

# Elderly cyclists' opinions on safe and joyful cycling

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## Abstract

A questionnaire was sent to more than 500 elderly (65 years or older) members of the Cycling Promotion in Sweden (Cykelfrämjandet) in June 2007. The foremost reason that elderly ride bicycles is to get exercise, which 94% of the respondents state as a reason. Other often stated reasons are: because it is joyful (84%), because it gives freedom (73%), because it is easy (72%) and because it is easy to park (66%). The foremost reason that the elderly leave their bikes at home and use another means of transportation is bad road conditions during the winter, slipperiness (81%), bad snow removal (79%) and snowfall (77%). Temperatures below zero Celsius restrain about half of the elderly from cycling. Also, long distances are a reason that elderly choose not to use a bike. Some leave their bikes at home when the distance in one direction is more than 6-10 kilometers. Two thirds (65%) of the respondents do not like biking if the (one-way) distance is above 15 kilometers. Almost half of the respondents state that their bike usage would increase if there was a possibility to bring the bike onto busses and trains.

The most commonly used *equipment* is lights, which are used by 81% of the respondents. Most common are battery-powered lights followed by traditional dynamo-operated ones where the generator touches the tire. Some respondents have a dynamo in the hub. The second most common equipment is a helmet, which is used by 80% of the elderly. The remaining fifth does not own one. About two thirds of the respondents use a bicycle-bag or basket *and* reflectors. Contrary, reflective vests are used only by 17% of the respondents, but in rural areas the usage is close to 50%. Rear-view mirrors are used by a few respondents, but are desired by quite many respondents (28%). Winter tires and winter cycles are desired by one fifth of the respondents. However, more than half of the respondents stated that they do not miss any equipment or that they have no opinion.

The most common *sites or maneuvers* the elderly avoid are roundabouts, left turns and crossing streets without a cycle crossing. Also cycle tracks with moped traffic are avoided by many. The most common reason that the elderly avoid any site or maneuver is that they feel insecure. Many choose to walk their bike, when they perceive something dangerous such as drivers of cars that do not stop or take cyclists into consideration and cars and mopeds that are driven too fast. However 41% of the respondents do not avoid any site or maneuver.

According to the elderly, the biggest safety problems are potholes, slipperiness and bad snow removal; 76, 74 and 70% of the respondents have referred to these factors as safety problems. Major problems are also curb stones and cars going too fast. One third of the respondents state that signage and route information for bicyclists is good and another third that it is neither good nor bad.

What the elderly say would increase their biking is linked to what they say is important for increased traffic safety. Increased safety would lead to increased biking among the elderly. Requests dealing with the physical design of roads are especially a demand for more and

better cycle tracks. Communication between road users expressed as more and better consideration are also perceived to increase their feeling of security and thereby increase their biking.

## 1. Background and purpose

Demographic changes show that the absolute number and portion of the population in Europe that can be categorized as older or very old will continue to grow over the next several years. One aim should be to keep them active and healthy for as long a time as possible. Exercise, for example cycling, plays an important role in this context but data shows that the elderly bicyclists are overrepresented in crashes when compared with their exposure to traffic. Senior cyclists' needs and preferences should be a base for developing a safe and joyful cycling environment. A questionnaire was sent to senior cyclists in Sweden to get information about their needs and preferences.

## 2. Method and data description

Interviews with 31 bicyclists (15 men and 16 women), all members of the Cycling Promotion in Sweden (Cykelfrämjandet), were done as a pilot project to test and finalize a questionnaire about needs and safety of elderly bicyclists, see Leden and Risser (2007). To gather more extensive knowledge about elderly bicyclists a questionnaire was sent to more than 500 members of the Cycling Promotion in Sweden (Cykelfrämjandet) in June 2007. The sample was stratified to get better balance between regions and age groups, see Leden (2008). The results from the questionnaires are presented below.

When interpreting the results it should be remembered that the respondents are members of the Cycling Promotion in Sweden and have more experience in cycling and matters related to cycling, than people in general in Sweden and therefore not representative for all bicyclists of that age in Sweden. However having experienced respondents can of course be an advantage also when gathering background information to be used to develop a strategy and measures to obtain safe and joyful cycling for senior citizens. They are probably also healthier. The share that finds bad hearing a safety problem is small, only 9%, but increases somewhat after age 75. 18% of elderly bicyclists fatally injured are impaired by bad hearing according to Finnish road crash investigating teams' data. The questionnaire was sent to a total of 569 members of the Cycling Promotion. The mailing occurred in June 2007. Altogether 364 answers were received in due time, corresponding to a response frequency of 64%. However 13 persons answering were less than 65 years old, so answers were received from 351 members age 65+, corresponding to a response frequency of 61%, see Table 1. The answer frequency decreased with increasing age and was 61% in average. Seven respondents (2%) were 85+. The oldest one was 89 years. 40% of the respondents were female, but in the northern region the share was higher (52%).

Table 1: Number of received answers.

Region/Age	65–74	75–84	85+	Total	Answer frequency (%)
North	56	16	1	73	65
Middle	69	73	4	146	55
South	99	21	2	130	69
Total number	224	118	7	349	54
Answer frequency (%)	65	58	30	61	

### 3. Cycle habits

A major part of the respondents travel away from home quite often: 60% daily and 38% a few times a week. In the age group 65–69 it is somewhat more common to make a daily journey compared to older age groups, see Table 2.

Table 2: How often elderly makes a journey regardless of mode (%).

	Age group					Total
	65–69	70–74	75–79	80–84	85+	
Daily	69	56	48	62	50	60
A few times a week	30	41	48	38	50	38
Once a week	1	1	3	0	0	1
Other	0	3	1	0	0	1
Total number	146	79	77	42	6	350

43% of the respondents use a bike daily and 50% a few times a week, see Table 3. The frequency is not dependant on age but dependent on region of residence and size of municipality, see Tables 3-4.

Table 3: How often respondents used a bike. Share of answers (%).

	Region			
	North	Middle	South	Total
Daily	29	40	53	43
A few times a week	63	50	43	50
Once a week	4	4	2	3
Other	4	6	3	5
Total number	73	144	127	345

Table 4: How often respondents used a bike. Share of answers (%).

	Municipality size				Total
	Rural area	Small	Medium	Large	
Daily	18	14	27	48	43
A few times a week	67	64	64	46	50
Once a week	0	14	3	3	3
Other	18	7	6	4	5
Total number	11	14	33	278	345

Female respondents use the bike daily more often than male, see Table 5.

Table 5: How often respondents used a bike. Share of answers (%).

	Gender		
	Female	Male	Total
Daily	48	40	43
A few times a week	46	52	50
Once a week	1	4	3
Other	5	4	5
Total number	140	205	346

Almost all respondents cycle in the spring, summer and autumn, but only 40% do it in the wintertime; and only 12% cycle during the winter in northern Sweden, whereas 35% do it in the middle, and 61% in the southern region, see Table 6.

Table 6: The share of elderly cycling in different seasons of the year (%).

Season	Region			Total
	North	Middle	South	
Autumn	78	94	96	91
Winter	12	35	61	40
Spring	92	96	100	97
Summer	100	99	99	99
Total number	73	144	130	348

The foremost reason that elderly ride bicycles is to get exercise, which 94% of the respondents state as a reason, see Table 7. Other often stated reasons are: because it is joyful (84%), because it gives freedom (73%), because it is easy (72%), and because it is easy to park (66%). The only reason which got a response below 50% that is included in the list of the questionnaire is "because cycling is fast". Furthermore, only 58% find cycling cheap. *Note* that on this and several other questions, respondents are allowed to give several answers.

Table 7: Reasons why the elderly bike. Share of answers (%).

Reason	Share
Easy	72
Exercise	94
Cheap	58
Joyful	84
Environmentally friendly	69
Fast	48
Easy to park	66
Gives freedom and independence	73
Other	19
Total number	351

The elderly use a bike most often during trips to the store. About 76% usually use a bike for such trips, see Table 8. Almost two thirds use a bike also when visiting friends and a little more than half use a bike during trips to the library, swimming-hall or similar destinations. Fewer use a bike during vacation. A big share of the respondents also checked off the alternative 'other', and the majority of these people meant bike usage for exercise and excursions.

Table 8: Elderly that state that they usually choose to go by bike to a certain destination (%).

	Share
Store	76
Friends	60
Library, swimming-hall or similar	55
During vacation	39
Other: exercise	16
Other: excursion	5
Other	18
Total number	351

The foremost reason that the elderly leave their bikes at home and use another means of transportation is related to bad road conditions during the winter (which is the reason too that so many do not bike at all during the winter): slipperiness (81%), insufficient snow removal (79%) and snowfall (77%), see Table 9. Temperatures below zero Celsius restrain about half of the elderly from cycling; also rain, darkness and wind restrain from cycle. There is also differences between the different regions, see Table 10. All reasons except 'wind' and 'insufficient snow removal' are stated as reasons for leaving their bike at home considerably more often by elderly in northern Sweden than in the two other regions. As for differences depending on municipality size there is a trend that the share of elderly who leave their bike at home because of the weather increases the smaller the municipality the respondent lives in, see Table 11. This applies especially to rain and darkness, which restrain only one third of the elderly in larger but more than two thirds of riders in rural areas. 7% of all respondents stated that none of the listed alternatives has a crucial influence on their usage of bikes.

Table 9: Circumstances for leaving the bike at home. Share of answers (%).

	Age group					Total
	65–69	70–74	75–79	80–84	85+	
Rain	27	37	40	40	57	34
Darkness	32	42	49	38	57	39
Wind	22	23	19	26	43	23
Snowfall	74	85	74	76	71	77
Temperature below zero degrees Celsius	42	56	52	57	43	49
Slipperiness	81	84	82	79	57	81
Insufficient snow removal	79	85	79	67	86	79
For ex. Saturday night (feels unsafe)	16	18	25	19	0	19
Rush hour	16	18	16	14	14	16
Other	7	3	3	2	14	5
None of these are crucial	8	6	5	12	0	7
Total number	146	79	77	42	7	351

Table 10: Circumstances for leaving the bike at home. Share of answers (%).

	Region			Total
	North	Middle	South	
Rain	52	35	24	35
Darkness	52	39	33	40
Wind	29	17	26	23
Snowfall	86	73	75	77
Temperature below zero degrees Celsius	62	55	36	50
Slipperiness	86	75	84	81
Insufficient snow removal	78	74	85	80
For ex. Saturday night (feels unsafe)	26	13	21	19
Rush hour	14	17	15	16
Other	5	2	7	5
None of these are crucial	3	10	6	7
Total number	73	145	130	349

Table 11: Circumstances for leaving the bike at home. Share of answers (%).

	Municipality size				Total
	Rural area	Smaller	Medium	Larger	
Rain	82	43	32	32	34
Darkness	82	57	47	35	39
Wind	45	43	29	20	23
Snowfall	100	86	79	74	77
Temperature below zero degrees Celsius	91	86	53	44	49
Slipperiness	100	93	85	79	81
Insufficient snow removal	91	79	79	78	79
For ex. Saturday night (feels unsafe)	0	21	15	19	18
Rush hour	18	50	15	14	16
Other	0	7	6	5	5
None of these are crucial	0	7	3	8	7
Total number	11	14	34	280	349

Also, long distances are a reason that elderly choose not to use a bike. Some leave their bikes at home when the distance in one direction is more than 6–10 kilometres. Two thirds (65%) of the respondents do not like biking if the (one-way) distance is above 15 kilometres, see Table 12, and only 17% find distances longer than 20 kilometres a suitable distance, whereas a small share are willing to bike quite a bit further. There are no big differences between genders and age groups, except that that the share that bike only up to 5 kilometres increases with age. The municipality size affects how far the distance has to be for the elderly to leave their bikes at home. Of those who live in rural areas, almost half are willing to bike as far as 16–20 kilometres, and the share that is willing to bike more than 20 kilometres is somewhat larger in rural areas and in smaller municipalities compared to medium and larger municipalities. See Table 13.

Table 12: How far away a destination needs to be for the elderly to abstain from using a bike. Share of answers (%).

km	Age group					Total
	65–69	70–74	75–79	80–84	85+	
0–5	11	12	16	21	29	14
6–10	38	42	38	29	0	37
11–15	13	15	16	5	29	14
16–20	23	15	18	11	29	19
21–30	5	8	9	13	14	8
31–40	7	3	3	8	0	5
41–50	1	1	1	8	0	2
51–	2	4	0	5	0	2
Total number	142	74	71	38	7	332

Table 13: How far away a destination needs to be for the elderly to abstain from using a bike. Share of answers (%).

km	Municipality size				Total
	Rural area	Smaller	Medium	Larger	
0–5	9	15	9	14	14
6–10	9	31	44	38	37
11–15	9	15	13	14	13
16–20	46	15	19	19	19
21–30	18	15	3	7	7
31–40	0	0	6	6	5
41–50	0	0	0	2	2
51–	9	8	6	1	2
Total number	11	13	32	265	330

Almost all (94%) of the elderly stated that they usually bike on paths or use cycle tracks. However the share that usually bike on cycle tracks decreases somewhat the smaller the municipality is. About 87% stated that they usually bike also on smaller roads. However the share that bikes on roads decreases in the older age groups. Of those who live in larger municipalities somewhat fewer stated that they usually bike on roads than of those who live in smaller municipalities. About two thirds of all respondents bike in mixed traffic. However the share that stated that they usually bike in mixed traffic is somewhat higher in the age group 65–69 than in the other age groups and lower among those who live in rural areas than in other municipality sizes. Only 14% usually bike on the sidewalk, and that share decreases with age. The share of the elderly that bike on sidewalks is larger (about one fifth) than in other areas both in smaller municipalities and in northern Sweden. See Tables 14 and 15.

Table 14: Road types on which the elderly usually bike. Share of answers (%).

	Age group					Total
	65–69	70–74	75–79	80–84	85+	
Smaller roads	90	89	86	81	57	87
Cycle tracks	93	96	96	90	86	94
Mixed traffic	72	58	57	64	57	64
Side walks	18	11	9	7	0	14
Other	6	8	9	5	0	7
Total number	146	79	77	42	7	351

Table 15: Road types on which the elderly usually bike. Share of answers (%).

	Municipality size				Total
	Rural area	Small	Medium	Larger	
Smaller roads	91	100	97	84	87
Cycle tracks	73	79	85	97	94
Mixed traffic	55	64	62	65	64
Side walks	0	21	12	13	13
Other	0	7	3	8	7
Total number	11	14	34	280	349

## 4. Equipment

The most commonly used equipment is lights, which are used by 82% of the respondents, see Tables 16 and 17. Most common are battery-powered lights followed by traditional dynamo-operated ones where the generator touches the tire. Some respondents have a dynamo in the hub, see Table 16. The second most common equipment is a helmet, which is used by 80% of the elderly. The remaining one fifth does not own one. The helmet use is lower in southern regions, see Table 16. About two thirds of the respondents use a bicycle-bag or basket *and* reflectors. The use of reflectors increases with the size of the municipality. Contrary, reflective vests are used only by 17% of the respondents, but in rural areas the usage is close to 50%. The usage of helmets and reflectors increases with age; else there are no significant differences, see Table 17. Rear-view mirrors are used by a few respondents, but are desired by quite many respondents (28%), especially in rural areas and in the Northern region, see Table 16. The age of the respondent does not seem to influence their use or lack of use of rear-view mirrors. Winter tires and winter cycles are desired by one fifth of the respondents. However, more than half of the respondents stated that they do not miss having any equipment or that they have no opinion, see Table 18.

Table 16: Usage of cycle equipment. Share of answers (%).

	Region			
	North	Middle	South	Total
Helmet	86	83	72	80
Reflectors	59	70	64	65
Winter tires	8	14	5	9
Winter bike	7	10	3	7
Lights	81	77	88	82
Reflective vest	19	15	19	17
Bicycle-bag, basket	71	62	68	66
Rear-view mirror	7	7	8	7
Other equipment	8	7	6	7
Total number	73	145	130	349

Table 17: Usage of cycle equipment. Share of answers (%).

	Age group					Total
	65–69	70–74	75–79	80–84	85+	
Helmet	78	81	75	90	100	79
Reflexes	63	65	64	76	86	65
Winter tires	13	4	9	7	14	9
Winter bike	7	8	6	5	14	7
Lights	85	87	77	76	57	81
Reflective vest	22	15	12	19	0	17
Bicycle-bag, basket	66	67	69	62	57	66
Rear-view mirror	7	6	9	7	0	7
Other equipment	8	4	6	12	0	7
Total number	146	79	77	42	7	351



Table 18: Desired equipment. Share of answers (%).

	Age group					Total
	65–69	70–74	75–79	80–84	85+	
Helmet	5	6	6	7	0	6
Reflexes	1	4	4	10	0	3
Winter tires	15	14	27	12	0	17
Winter bike	16	11	21	7	0	15
Lights	1	3	4	7	0	3
Reflective vest	14	15	14	17	14	15
Bicycle-bag, basket	3	1	1	2	0	2
Rear-view mirror	27	29	27	26	29	27
Other equipment	2	3	1	7	0	3
No opinion	32	24	25	14	14	26
Desires nothing	23	30	29	38	43	28
Total number	146	79	77	42	7	351

Battery powered lights are the most common type of lights, see Table 19.

Table 19: Type of cycle lights used. Share of answers (%).

	<i>Share</i>
Battery-powered	60
Tire dynamo	39
Hub dynamo	11
Only reflector	0
Other equipment	1
Has none	3
Total number	348

## 5. Traffic environment, information and safety

The most common sites or manoeuvres the elderly avoid are roundabouts, left turns and crossing streets without a cycle crossing, see Table 20. Also according to the analysis of Finnish in-depth crash data left-turns were hazardous to the elderly cyclists. Especially the oldest respondents state that they avoid roundabouts. Also cycle tracks with moped traffic are avoided by many. The most common reason that the elderly avoid any site or manoeuvre is that they feel insecure. Many choose to walk their bike, when they perceive something dangerous such as drivers of cars that do not stop or take cyclists into consideration and cars and mopeds that are driven too fast. However, 41% of the respondents do not avoid any site or manoeuvre.

Table 20: Sites or manoeuvres the respondents avoid. Share of answers (%).

	Age group					Total
	65–69	70–74	75–79	80–84	85+	
No	47	44	32	29	43	41
Do not know	3	8	5	5	0	5
Roundabouts	20	19	29	29	29	23
Left turn	18	16	19	24	0	19
Crossing streets without cycle crossing	14	27	18	12	29	18
Crossing streets with cycle crossing	8	10	7	10	14	8
Cycle track with mopeds	14	9	13	12	0	12
Crossing streets at a traffic signal	2	1	3	2	14	2
Other	5	3	8	10	0	6
Total number	146	79	77	42	7	351

A majority of people states that they consider traffic signals to be helpful, and the share with this opinion increases with age, see Table 21. Many stated that traffic signals are necessary, especially to enable crossing the road at dense traffic, and that signals increase safety. However, some prefer to get off and walk their bike across a street. Others comment that it is important to respect traffic signals and not ride bikes against red lights.

Table 21: Are traffic signals useful for bicyclists? Share of answers (%).

	Age group					Total
	65–69	70–74	75–79	80–84	85+	
Yes	79	83	88	88	100	84
Neither nor	9	9	5	5	0	8
No	6	0	0	5	0	3
No opinion	6	8	7	3	0	6
Total number	140	78	74	40	7	339

According to the elderly, the biggest safety problems are potholes, slipperiness and insufficient snow removal; 76, 74 and 70% of the respondents have referred to these factors as safety problems, see Tables 22–23. However, according to the analysis of the Finnish in-depth crash data, elderly bicyclists are not over-involved in crashes where the road surface was damaged, see Leden (2008). Possibly the explanations are that elderly ride slower and less in darkness compared to other age groups. Slipperiness and insufficient snow removal are problems especially in southern Sweden. Major problems are also curb stones and cars going too fast.

Table 22: Safety problems. Share of answers (%).

	Age group					Total
	65–69	70–74	75–79	80–84	85+	
Potholes	75	73	79	76	71	76
High curb stones	61	66	49	62	86	60
Slipperiness	75	77	69	76	57	74
Insufficient snow removal	71	65	73	67	71	70
Bad hearing	8	4	12	12	14	9
Functions of the bikes	8	10	10	14	29	10
Hindrances	17	16	22	19	29	19
Missing road lighting	28	24	25	17	29	25
Cars driving too fast	57	54	45	50	14	52
Bad sight	4	3	5	5	14	4
Medication	3	0	0	2	0	2
Other	13	14	13	14	29	14
Total number	146	79	77	42	7	351

Table 23: Safety problems. Share of answers (%).

	Region			
	North	Middle	South	Total
Potholes	75	81	69	76
High curb stones	62	60	60	60
Slipperiness	71	70	80	74
Insufficient snow removal	62	68	77	70
Bad hearing	10	9	8	9
Functions of the bikes	11	10	10	10
Hindrances	22	19	16	18
Missing road lighting	26	21	29	25
Cars driving too fast	53	50	53	52
Bad sight	3	6	3	4
Medication	1	3	1	2
Other	11	14	14	14
Total number	73	145	130	349

One third of the respondents consider bicycle parking facilities to function well and another third states that they function neither well nor bad, see Table 24. The most common comment is that there are too few lots for bicycle parking and that they often are too crowded or not secure against theft, and often there are not enough pollards to fasten the bike to. However, 62% of the respondents say that the risk of theft does not limit their bike usage, see Table 25.

Table 24: How bicycle parking functions. Share of answers (%).

	Municipality size				Total
	Rural area	Small	Medium	Larger	
Very good	0	7	3	4	4
Good	18	14	23	40	36
Neither good, nor bad	46	36	39	34	35
Bad	0	0	13	14	13
Very bad	0	7	7	4	4
No opinion	36	36	16	4	8
Total number	11	14	31	273	339

Table 25: Does the risk of theft limit the use of the bike? (%).

	Municipality size				Total
	Rural area	Small	Medium	Larger	
Yes	0	0	6	6	6
Sometimes	9	36	27	29	28
No	91	57	64	61	62
No opinion	0	7	3	4	4
Total number	11	14	33	278	346

One third of the respondents state that signage and route information for bicyclists is good and another third that it is neither good nor bad, see Table 26. The most frequent comment about posting of signs is that the quality is varying too much. It is good at some sites and bad at others. It is sometimes completely missing and other times damaged.

Table 26: How posting of signs is perceived. Share of answers (%).

	Municipality size				Total
	Rural area	Small	Medium	Larger	
Very good	0	7	3	6	5
Good	36	14	12	41	36
Neither good, nor bad	55	36	33	34	34
Bad	0	14	30	12	14
Very bad	9	14	9	4	5
No opinion	0	14	12	4	5
Total number	11	14	33	274	342

It is desirable to get information about changes in rules and other news important to cyclists according to almost a third, see Table 27. Especially respondents older than 80 years state that information is important. However, Maring and van Schagen (1990) conclude that older bicyclists (60+) were deficient regarding knowledge while showing the most positive attitudes. The subjects over 70 performed much worse than the rest of the older group concerning knowledge.

Table 27: How does information about rules and news work for cyclists? Share of answers (%).

	Age group					Total
	65–69	70–74	75–79	80–84	85+	
Very good	0	4	3	0	0	1
Good	30	20	32	42	57	30
Neither good, nor bad	35	41	29	32	14	34
Bad	22	25	13	10	14	19
Very bad	8	5	5	2	14	6
No opinion	5	5	17	15	0	9
Total number	145	79	75	41	7	347

What the elderly say would increase their biking is linked to what they say is important for increased traffic safety. Increased safety would lead to increased biking among the elderly. Requests dealing with the physical design of roads are especially a demand for more and better cycle tracks. Communication between road users expressed as more and better consideration are also perceived to increase their feeling of security and thereby increase their biking, see Tables 28 and 29.

Table 28: Factors that would increase biking among the elderly (%).

	Gender		Total
	Women	Men	
More cycle tracks	13	12	13
Better cycle tracks	4	4	4
Maintenance of cycle tracks	3	2	3
Possibility to bring the bike onto buss/train	12	4	7
Health	5	5	5
Better weather	2	4	3
Better bike parking facilities	2	3	3
Motivation	1	3	2
More time	1	2	2
Consideration between road users	1	1	1
No mopeds on cycle tracks	1	0	1
Other	16	18	17
Already bike often	9	6	7
Total number	140	209	351

More cycle tracks is the most stated alternative both on the question about what would increase the biking of the elderly and on the question about what would increase traffic safety. Other safety-increasing factors that would increase biking are better maintenance of cycle tracks, road users taking each other into better consideration, and removal of mopeds from cycle tracks.

Table 29: Factors that would increase traffic safety and security for cyclists. Share of answers (%).

	Gender		
	Women	Men	Total
More cycle tracks	48	29	36
Separated cycle tracks	9	17	14
Better cycle tracks	8	5	6
Consideration between road users	31	10	12
Education about traffic rules	9	9	9
No mopeds on cycle tracks	6	8	7
Lower speed among cars	4	4	4
No passing too close	2	5	4
Use of helmet	3	4	4
Maintenance of cycle tracks	6	2	3
No pedestrians on cycle tracks	1	3	3
Lighting on cycle tracks	6	0	3
Broader roadsides	2	2	2
Other	33	29	29
Total number	140	209	351

Almost half of the respondents state that their bike usage would increase if there was a possibility to bring the bike onto busses and trains. This view is especially common (57%) among the youngest group, see Table 30. The most common comment is that such a possibility would facilitate going on bike holidays or longer bike excursions or to use the bike at the destination.

Table 30: Should the bike usage increase if there was a possibility to take the bike onto the bus or train? Share of answers (%).

	Age group					Total
	65–69	70–74	75–79	80–84	85+	
Yes	57	41	47	32	14	47
Sometimes	23	32	28	22	29	26
No	13	17	10	22	14	14
No need	6	11	15	24	43	12
Total number	145	79	74	41	7	346

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