

Title	PI	Lead Institution	Description
Alternative movements: the body in active travel in the Netherlands and the UK	Anna Davidson	Oxford University, UK	The proposed research will explore how bodily engagement in cycling and walking relates to urban sustainability. Using two urban case studies, one in the UK and one in the Netherlands, I will investigate the limits and opportunities for more sustainable cities provided by the physical bodily work in active travel. In particular, I will explore: 1) How the body in active travel – its needs and properties, in relationship with technologies (e.g. bicycles, helmets, walking shoes) and infrastructures (e.g. paths) – might help create more “sustainable” cities. 2) The ways in which policies, political economic and hegemonic cultural forces, structure different performances of active travel allowing for different kinds of “sustainable” bodies and practices, and differing understandings of these. 3) The ways in which creative, action-based and audiovisual methods can help answer the preceding questions, and promote active travel.
An Examination of Pedestrian and Cyclist Interactions in Shared Spaces (Scottish Graduate School of Social Science Collaborative Award Doctoral studentship)	Stephen Essex with Angela Hull (supervisor); with Sustrans (Newcastle)	Heriot-Watt University, UK	Stephen Essex of Transport Initiatives is carrying out the research as part of his PhD studies. He is examining the gap in knowledge in the relationship between measurable conflicts (and their severity) and the Level of Service which relates to user experience. He has just completed pilot studies of cyclist/ pedestrian interactions on the Regents Canal, Manchester Grammar School Path, the Tissington Trail in Derbyshire, Cambridge, and Oxford. He has been recording the interactions but also testing different methods of recording (manual, stationary and moving cameras). He is just coming to the end of his first year and getting ready to submit his full research proposal.
An insight into cyclist and pedestrian interactions on shared use paths	Hannah Delaney, supervisors: Prof. Graham Parkhurst and Dr. Steve Melia.	UWE, UK	This PhD project aims to examine the interactions between cyclists and pedestrians on shared use paths. The promotion of cycling and walking is prominent in local and national transport policy as a solution to problems such as obesity, traffic congestion and climate change. However, little attention has been given to the interactions between cyclists and pedestrians on shared use paths and the consequential issues associated with these interactions. This project aims to address this gap. The research asks questions such as; how do cyclists and pedestrians share space? How do they perceive themselves and

			other modes? How do they impact on each other's journey? What implications does this have for current and future shared use path design guidelines and regulations? These questions will be addressed using a number of methods; survey questionnaires, video observation and video ethnography with in-depth interviews.
Attachment, identity and bicycles as objects	Karly Coleman, Supervisor: Dr. Arlene Oak	University of Alberta, Canada	Karly is investigating how people develop attachments to objects, specifically bicycles, and what these attachments look like.
Bicycle Education for Children Living with Disabilities	Janine Halayko BScPT (physiotherapy), Supervisors: Dr. Joyce Magill-Evans and Dr. Helen Polatajko (Occupational Therapy)	University of Alberta, Canada	Teaching two-wheeled cycling to children with cognitive disabilities
Bicyclist Route Choice in Response to a Road Diet	Calvin Thigpen	University of California, Davis, US	We are in the first stages of a before-after survey, looking at the effects of a road diet on bicyclist route choice, as well as developing a more general bicyclist route choice discrete choice model.
Bikeability: cities for zero-emissions and public health	Hans Skov-Petersen	University of Copenhagen, Denmark	
BikeSING: integration of road cycling data to understand single-bicycle accidents	Marco Dozza	Chalmers SAFER - Vehicle and Traffic Safety Centre, Sweden	The aim of this project is to analyze multiple accident-related datasets to: Determine how these datasets can be combined to answer research questions which each dataset alone cannot answer; and Generate a project proposal for a larger study that will answer the research question identified by the current study by combining different datasets.
CHAMP - Cycling Heroes Advancing Sustainable Mobility Practice	Vincent Meerschaert (Traject, Belgium)	Traject, Belgium	

Changing Commutes? Exploring the uptake of cycling to work through an agent-based model focusing on social interactions and social norms	James Woodcock	CEDAR, University of Cambridge, UK	
CyCity: from car-centric to cycle-centric cities	Pelle Envall	TUB Trafikutredningsbyrån AB, Sweden	CyCity is one of the largest research programmes in cycle planning and cycling behaviour in Scandinavia so far. Aims of the programme includes to develop increased understanding of the factors influencing individuals' choice of travelling by cycle and the development of a systematic and computer aided planning tool for cycle infrastructure planning that includes problem identification and option analysis. Reports published in English includes a study on the role of Bicycle Parking for Increased Cycling in Large Cities and a report on BikeRoute, a Swedish service package for cycle planning.
Cycle Boom Design for Lifelong Health and Wellbeing (new identity for EPSRC PRICELESS Design) Oct 2013 - Sep 2016	Tim Jones	Oxford Brookes/Oxford University, UK	
Cycle tourism and low carbon cities	Cosmin Popan	Lancaster University, UK	This is the link to the website for Liveable Cities, a research project where I am involved as a PhD student (just started my PhD on the 1st of May). My contribution to the project will be to look at how bicycle tourism as a family leisure practice can contribute to low carbon cities. I am still defining my area of interest, but for the moment I am considering looking at cycle tourists and local consumption, as well as how this leisure practice outside the city can be later translated in a commuting practice within the city.
Cycling and bicycle policies from the perspective of cultural history and international comparison	Harry Oosterhuis	Maastricht University, Netherlands	

Cycling Policy in London, Paris and New York	Laura Golbuff (supervisors Rachel Aldred, Justin Spinney)	University of Cardiff, UK	
Digital Training Wheels (looking at the impacts of social networks on the propensity to cycle)	Caitlin Cottrill	University of Aberdeen, UK	
DISRUPTION: unlocking low carbon travel	Greg Marsden	Institute for Transport Studies, Leeds, UK	
Do Bikeability-trained children cycle more than untrained children?	Michael Frearson	The Association of Bikeability Schemes, UK	The Association of Bikeability Schemes is developing research to monitor and evaluate the impact of Bikeability cycle training on children's cycling behaviour. A proof-of-concept study was completed in Cambridge in Spring 2013. We are currently developing proposals to pilot the data collection method in other parts of the country into 2014.
eBikeSAFE	Marco Dozza	Chalmers SAFER - Vehicle and Traffic Safety Centre, Sweden	e-BikeSAFE: Naturalistic collection of electrical cycling data The e-BikeSAFE project is currently collecting naturalistic cycling data in Gothenburg. Equipped electrical bicycles in e-BikeSAFE presently record cyclist behaviour in real traffic from cameras, GPS, and kinematics sensors. This data will be used to 1) understand how bicyclists with electrical bicycles behave in traffic and 2) the extent to which safety critical situations (crash and near-crashes) are different for electrical bicycles compared to traditional ones. For this later analysis, data from BikeSAFER will be used as a reference.
Emergent Social Groups regarding Cycling as an Alternative Means of Transport: the Case of Seville.	Pedro Malpica	University of Seville (Andalusia, Spain)	Through Discussion Groups qualitative technique I am collecting and analysing social discourses of urban cyclists according to their cycling experience and its length. The dramatic change in urban cycling in Seville (from $\leq 0.3\%$ to 6% modal share in only 5 years) was mainly due to new infrastructures and facilities. This intense increase allows us to study the coexistence of experienced cyclists who

			had never used bike paths and newcomers who joined cycling only after a safe lane system was built. The sample includes three profiles of urban cycling in Seville and two control groups: urban cyclists from Madrid (city without relevant cycling infrastructure) and urban cyclists from Barcelona (city with a bike lane system less focused in safety).
Evaluating change in travel and carbon following implementation of physical infrastructure for pedestrians and cyclists: a case study of Cardiff Connect2	Andre Neves	Oxford University, UK	<p>Project Summary</p> <p>This research project explores the relation between improved infrastructure for pedestrians and cyclists and its impacts on overall travel behavior and carbon emissions. An area in Cardiff, where a bridge and new routes for cyclists and pedestrians were recently implemented, was selected as case study and a longitudinal study of a cohort of residents (n=50) took place between 2011 and 2012. In order to objectively measure travel behavior, participants were asked to use personal GPS devices and travel diaries to record their travelling, including distance, mode used, frequency and purpose of trip. Approximately 3000 trips were recorded and successfully identified. Travel routes, both in space and time, were visualized; patterns and longevity of travel behaviour (change) was measured and its relation with proximity to infrastructure and improved connectivity evaluated. This research aims to provide a better understanding of why improvements in the connectivity of infrastructure for walking and cycling are (or are not) effective, in what ways, for whom and in what circumstances. Preliminary results animation: https://vimeo.com/74572442</p>
Event Experiences/Spectator Behaviour	Graham Berridge/Daryl May/Eliza Hixson	University of Westminster, UK	Two-pronged multi-disciplinary analysis of i) spectator experiences and ii) behaviour at the 2014 Tour De France Grand Depart. Data collection to include interviews with spectators to highlight trends and gather knowledge on individual perspectives on viewing and location choices. Also an ethnographic style approach to accompany a group of spectators to the event(s) to provide insight into the social context and experiential rating.
Events/Experiential Ethnography	Graham Berridge	University of Westminster, UK	Data collected from an ethnographic study of cyclists experiences whilst riding granfondo and sportive events. Analysis set within terms of experience frameworks and looking at aspects of social identity.

iConnect (Impact of COnstructing Non-motorised Networks and Evaluating Changes in Travel)	John Preston	University of Southampton, UK	Impact of building high-quality off-road routes on walking and cycling among the local population
Integrated Transport and Health Impact Modelling tool (ITHIM)	James Woodcock	CEDAR, University of Cambridge, UK	<p>James has led the development of ITHIM. This tool represents a novel approach for modelling the impact of travel behaviours on population health outcomes (through changes to physical activity and road traffic injuries) and greenhouse gas emissions.</p> <p>ITHIM has been used to design and model alternative transport scenarios for English and Welsh urban areas, California (USA), Oregon (USA) and London (England). James is currently using ITHIM to compare health impacts of geographical variation in European transport systems and the impacts of the Barclays Cycle Hire in London. ITHIM is being used in a project funded by the Greater London Authority and Transport for London to model the health impacts of alternative walking and cycling targets for London.</p>
London Bicycle Sharing System (various)	Anna Goodman in collaboration with others	LSHTM, UK	Health impact of cycle hire scheme; Role of cycle hire scheme in normalising the image of cycling; Changes over time in equity of the scheme
Model Validation and Bicycle Infrastructure Evaluation in San Francisco Using SFCTA's CycleTracks Smartphone Application	Calvin Thigpen	University of California, Davis, US	With SFCTA, we will validate the bicycle route choice model previously developed by SFCTA as well as evaluate the new bicycle infrastructure that has been implemented in SF since they originally developed the model.
Modelling the Cycling System	James Woodcock	CEDAR, University of Cambridge, UK	How much cycling there is in a given area can be seen as an output of a complex system. Complex systems are typically characterised by feedbacks, non-linear relationships, tipping points and thresholds, and time delays. Funded by an MRC Centenary award James will be using a systems modelling approach (system dynamics) to understand how the cycling system in London could be transformed. This short project will involve a participatory approach to systems change, involving academics, campaigners and policy makers to help understand

			how we could achieve a step-change in cycling in the UK.
On Street Bike Parking Assessment	Michael Pinkoski	University of Alberta, Canada	An assessment of on-street parking on Whyte Avenue (a large east west street in Edmonton that is a main thoroughfare) and its impact of retail outlets between 99th and 109th streets. It fits into the various bike lanes and options being considered,
Similarities and differences in attitudes and beliefs about the decisions to commute by bicycle to work in three small, cycling-oriented cities: Gouda (The Netherlands), Shkodra (Albania), and Peja (Kosovo).	Dorina Pojani	TU Delft, Netherlands	
Smart e-bikes - understanding how commuters and communities engage with electrically-assisted cycling	Frauke Behrendt	University of Brighton, UK	The aim of this EPSRC-funded project is to understand how people engage with (smart) e-cycling and the issues for policy, design/product development and research that could lead to a higher uptake of e-bikes in the UK, and thereby potentially reduce carbon emissions. The project is positioned at the intersection of more traditional cycling research, mobile media studies and user-centred design, and aims to understand electric cycling as a unique mode of transport, with distinctive potential and challenges in the UK context. The project involves a fleet of 35 smart e-bikes that are used in trials in Brighton during 2012 and 2013, each kitted out with a monitoring system developed by the project. The Smart E-Bike Monitoring System (SEMS) is an open-source platform for the acquisition of usage data from electrically-assisted bicycles (also called pedelecs). The system can monitor location, rider control data and other custom sensor input in real time. SEMS is designed to run from the e-bike battery, and requires no intervention from the rider. The SEMS data feeds an online interface for (1) data analysis and (2) for riders to view their own data. The smart e-bike monitoring system is designed as an autonomous, modular and flexible system – the basic system can be replicated by other researchers and can be extended with modules to explore various issues in e-bike research.

<p>Speed perception of single-track vehicles</p>	<p>Tina Gehlert</p>	<p>German Insurance Association</p>	<p>The aim of this study is to investigate the speed perception of and behavioural adaptation towards single-track vehicles with special focus on Pedelec cycles and E-bikes. The question is whether the speed of these vehicles is in line with other road users expectations and their behavioural response while interacting with them. The study consists of four parts. First, a literature study reviews current evidence to identify relevant traffic situations and cognitive processes. Since to date there are no dedicated Pedelec or E-bike studies the review will include all kinds of single-track vehicles, in particular bicycles and powered two wheelers. Second, on a test site 30 participants will be asked to judge the speed of an approaching bicycles or Pedelec with varying speed, acceleration and road layout (straight /slope). Third, in a laboratory experiment 40 participants will again be asked to judge the speed of an approaching vehicle. This time a bicycle, Pedelec, PTW or car with varying speed and acceleration, road layout (straight /slope) and driver age (young/old). Fourth, in a similar laboratory experiment a measure for improving speed perception of single-track vehicles will be evaluated. The results of the study are expected for summer 2014.</p>
<p>STEP CHANGE: Sustainable Transport Evidence and modelling Paradigms: Cohort Household Analysis to support New Goals in Engineering design</p>	<p>Miles Tight</p>	<p>University of Birmingham, UK</p>	
<p>Systematic Review: Cycling infrastructure for reducing cycling injuries in cyclists</p>	<p>C A Mulvaney</p>	<p>Cochrane Collaboration</p>	
<p>The consumption of transport: Understanding modal choice</p>	<p>Helen Fitt (Supervised by Dr David Conradson and Prof. Simon Kingham)</p>	<p>University of Canterbury in Christchurch, New Zealand</p>	<p>While this research is about transport more widely it is evolving to have a significant focus on cycling.</p>

The Dependence of the Bicycle Commuting Decision on Mobility Decisions and Life Cycle Events	Abu Toasin Md Oakil	Utrecht University, Netherlands	
The Electric Bicycle Phenomenon and the implications for spatial planning and sustainable mobility policy in the Netherlands and Europe. May 2013 - Apr 2014	Luca Bertolini (University of Amsterdam) with Eva Heinen (CEDAR, Cambridge) Lucas Harms (UvA) and Tim Jones.	University of Amsterdam	
The German Pedelec Naturalistic Cycling Study – Study Design and First Experiences	Tina Gehlert	German Insurance Association	<p>The aim of the German Pedelec Naturalistic Cycling study is to investigate current travel and traffic behaviour of Pedelec cyclists and the implications for traffic safety. Cyclists will be observed in their daily cycling with the means of equipped cycles. There are 90 participants: 30 bicylists, 50 Pedelec cyclists and 10 E-bike cyclists. The bicycles are equipped with a data acquisition system that records among others speed data and videos on the traffic situation over a period of four weeks. Questionnaires assessing current travel and traffic behaviour and changes thereof, motives and experiences with Pedelecs / E-Bikes are used when recruiting participants, before and after the observation period. A one-week time use travel diary was used to collect qualitative information on the cycle trips and related activities. Despite a low modal share of bicycling in the study area there were no problems recruiting participants. Recruiting E-bike user proved to be a challenge as their market share in Germany is quite low. Participants are very cooperative even though the study procedure puts quite considerable demand on them. The data acquisition system provides reliable trip and video data, even though there are problems with the GPS data. Thus we expect an exceptional dataset that will improve our understanding of travel and traffic behaviour of E-Bike users. The study is expected to be finished in summer 2014.</p>

The impact of bicycle lessons for minority women on activity participation	Karel Martens and Angela Van Kloof	Radboud University Nijmegen, Netherlands	
The Impact of Chip Seal Pavements on Recreational Bicyclist Comfort	John Harvey	University of California, Davis, US	We have asked a number of recreational bicyclists throughout northern California to rate stretches of pavement on a typical local ride. Their responses, in conjunction with accelerometer data from instrumented bicycles accompanying the bicyclists on their route and MPD measurements taken at a later date, we are developing a multilevel ordinal logistic regression model to estimate how bicyclist comfort ratings can be explained by accelerometer readings, club membership, recreational bicycle activity, and other factors.
The potential role of walking and cycling to increase resilience of transport systems to future external shocks.	Ian Phillips (supervised by David Watling and Paul Timms)	Institute for Transport Studies, Leeds, UK	
Travel Behavior after moving to a Mixed-Use Development	Susan Handy	University of California, Davis, US	We plan to survey faculty members moving into UC Davis's new mixed-use development, West Village, as well as into the planned mixed-use development in North Davis. We will perform a before-after survey, looking at their travel behavior in their current homes and their future homes and investigate the differences.
Understanding cycling behaviour through visual analytics of a large-scale behavioural dataset	Roger Beecham, Jo Wood	City University, UK	
Use of digital data (such as GPS data from smartphones) to provide better information for the encouragement of active transport	Caitlin Cottrill	University of Aberdeen, UK	

Using a Stages of Change Approach to Explore Opportunities for Increasing Bicycle Commuting	Susan Handy	University of California, Davis, US	Using participant responses from the annual UC Davis Campus Travel Survey, we categorized respondents into one of the five stages of the Transtheoretical Model of Change, and developed a multinomial logistic regression model to determine the factors that best explained stage membership, which included bicycle access, parking permit ownership, car access, and other factors.
Voice of the Mamils: An Interpretative Phenomenological Analysis May 2013 - ongoing	(b) Tim Jones with Mark Burgess (Dep. Psychology Oxford Brookes)	Oxford Brookes, UK	The Mamil (Middle-aged men in lycra) is a recent phenomenon coined in by the market research firm Mintel in its analysis of the UK bicycle market. Mamils are reportedly well-educated men over 40 years of age, earning more than £50,000 per year, for who the purchase of expensive road bikes for regular weekend riding is a lifestyle addition (Mintel, 2010).The aim of the project is to investigate the life-world of Mamils in order to understand this contemporary phenomenon. This is investigated using Interpretative Phenomenological Analysis (Smith, 1996) in order to understand motivations, experiences and aspirations towards 'becoming' a cyclist and what this might mean for the future of cycling in Britain.
VRUITS: improving the safety and mobility of vulnerable road users through ITS applications	Johan Scholliers	VTT Technical Research Centre of Finland	