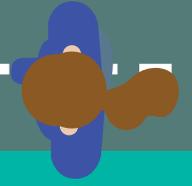


EXECUTIVE SUMMARY



ABOUT THE STUDY

Why did we do it?



Walking and cycling are zero-carbon forms of transport; however, many women may experience barriers to active transport.



By better understanding women's unique mobility needs, we can empower and support them to use these modes.



This study is part of a broader move to collect gender-sensitive data to help us apply a gender lens to planning our cities, and build a more inclusive world.

What did we do?



We surveyed women online, and in person in three locations across Greater Sydney: in the inner city (Redfern), in south-western Sydney (Liverpool) and in north-western Sydney.



We walked and cycled alongside 18 women of different ages, abilities, cultural backgrounds, and experiences to learn their stories and better understand how they travel across Greater Sydney.



We spoke with experts from councils, the New South Wales Government, educational institutions and community organisations to co-develop planning and policy ideas that make walking and cycling more women-friendly.

ABOUT SYDNEY

Sydney is a growing city that is currently home to 5 million people from more than 200 cultures. They live in an area that spans 1.2 million hectares from the coast to the Blue Mountains.

Sydney's waterways, topography and infrastructure have shaped the way it operates, sometimes spatially dividing communities.

Those who live close to Sydney Harbour in the east have greater access to the city's economic heart, with higher-paying jobs and higher-ranking education compared to the rest of Sydney. They also have better public transport, and a cooler climate brought by higher tree canopy and cooling sea breezes.

Western Sydney has a disjointed public transport system, making residents more dependent on their cars. The area also has a greater concentration of socio-economic disadvantage, and its residents have more health challenges. It has a lower tree canopy and a hotter climate.

How do we travel now?

In Sydney, most journey-to-work trips are by private vehicle or public transport.

Sydney has the highest rate of trips by private vehicle in Australia (up to 80%), especially in the west and south-west.

Walking and cycling represent a very small proportion of journey-to-work trips, with 5% of people walking and 1% cycling to work in Greater Sydney.



To increase the number of women who walk or cycle as part of their everyday journeys, the following actions are recommended.



1 Challenge perceptions to increase women's participation and confidence.

Our research identified significant barriers to women walking and cycling, including their perceptions of people who walk or ride, and the fact many feel 'it's just not me'. Behaviour change programs and campaigns can help by working at a range of scales and targeting all women, including those from under-represented communities. This can range from peer-to-peer engagement through to whole-of-government campaigns that drive societal change and perceptions about who walks and rides.



3 Plan for safety beyond streetlighting and separated cycleways.

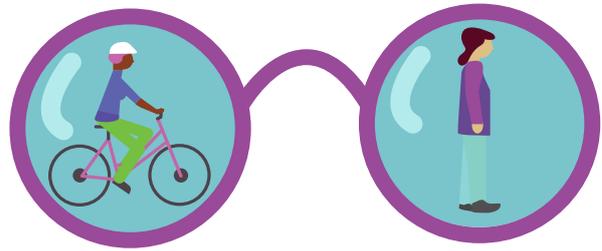
While infrastructure including separated cycleways and street lighting are important in helping women feel safe, this must go hand in hand with well-designed, inclusive public spaces and behaviour change.

Thinking about active transport as a network of active, welcoming places creates opportunities for passive surveillance, creating a greater sense of safety. Every street should be considered part of the walking and cycling network, with the aim of including, at a minimum, a shared walking and cycling path. Planning for a greater mix of land uses and simple interventions, such as colour and public art, can also be effective. Protection from harassment and abuse is a wider societal challenge, with opportunities for all levels of government to lead on changing behaviour (from catcalling through to sexual and physical violence) in the public domain.



5 Build end-of-trip facilities and women will walk and ride.

End-of-trip facilities play a significant role in women's decisions to walk or cycle to their destination. Showers, change rooms, locker facilities and secure bike storage racks are the kind of facilities and amenities that enable women to participate in active transport without worrying about their appearance at their final destination. Mandating end-of-trip facilities in private and commercial offices, shopping centres and large institutions such as hospitals and universities is a step in the right direction in encouraging women in their active transport journeys.



2 Don't be gender blind. Apply a gender lens that considers the needs of women when designing active transport infrastructure and transport.

If we continue to adopt a 'one-size-fits-all' approach to transport planning, we miss the start-to-finish infrastructure, behaviour change and policy that is required to support women to take up riding and walking. This includes acknowledging that not all women are the same. We need to design different approaches to reach different groups, and to fit the specific context of wherever we are planning for. This approach also changes the face and image of who rides on the road, potentially encouraging other women to ride.

Policy can also be better informed by doing more gender-specific research, allowing planners to have the evidence and data that will better support decision-making and planning for strategies and infrastructure.



4 Work hand in hand with public transport.

For many women who live far from their destination, active transport is only viable when supported by effective links to convenient public transport services. To encourage more women out of their cars, and on their feet or bicycle seats, public and active transport must go hand in hand. What could this look like? It is cool, tree-lined, safe, separated walking and cycling paths that link public transport hubs and stops to homes. It is providing inviting and attractive routes that offer quick and convenient ways to get around, including easy crossing points. It is also having secured places to lock up bikes at train and bus stations, or having designated spaces to take bikes onto buses and trains. Bus shelters that provide adequate cover, lighting and seating are also important.