

Pedalling gender? Framing gender disparities in cycling within overall differences in sustainable travel in NZ

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Forget road safety: discover the real reasons normal women don't cycle

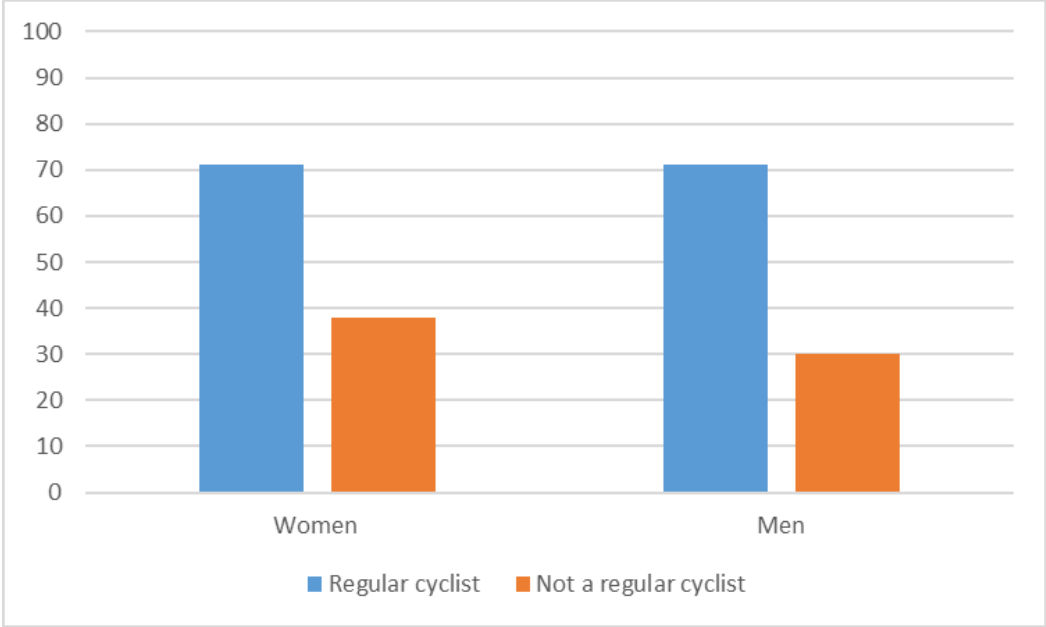
As a new national drive to get one million more women cycling kicks off, Cathy Bussey, a keen cyclist and author of a female bicycle manual, explains why it's not just high heels and road safety fears that stops normal women from getting on bikes.



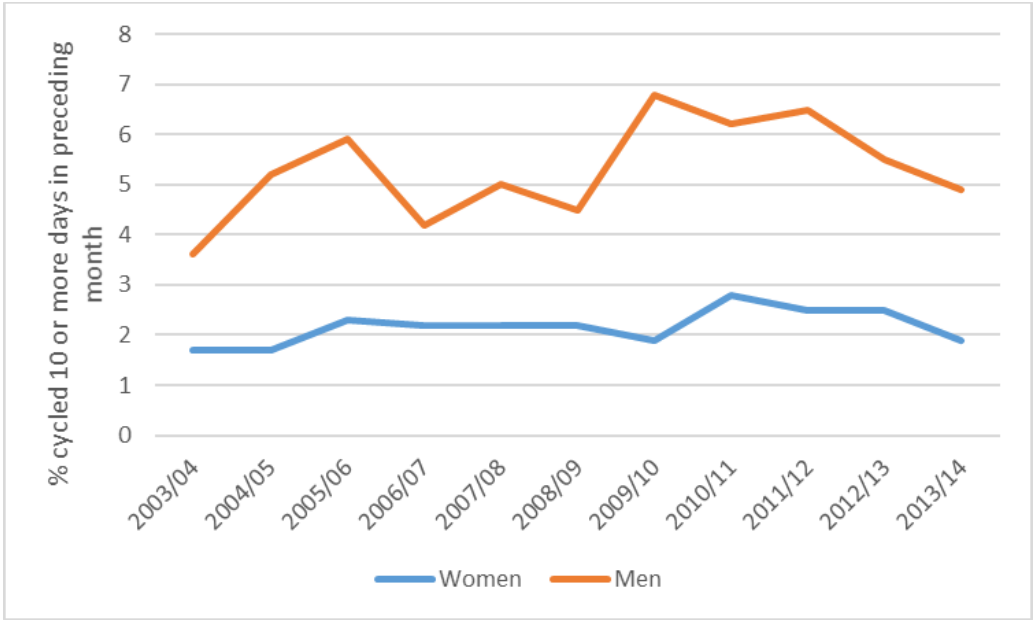
Methods

- Data from NZ household travel survey, nationally representative, continuous, complex survey
- 60 000 adult participants from 2002-2014 included in this analysis
- 70% response rate
- Travel diary (2 days) and survey questions about individual and household characteristics
- Cyclists defined as anyone who reported cycling 10 or more days in the last month
- Range of descriptive and analytic analysis
 - Subset of results- mainly about travel patterns – presented today
 - Full results hopefully to be published soon

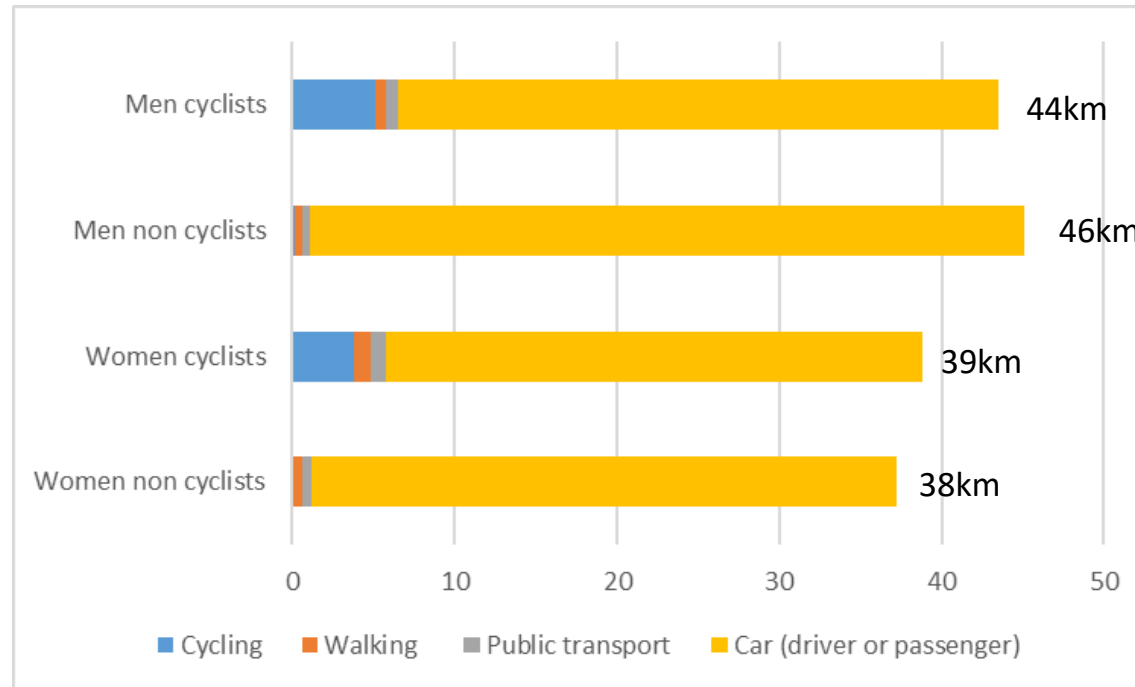
Took any trip by a sustainable mode



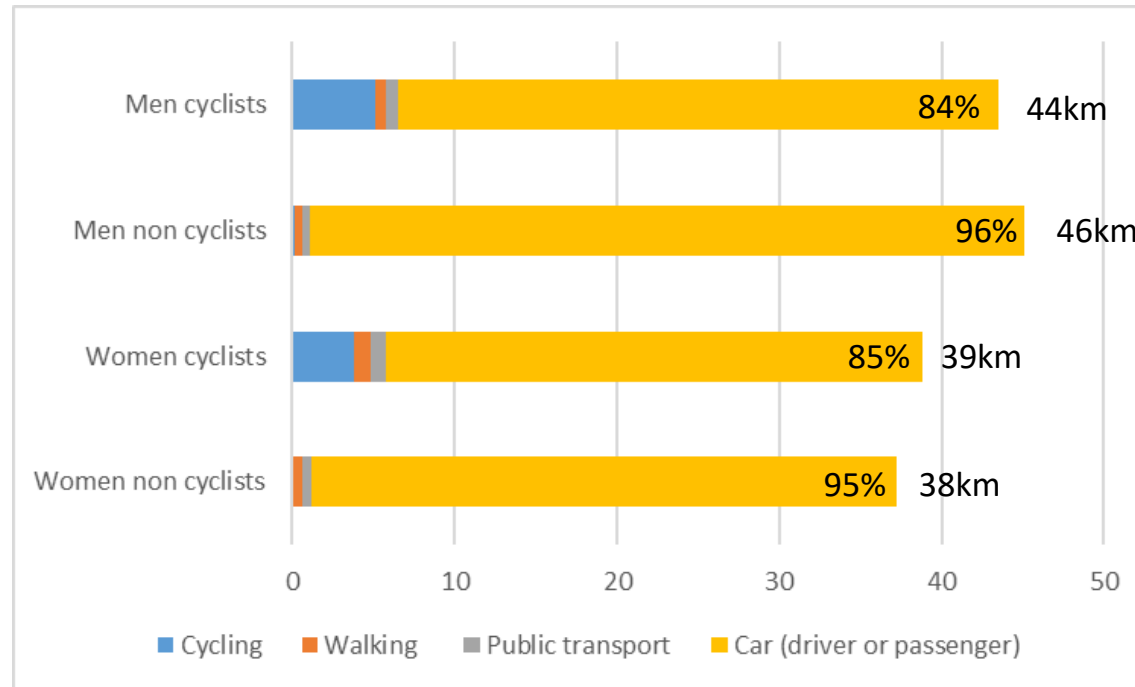
Adults in NZ who cycle



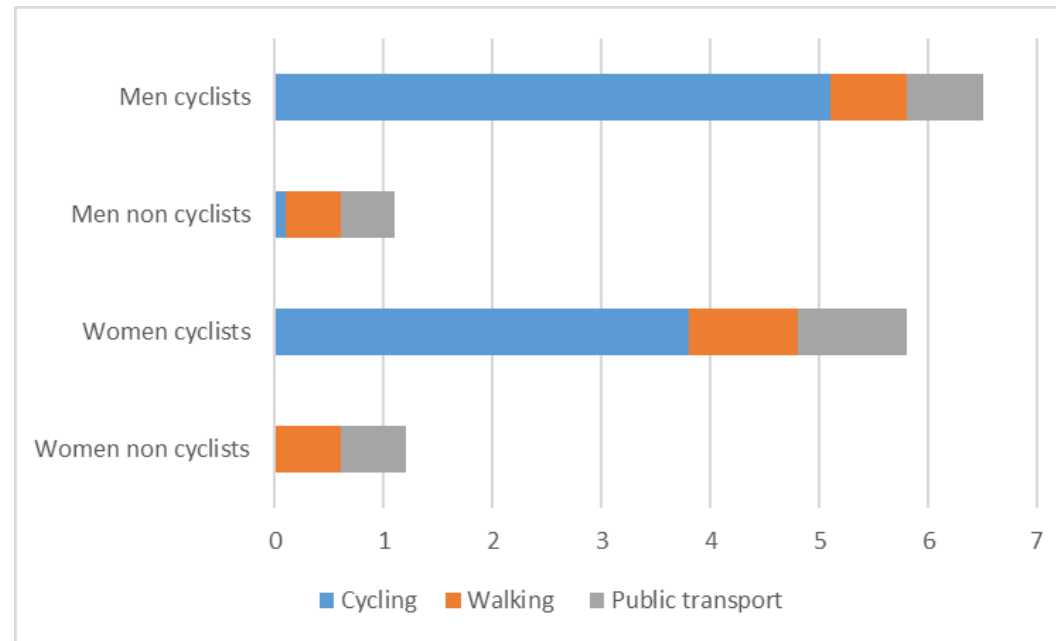
Mean daily km travelled by NZ adults



Mean daily km travelled by NZ adults: % by car



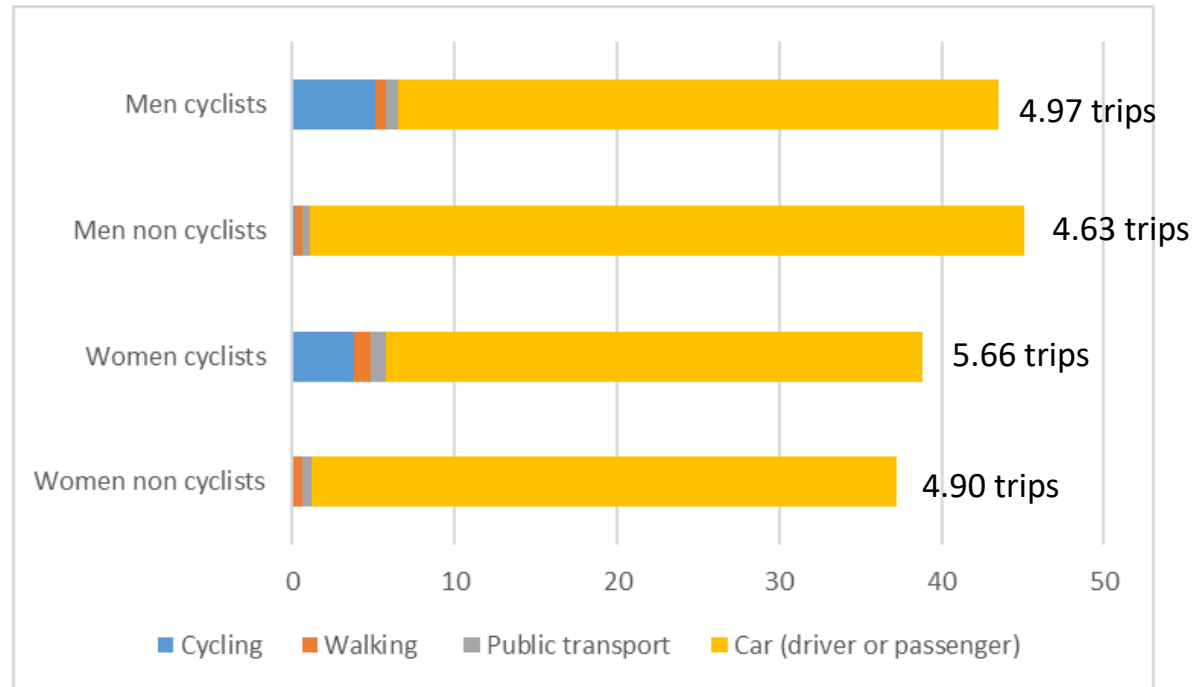
Mean daily km travelled by NZ adults



Where are we so far?

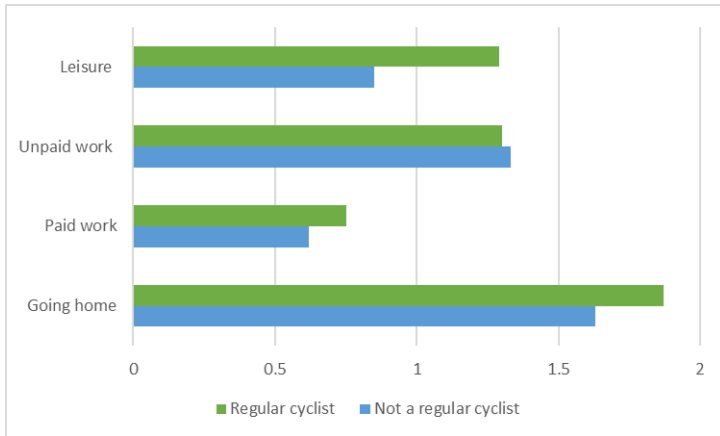
- Distance travelled by car dominates for everyone, irrespective of gender or whether you ride a bike.
- Men travel further than women each day, irrespective of whether they ride a bike.
- Cyclists also walk and use public transport more than non cyclists.
- Women are still more likely to use PT and walk than men, even men who cycle.

Mean daily km & trips travelled by NZ adults

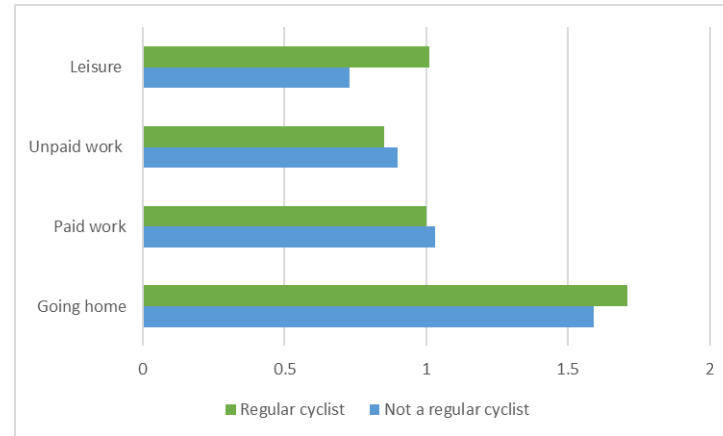


Trip purpose by gender

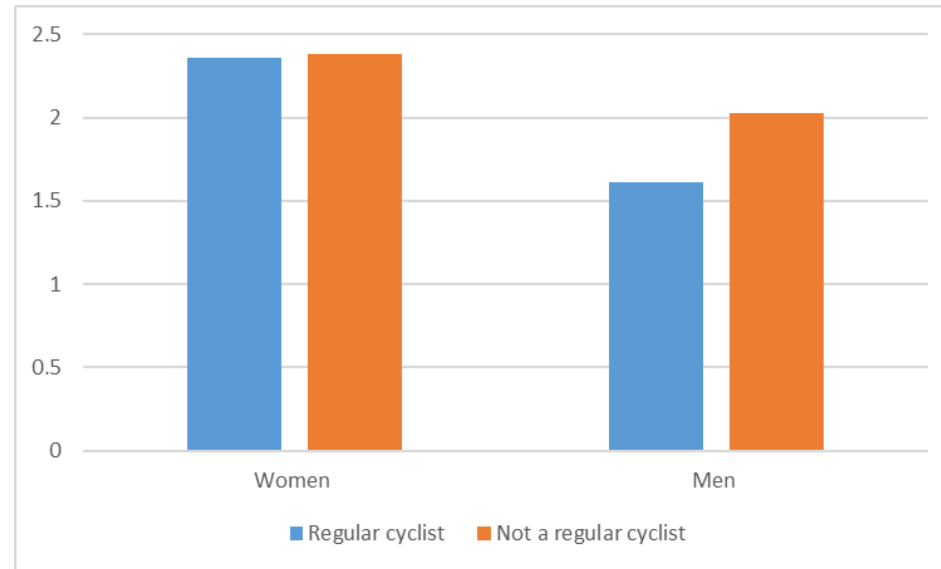
Women



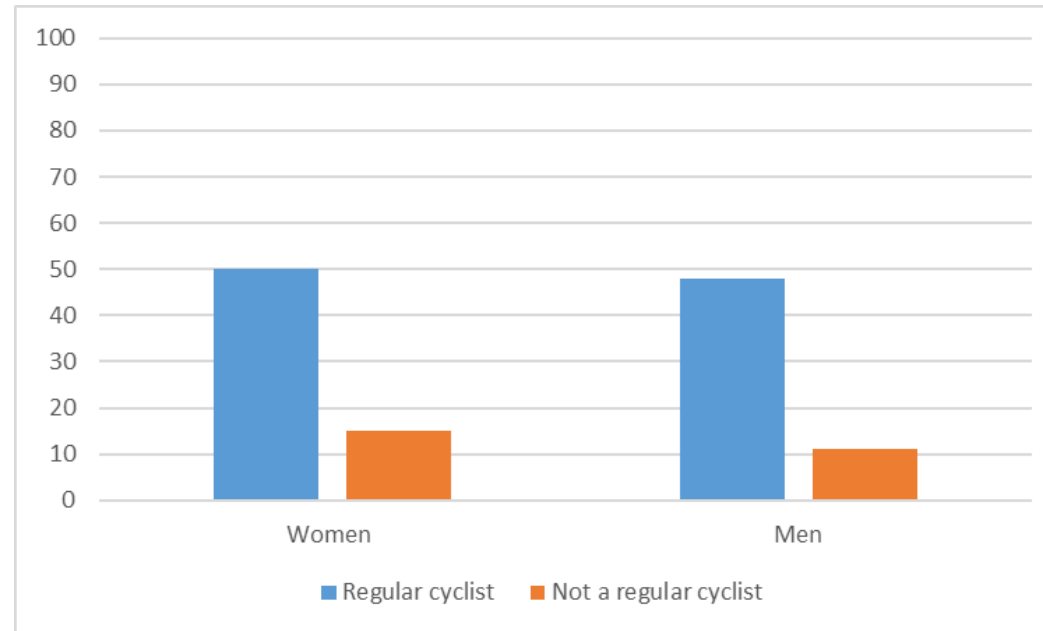
Men



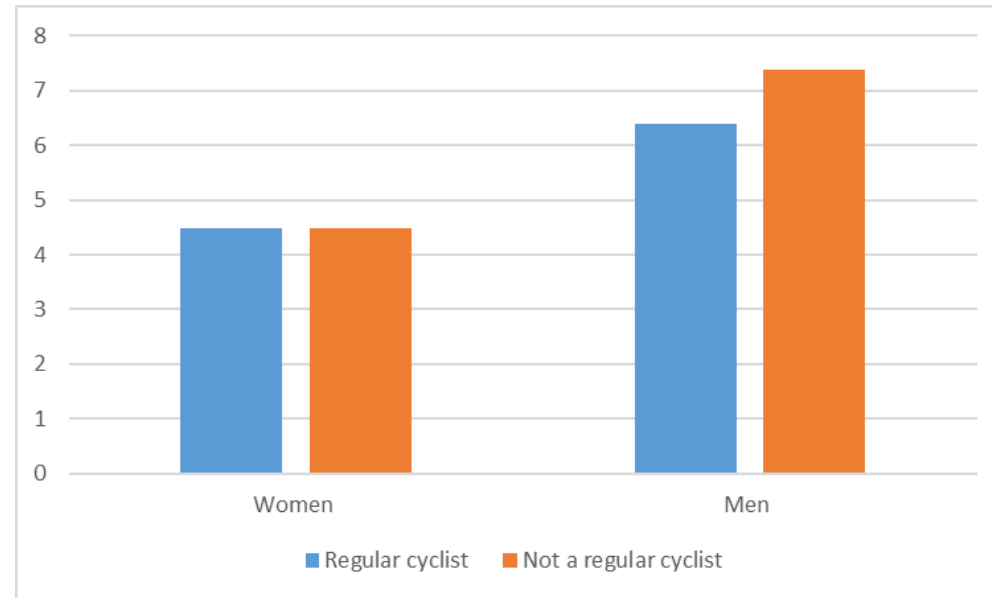
Trips that could be potentially be substituted (<5km in a private vehicle)



Over 600 METs/week from transport physical activity



Mean daily land transport GHG emissions (kg CO₂e)



Summary

- It's complicated looking at multiple dimensions...but it tells an interesting story
- Women cycle less than men, but.....
 - Women have more environmentally sustainable travel (less distance travelled, more sustainable mode use, lower GHGe).
 - Women cyclists 'accommodate' gendered patterns of travel even though they cycle (i.e. still take more trips, travel less distance, have more diverse travel modes)
 - Male cyclists also 'accommodate' gendered patterns of travel even though they cycle (i.e. they take less trips, travel more distance, have less diverse range of travel modes)
- Women take more trips that could be swapped to cycling

Policy implications- general

- Re-focus: yes women's cycling is low but women's travel isn't really the problem from an environmental point of view
- Women have a high propensity for sustainable travel
- Women who already cycle could cycle more - what's holding them back?
- Trips related to unpaid work need to have the same level of focus around mode change as trips related to paid work

Policy implications- general

- Gender in transport is problematic for men as well (e.g. road traffic injury deaths, indigenous men and criminal justice system)
- Effective behaviour change to meet carbon goals is going to mean grappling with gender issues in transport
 - Part of this means more and better gender related transport research
 - Better gender analysis of policy and infrastructure

Acknowledgments

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