility of the bicycle, the range of meanings it conveys.

This paper will outline the history of the bicycle in avant-garde art, tracing the movement of the vehicle from the early twentieth century onwards, and will concentrate on the work of two artists who have used the bicycle in their work as a means of exploring a variety of political questions. Exiled Chinese artist Ai Weiwei, one of the most famous contemporary artists, has returned to the bicycle repeatedly as a metaphorical figure through which to explore questions of contemporary capitalism, political repression and freedom of movement. Alongside Ai, the paper will examine the multimedia work of prolific Austrian artist and activist Rainer Ganahl. Perhaps more than any other contemporary artist Ganahl has been systematic in exploring the significance of the bicycle in writing, drawings, installations, ceramics, performances and films, and his politicised bicycle art touches on questions of transport systems and car culture, economic inequality, history and nationhood, as well as masculinity, sexuality and fetishism. Between them, this paper will argue, these two artists, provide us with a very striking commentary upon the complex relationship between cycling and society.

The Road is for Play: Lessons for Cyclists from Vietnam

Ashley Carruthers (School of Archaeology and Anthropology, The Australian National University)

No-one could deny that Vietnamese roads are chaotic, and they certainly seem dangerous at first glance. Yet it's been my experience that riding in this developing nation quite often feels safer, and certainly more convivial, than riding on the road in Australia - as with other heavily automobile-centric, developed nation contexts. Vietnamese cyclists, and notably female cyclists, often report feeling safer on a bicycle than they do on a motorcycle, Vietnam's dominant mode of transport. While there are indeed impediments to participation in cycling there, it seems perceptions of danger are not significant ones. How can this be, when experiences in the UK, Australia and elsewhere are so different?

This paper asks, what can we learn from taking a thoroughly relativistic perspective on cycling and perceptions of safety, status, recognition and inclusion in the two very different national contexts of Vietnam and Australia? What aspects of the system of automobility are present or absent in each, and how might they take different forms, with what kinds of positive and negative consequences for cyclists?

Drawing on ethnographic research done with both sport and utility cyclists in Vietnam, and over 15 years' experience as a sport cyclist and commuter in Australia, this paper addresses these and other questions from a practical and embodied perspective, with special attention to how cyclists in both national contexts experience road infrastructures.

Urban mobility practices and uneven dispositions for cycling as normalized everyday transport

Richard Laing*, Anne Jensen, Caroline Hood* and Martina Ferrucci** (* Robert Gordon University, Scotland; ** Aarhus University, Denmark)**

Cycling has become a main core around which cities' efforts to transform their transport systems evolve. Cycling is often promoted as healthy, social and sustainable, and due to the relatively low entrance costs, is also seen as equitable. Examining who actually cycles however reveals an increasingly loop-sided picture of urban populations, indicating that motivation for using cycling as everyday transport in the city and for commuting is not equally distributed among social classes, e.g. based on age, ethnicity, gender or level of

education. While providing opportunities and improving general livability, cycling may thus concomitantly produce or deepen social inequalities, reflecting health inequality in cities.

In this paper, we examine the disposition for cycling among citizens in two European cities that boast different mobility cultures, policies and infrastructures, and we compare how local cycling contexts affect levels of cycling among different social groups, including if and how this produces uneven benefits of cycling policies at individual and community level, and link this to specific priorities in city cycling policies. The study uses a practice theoretical framework, and is based on data from qualitative interviews and a survey in the two cities, backed by qualitative document analysis of central urban transport policies. Aberdeen, Scotland, and Copenhagen, Denmark, were selected to represent cities with different stages of urban cycle mobility.

Aberdeen has recently addressed cycling in its city strategy, and is cultivating urban space to promote cycling, establishing cycling as a viable form of urban transport rather than merely for recreation or sports. In cities such as Copenhagen cycling has for the past decades been integrated in urban policy and in everyday life, reaching over 50 percent of all study or work related travels and creating the widespread perception of a longstanding and embracing cycling culture. While at very different stages, both cities have specified groups of cyclists who benefit from public policies for sustainable/active transport, creating social inclusion in particular communities, and both cities develop distinctive cycling cultures through everyday cycling practices and urban cycling policies.

Tuesday

Session 4

Bike justice in Aotearoa New Zealand: How do we really make cycling inclusive, and what can cycling advocacy learn from other social justice movements?

Kirsty Wild, Alistair Woodward, Rhys Jones (all The University of Auckland)

Cyclists: literally shredded under trucks – a violently marginalized group that is often made up of some of the most privileged groups in our societies. As cyclists, conceptualizing our own oppression can be tricky, and we often find it even harder to talk about oppression within the community of cycling. Reflecting on four bike research projects we have been involved in - Projects on women and cycling, Māori and cycling, cycling interventions in low-income communities, and e-bikes and health – we talk about what we are learning about biking, privilege, culture and the possibilities for inclusive cycling futures in Aotearoa New Zealand. Some common themes arising out of research include: the ways that designing for ‘travelling together’, something especially valued by people who have care responsibilities and cultural commitments to being and working together to reach destinations, can make cycling infrastructure more useful for everyone. Other themes include the ways that cycling cultures can exclude – women (especially women with kids), Māori, Pasifika, low-income people, disabled people, the elderly, the overweight/obese, often still don’t connect with the language or norms of cycling cultures, and official cycling strategies still often lack any explicit strategies to engage them. Finally, we reflect on strengths-based strategies for connecting with these groups – including commitments to an ethic of care and sustainability (kaitiakitanga), and the desire to be part of cycling projects and experiences that contribute to collective goals in the family, household, and community.

‘Precarious Entitlement’ to Public Space: A State of Nature within a State of Civilisation.

Robert Egan (School of Nursing and Human Sciences, Dublin City University)

Emerging from grounded theory research, in Dublin, utility cyclists must negotiate conditions of *precarious entitlement* to public space. They have an entitlement to occupy and transit public space in theory that is experienced as precarious and unreliable to exercise in practice. The spaces that cyclists are expected to cycle in and through are often insecure by design. The spaces that cyclists have been designated to use are frequently infringed upon; likewise, cyclists are routinely disregarded in spaces that they are entitled to share with others. Finally, the protection of cycle spaces and cyclists within shared spaces are neglected by policing authorities. Accordingly, the equal entitlement of cyclists' to public space is rendered precarious due to *insecure space, spatial disregard* and *police neglect*. With these conditions in mind, cyclists can be viewed to encounter *a state of nature within a state of civilization*. Namely, transitioning from a state of nature, in which 'force' and 'natural liberty' determine social arrangements, Rousseau theorised the origins of society – a state of civilisation – in which 'civil liberty' structures the relations and interactions between people, through bestowing citizens with rights enforced by the 'common power' of the state. Precarious entitlement signals an absence of such enforcement and the domination of public spaces by force. Precarious entitlement conceived as such, then, presents itself as not only an injustice for those who cycle, but also for those who might, in that they must face relations of domination with negligible protection from the 'common power' of the state.

Embodied precariat and digital control in the 'gig economy'. The mobile labour of Deliveroo cyclists

Cosmin Popan (Manchester Metropolitan University)

The development of smart cities is encouraging a rapid increase in on-demand work through digital platforms. The promises of flexible and autonomous mobile work promoted through apps such as Deliveroo or UBER Eats, which heavily rely on cycle couriers for their operations, are the latest trend within an often exploitative 'gig economy'. This article proposes the investigation of work undertaken by Deliveroo couriers to account for how they embody, negotiate and contest the 'smartness' of the platform. It draws on ethnographic research involving participant observation as a Deliveroo rider in East London and Greater Manchester, analysis of internal online communication amongst riders and interviews with fellow workers. The article aims to contribute to knowledge towards the affective experiences emerging from operating in 'smart' work environments and from being subjected to an algorithmic management of work. It does so in two distinctive ways. Firstly, it unveils the power of metrics, and how the time-related activities of working for Deliveroo makes the cyclists feel (anxious, sad, etc.) and what actions follow subsequently (e.g., speeding, waiting around, etc). Secondly, and resulting from this, it considers how these feelings generate two trends in cyclist behaviour. The first is directed towards entrepreneurialism and is concerned with how metrics affectively lead to neoliberal rationalities. The second inspires social activism and focuses on how these metrics are resisted and rejected.

Session 5

A Comparative Analysis: Why is cycling infrastructure more advanced in Copenhagen than Cardiff?

Robert Mathlin (Aston University – School of Languages and Social Sciences)

The study compares Cardiff and Copenhagen, asking why Cardiff's cycling infrastructure is lagging behind that of Copenhagen. Drawing on historical institutionalism and Lukes' (2005) third-dimension of power, it becomes evident that in the case of Cardiff the institutional environment and power structures leave cyclists highly marginalised and sustain the automobile's hegemonic status. Economically the automobile and associated industries have amassed large amounts of wealth. This wealth afforded groups like the British Road Foundation to effectively lobby local and national governments to continue building roads for cars at

the expense of other modes of transport. The state also directly benefits from the automobile industry at the centre of capitalist society through taxation. In addition to economic power structures there are also important cultural structures that are prevalent. This comes in the form of advertising of automobiles that continuously links freedom, automobility and individualism. Automobiles have become such an important part of British identity that mainstream politicians have often appealed directly to drivers to win votes. In Copenhagen, by contrast, the lack of an automobile industry has provided an institutional environment for cycling to take root. Furthermore, groups such as the Danish Cycling Federation to become an important mobiliser and civil actor.

Safety of Cycling in Dublin City – a comparison of behaviors and attitudes of male and female cyclists

Niamh O Reilly (Technological University Dublin Brian Caulfield TCD) In Ireland, the last three decades has experienced significant changes in the numbers choosing cycling as a means of commuting to colleges or work. Results from the 2016 census show that numbers of cyclists have increased in recent years but have yet to return to the levels experienced in the 1980's. In particular, the numbers of females remain low, the 2016 census 27% of cyclists were female. Understanding why this is the case may provide clues as to how cycling can be made more attractive for this group.

An online survey circulated to staff and students at the Technological University Dublin between November 2018 and January 2019 found similar figures of female participation. The university is located at 8 different campus locations across the city, which lends itself to more in-depth examination of respondent's choice of cycling based on the available cycling infrastructure available to them. The survey focused on cycling safety, use of safety equipment, behavior at traffic lights and perceptions of risk for cyclists.

A total of 905 completed respondents were collected, drawn from all levels of cycling those that do not cycle to cycling all the time and across all age groups. Initial findings show that females do have greater concerns to safety and exposure to risk than their male counterparts, but these change with age and cycling experience. The results also found that respondents from certain campus locations were more likely to cycle than others. The analysis of this study is still ongoing but will be completed by August.

Transport poverty in the Netherlands through a motility lens; the case of bicycle lessons

Angela van der Kloof (Mobycon / Radboud University) and Patrick Bek (TU Eindhoven)

Since 2012 there is a growing interest in the problem of transport poverty in the Netherlands. This is, firstly, expressed in the increasing number of scientific studies. Secondly, the National Cycling Agenda urges the 35 biggest cities in the Netherlands to develop a bicycle policy for children and women with a non-western immigration background. Thirdly, bicycle lessons, bicycle banks, and other local initiatives mushroom across the Netherlands. Despite recent attention, transport poverty is not a new phenomenon.

In our research we approach transport poverty through a motility lens and look at the dampening effect of bicycle lessons on transport poverty among women with a non-Western migrant background in the Netherlands from the 1970s until 2010. We use policy documents and research, enriched with newspaper articles and life histories to investigate the spatial, social and personal barriers that prevented these women from accessing activity locations, crucial for social participation.

(1) By studying transport poverty with a motility lens this paper contributes to understanding the different and interlinking barriers that transport poor people face. (2) This paper shows how non-western migrant women (re)shaped their motility themselves by organizing and taking bicycle lessons supported by

neighborhood networks. Over a period of twenty years they raised their bicycle modal split from less than four percent to nearly twenty percent. (3) Bicycle lessons became place to learn cycling skills and (mentally) appropriating the bicycle for everyday mobility.

Social Media Discourse on Cycling and Cyclists

Nadia Williams

As part of a wider analysis of discourse related to cycling and cyclists, the public social media discussion related to utility cycling in Ireland was examined. Data was gathered from posts made to Facebook and Twitter by the three leading print news outlets in Ireland, to promote cycling-related articles they have published. An overall tone was assigned to each comment. The comment was then examined statement by statement, and codes assigned which were deemed to capture the essential message of each statement.

A total of 1,460 comments were collected and analysed, resulting in the assignment of 2,364 codes. Consistent with Facebook's majority share of users (Ipsos MRBI 2017b) most of the comments were gathered were from this platform (68%). Consistent with circulation rankings, most comments were from Irish Independent posts (48%), followed by Irish Examiner (30%) and Irish Times posts (22%). No significant difference in tone and content between comments was found.

The discussion was found to be predominantly negative, with the two most prominent beliefs underlying opposition to cyclists' cause, rights, and safety being that drivers are the legitimate owners of the roads, and that cyclists do not deserve a place as their behaviour violates societal norms and expectations.

Session 6

Analysis of French cyclists' satisfaction through the first Bikeable Cities' Barometer

Patrice Nogues (Fédération des Usagers de la Bicyclette (FUB))

Launched in 2017 by the French Bicycle Users' Federation (FUB), the Bikeable Cities' Barometer collected 113,000 answers to thirty questions, making it the largest satisfaction survey ever conducted among French cyclists. While many studies have been carried out on cyclists' perceptions at national or local level, this one stands out by allowing analyses by municipality as well as between municipalities of the same category. Moreover, the high number of respondents allows for cross-analysis of several variables.

The Barometer's method is largely based on the German Fahrrad Klimatest: the questions are grouped into five themes to cover the bicycle system's main components: General feeling, Safety, Comfort, Community efforts, Parking and services. Questions take the form of a 6-level differential semantic scale between two antagonistic proposals.

A linear regression analysis was performed to highlight the effect of respondent characteristics on each question and theme: city size, age, gender, level of practice. For the safety perception, for instance, age and cycling control level appear to be the most sensitive characteristics with a difference of 10% on the safety score between people under 25 and people over 25 who feel much insecure, or between people with a low or high cycling control level (safer perception). Then with a +3% effect on the safety score we find the fact of belonging to an urban cycling association (safer), +2% for being a man (safer) and -2% for living in cities above 2 million inhabitants (less safe).

Key words: bicycle, Cycling Barometer, satisfaction, perception

Early Cycling Life in Victorian London : the Atlanta Cycling Club (progress report)

A.V.Seaton, (University of Limerick)

This offers an illustrated appraisal of a recently discovered archive on a London cycling club founded in 1876.

The archive is contained in manuscript book of 100 + pages and represents information for the year 1879-1881. It juxtaposes the cycling diary of a senior official of the Club, with printed and manuscript exhibits on cycling club life in and around London. The first part, "Bicycling Notes", is a handwritten journal of bicycling runs and events in the Club's 3rd season 1879 from Jan 1st to December 31st (membership details, weekly meetings, itineraries, stops, socialising). The second part is a scrapbook of cycling happenings during the year (news cuttings, posters, programmes + hand written notes). Included are materials on: "The Stanley Bicycle Club Second Annual Exhibition of Bicycles, Tricycles etc"; the promotion of a "Bicycle Union Mutual Defence Fund" (insurance and compensation for bicyclists against assault); a rare 12 page beginners guide, "Practical hints on bicycle riding" identified by writer and date on the cover July 1874. Also documented is "The Great Six Days Bicycle Race for the Championship of the World". The texts offer unique insight into the social geography and programmes of the Atalanta Club and its affiliations with a score or more of named Cycling Clubs nationally.

«Chaos in motion»: Porto through cyclers eyes

Vera Diogo, (Escola Superior de Educação - Instituto Politécnico do Porto), Afonso Rosa, Social educator and Bike Kitchen member.

If life is movement, cycling is vital. Cyclers use their bodies as engines, natural propulsors. This appropriation of their bodies and their functional strength in movement, in relation with the landscape, the elements and surrounding environment, is empowering (Furness, 2005).

However, the surroundings of cyclers in urban environment is frequently not friendly, neither are the other users of the city, particularly those in motor vehicles. The weight and speed of motor vehicles is a life threat to cyclers (Wang et al, 2016).

These reflections derive from the findings of a research undertaken in Porto, focused on the social representations and usages of bicycles as a gateway to understand dynamics and possibilities of urban life fruition. The results were collected through a preliminary content analysis to bicycle promotion groups' online platforms, and given our particular focus on cyclers' personal experience, semi-structured interviews with members of two collectives – the *Cicloficina do Porto* and *Massa Crítica do Porto*.

In this presentation, we focus on one of the dimensions explored in the interviews - the urban environment perceptions of the cyclers, which involves their assessment of the urban conditions for cycling, their view of the social representations of bicycles and on the relations between users of different transportation modes, on the road, considering the uses of the body in spatial disputes. In this scenery, we question the social justice dynamics amongst different road users involved in power relations over space, more particularly, over the legitimacy to the undisturbed use and fruition of space.

Session 7

Transforming towards people-friendly cities and encouraging active mobility – lessons from the EU Horizon 2020 Metamorphosis Project

Alan Wong and John Preston (University of Southampton)

Traditionally, city planning has not given cyclists and pedestrians justice in terms of proportionate investment and attention. Urban planning has historically been largely 'top down', with a focus on economic

development and association with motor car use, which has led to many problems in our cities, including social isolation where major roads intersect residential neighbourhoods, poor air quality, noise disturbance, risks in road safety, as well as increases in carbon emissions and energy consumption.

Even where planning processes are not geared around a 'master plan', transport policies still tend to prefer using performance indicators that are geared around travel-time saving benefits which are biased towards the car, as oppose to for example environmental costs, and other measurements that are becoming increasingly important for people, including quality of life measurements and the 'liveability' of urban neighbourhoods.

This short presentation (and paper) will use the findings from the EU Horizon 2020 Metamorphosis Project to show how a bottom-up approach that engage children, as well as wider local communities, can provide the inspirations for changing our residential neighbourhoods to become more people-friendly, and less reliant on cars, and help improve the existing processes and schemes for increasing active travel, as well as enhancing the liveability of our streets and shared spaces for people, especially children. This includes advice on how to engage people in the 'co-design' of our streets and public spaces, as well as the lessons learnt from these engagements for policy development and implementation.

Increasing the Cognitive Awareness of Automobile Drivers to Decrease the Mortality and Disability in Collisions with Cyclists

Denis Robert

My goal is to prove that cycle crash fatalities can be prevented by decreasing the driver reaction time. I believe the peripheral selection of car drivers can be stimulated through the use of selective colors of clothing by cyclists. I want to look at a variety of colors because many people will not wear florescent colors.

Hypothesis: Drivers of automobiles react at different rates to cyclists who wear different colored clothing and helmets.

Pilot Study: In this study I took a GoPro video from an auto driver's point of view approaching a cyclist from the rear and then in a second series from the front.

Each video was put in a reaction test on a laptop. A participant (25 participants took part) watched the videos and then stopped them when a bicyclist was seen. The stopping time would indicate how long it took for the participant from the driver's point of view to see different cyclists wearing different combinations of colors.

Conclusion: There was a 2 1/2 second difference in reaction time between the colors that were seen first (white and florescent green) compared to the ones that took the longest time to be seen are significant enough that decisions car drivers make can be heavily influenced by just the colors that the cyclist is wearing and can have deadly consequences if the cyclist is wearing the "wrong" color.

Understanding active travel as a public health issue: A sociological study amongst tiers of the Greater Manchester public health workforce

Chris White, Daniel Bloyce, & Miranda Thurston [University of Chester (Sport & Exercise Sciences)]

As a result of the well-documented, and multifaceted, benefits to be gained from regular cycling, numerous academics and politicians have called for the health sector to play a greater role in the promotion of active travel (AT). Accordingly, this study explores the standing of AT as a public health issue, focusing on the public health workforce of Greater Manchester (GM). GM was identified as an area of interest because of the

unique context presented by two recent 'devolution deals'. These deals mean that GM's elected body are now accountable for a £6 billion health and social care budget and a consolidated transport budget. 43 semi-structured interviews were conducted with members from various tiers of the GM public health workforce in order to understand their views and experiences of AT promotion. Findings suggest that anyone wishing to improve AT provisions within their borough were, to a greater or lesser extent, dependent on the views and attitudes of their local councillors. However, public health professionals suggested that councillors prioritised communication with local residents over guidelines and research studies and that there was disparity between evidence-based policy making and the political forms of decision making that councillors had become accustomed to. This concerned those who were more supportive of AT improvements, as there was an awareness that AT is rarely an important issue for the voting public. As such, it was suggested that there is currently little pressure on local governments to challenge traditional thinking about transport.

Session 8

Cycling, non-domination and the "freedom of the city": a republican account

Mark Philbin (School of Nursing & Human Sciences, Dublin City University)

Within political philosophy, the republican tradition is associated with a distinctive account of freedom and social justice. This account is characterised by an ideal of non-domination, equality before and over the law, secured basic liberties, and mutual recognition between citizens (Pettit 2014). In this presentation, I want to elaborate this republican ideal and show how it can inform judgements of social injustice related to cycling. Drawing on a recent study of utility cycling in Dublin by Egan (2019), I suggest that a republican account draws attention to the structural and relational domination, and civic neglect, that provides the conditions for experiences of insecurity on the roads as well as what is unjust about such domination. Also, I argue for the value of the republican case in informing cycle advocacy and campaigning as well as locating cycling issues within a broader agenda for social justice and what Pettit (2014) calls "the freedom of the city."

Using Capability Theory to understand the inclusivity of Bike Share Schemes

Graeme Sherriff, University of Salford,; Mags Adams, University of Central Lancashire,; Luke Blazejewski, University of Salford; Nicholas Davies, University of Salford

Bike Share Schemes (BSS) have become prevalent in major cities but, increasingly, questions are emerging around their social inclusivity. Stein (2011) discusses the relationship between gentrification and BSS, Sherriff et al (2018) suggests that the demographics of users is essentially the same as for cycling, and Médard de Chardon (2019) points to the fact that most BSS benefit the privileged.

BSS is one of several new technologies referred to collectively as micromobility. The emerging debate rests on whether they can challenge the dominance of the car and complement conventional public transport. Despite their potential to increase modal shift towards active travel by alleviating some systemic sticking points that limit participation (Watson 2013), consideration is required to ensure that they do not deepen social exclusion by creating new, or accentuating existing, barriers related to age, gender, geography, and access to technology.

Capabilities theory posits that an individual's freedom and capacity to achieve functionings, such as leading a life they have reason to value, varies with their resources (including age, gender, and health) and the social, spatial and temporal context (Nordbakke 2013). We use this theory to shape an understanding of these interactions within a rapidly changing urban mobility landscape and to recognise the extent to which access to that landscape, and therefore participation in society, may be unevenly distributed across social groups.

We draw on a mixed methods study involving 2270 respondents and 27 interviews with people living in, working in or visiting Greater Manchester during a short-lived dockless bike share scheme.

How Accessible is a Typical UK Town Cycle Network to Disabled Cyclists?

Rebecca Cox (University of the West of England)

Cycling is recognised as having numerous benefits to both society and individuals and could offer great opportunities for disabled people in terms of independent mobility. However, disabled people are often assumed not to be able to cycle or have any interest in cycling. This presentation reports on an empirical study of the cycling experiences of a group of people with different disabilities in Swindon - a typical large town setting in the UK. Disabled cyclists, along with coordinators and support workers of a local inclusive cycling session were interviewed about the barriers faced and what could be done to improve their experiences and encourage more disabled people to cycle. The study used mixed-methods, with participants taking part in focus groups, 1:1 interviews and 'ride-along' interviews. The findings indicated that participants who use adapted cycles experience the greatest difficulties in using the cycle network due to infrastructure being built with the assumption that all cyclists are able-bodied bicycle users. Adapted cycle users also considered their cycles generally unsuitable for transportation purposes. This was largely due to their need for mobility aids for use in pedestrianised areas such as Swindon Town Centre (a cycle is not legally recognised as a mobility aid). The findings also highlighted the importance of investing in inclusive cycling sessions as a vital means of introducing disabled people to cycling. The presentation concludes with recommendations as to how local authorities could improve the inclusivity of cycling in UK towns

Cycling immobility among urban Bedouin in the Negev

Arnon Ben Israel (Ben Gurion University of the Negev and Kaye Academic College of Education, Beer Sheva)

An understanding of the dialectic in which culture and society manage human mobility and at the same time derive from it, illuminates the importance of bicycle riding among socially and culturally marginalized groups. Special attention is given to those groups that bicycling may be a transportation solution that may facilitate social mobility, nevertheless cultural inhibitions, and especially the absence of cultural-social legitimacy for cycling in the public space, do not allow implementation. This description clarifies the issue of bicycle (non)riding among Arab-Bedouin adults, residents of towns in the Israeli Negev desert. Due to faulty urban planning of those towns, the distance from local and regional employment centers is a barrier to entry into the labor market especially for Bedouin women. Cycling may promote mobility and contribute significantly to the employment indices among a population that is almost totally excluded from the labor market. Based on interviews with young residents of towns, educational and leisure initiators, town's planners and local leadership this research reveals several aspects of Bedouin bicycle (non)riding as part of their socio-cultural and gendered experiences as town's residents, as Arab-Bedouin and as Muslims in Israel.