

# 5fY' kY' bYUf`m'h \ YfY`mYh3Ñ



**About:** Sustrans Scotland researched women's travel choices in order to identify the factors that could encourage them to travel more actively in an urban setting. The study took the form of a literature review to look at what was already known about women and men's travel habits, a survey of almost 2,000 women living, working and travelling in Glasgow and a focus group of a sample of female Glasgow residents.

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Women and men are just as likely to say road safety is a barrier to cycling and walking.

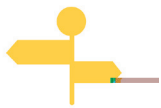
However there is evidence that, when it comes to cycling, road safety concerns and risk to injury disproportionately impacts on women.

Women are twice as likely to report 'frightening

near misses' on the road compared to men. They are also more likely to be travelling with children, taking non-direct routes and trip chaining, all of which slow you down.

There is a current expectation that women need

## ? Where can gender inequality in active travel be addressed?



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Traditionally, providing ways to improve confidence and skills, has been cited as the main way to increase the number of women on bikes.

However improving route infrastructure and design is instrumental in addressing the barriers stopping women from moving around cities more actively.

Infrastructure designed for trip-chaining, travelling with children and cross-city routes could help ensure the gap between the levels of women and men cycling is closed.

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Transport has the lowest percentage representation of women within the public sector with only 6.25% compared to other public bodies (*Engender, 2017*).

Europe-wide research has shown that transportation as a sector is dominated by men, with most political committees and advisory boards having less than 15% female membership (*Transgen 2007*).

There is a lack of detail in Scotland's national and local transport policies on how equality and diversity issues will be addressed and promote equality.



## What does Sustrans want to see happen?

Though some barriers to walking and cycling are universal, our research shows that women's experience of transport is different to men's.

Addressing the inequalities between women and men in transport will help get more people walking and cycling for their everyday journeys.

Greater representation of women at all levels of transport planning, from users to planning

and decision making, is needed to ensure the needs of women are taken into account.

The narrative to date has been about improving women's confidence to deal with the 'difficulties' faced in walking and cycling. Wouldn't it be better to simply make walking and cycling safer, easier and more convenient?

Because by getting it right for women, we get it right for everyone.