

Where cycling is increasing, is it getting more equal?

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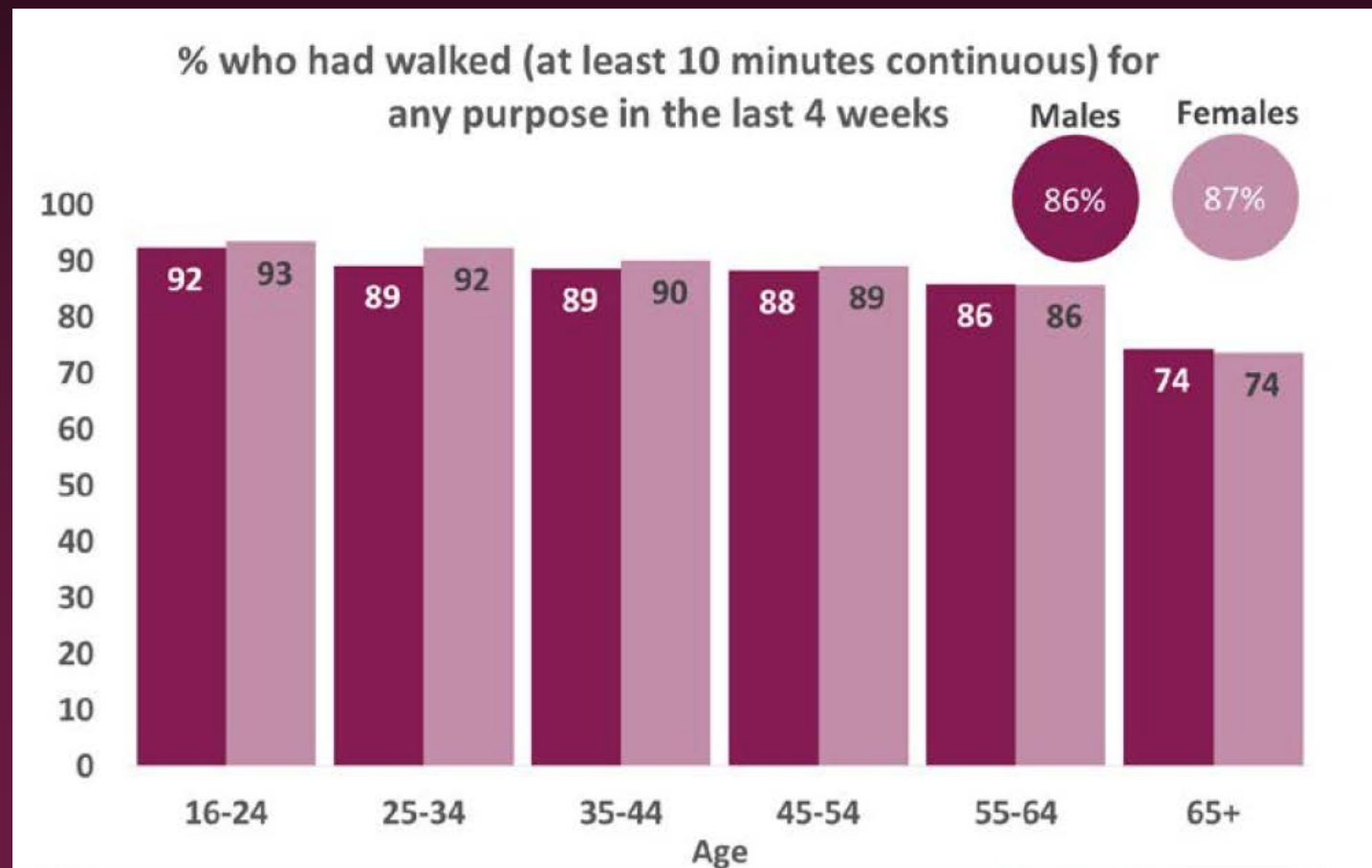
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Co-authors: Anna Goodman, James Woodcock

Cycling levels and diversity in cycling

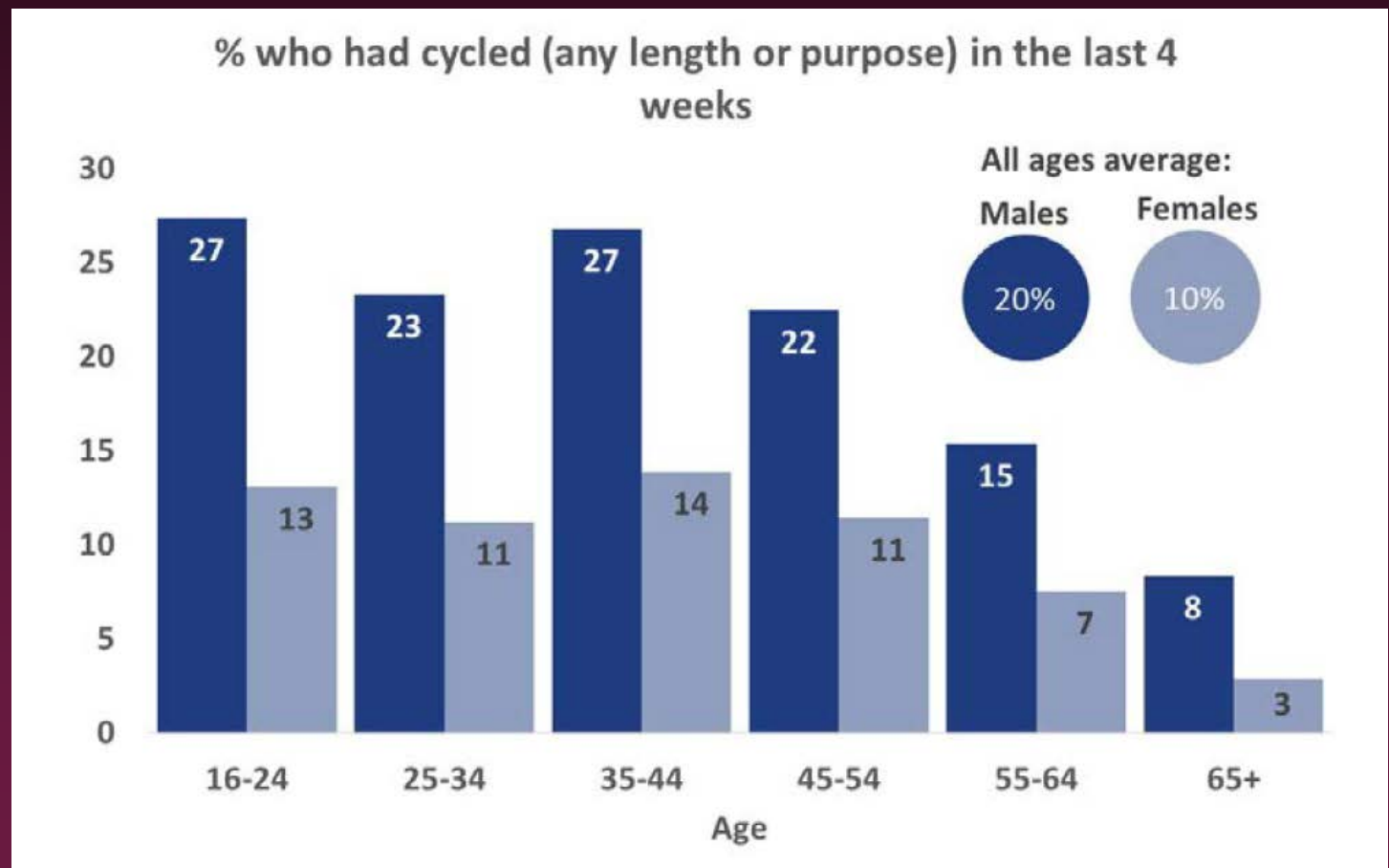
Local Area Walking and Cycling Statistics: England 2012/13

Walking by gender and age



Local Area Walking and Cycling Statistics: England 2012/13

Cycling by gender and age





Where I went on my holidays... but would we see them in England?



One in seven



One in four



One in thirty



One in twelve



One in four

What chance of people of these ages and genders doing any bike riding in a month if in England?

Gender and cycling: the international picture

Source: Pucher & Buehler 2008

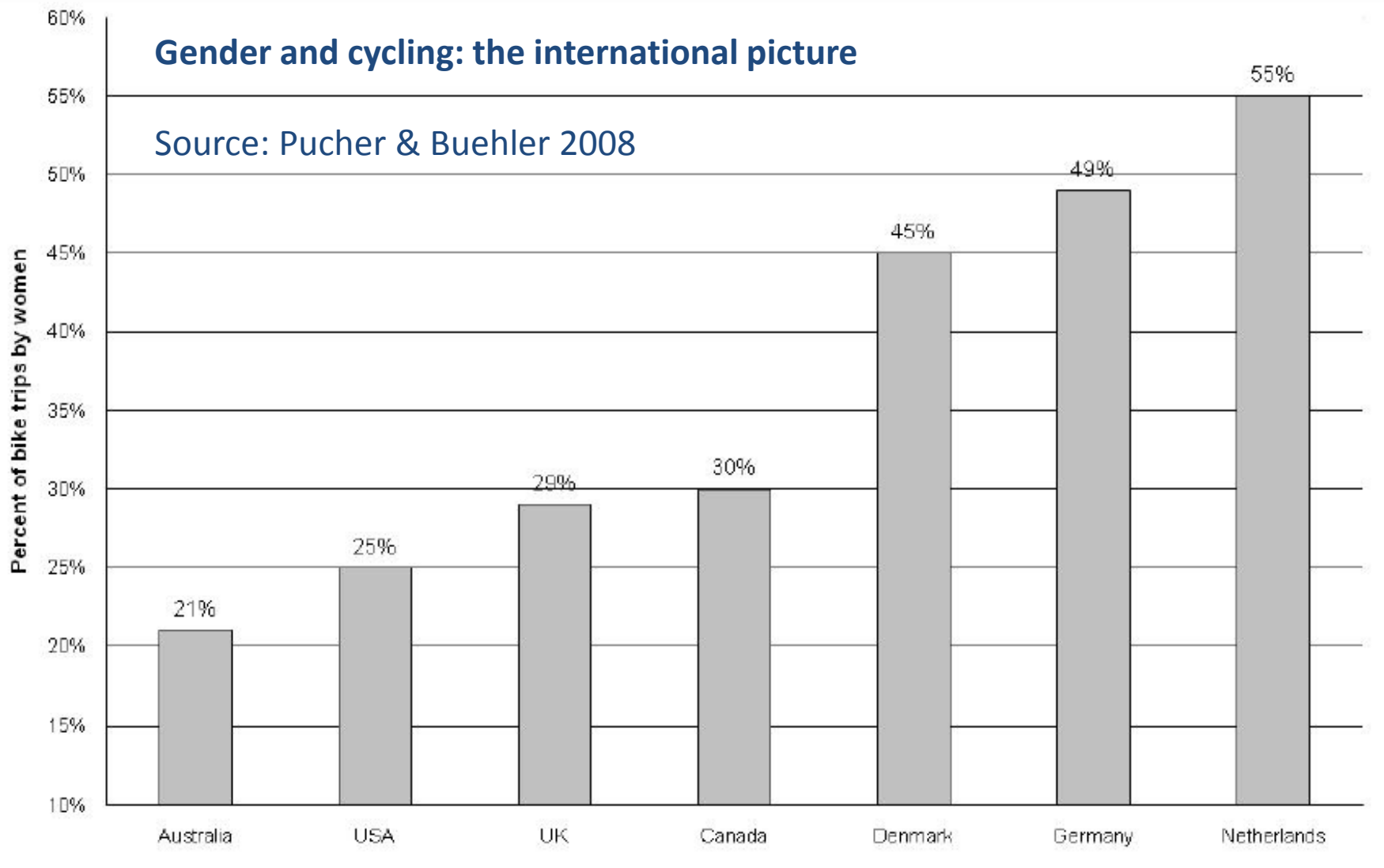
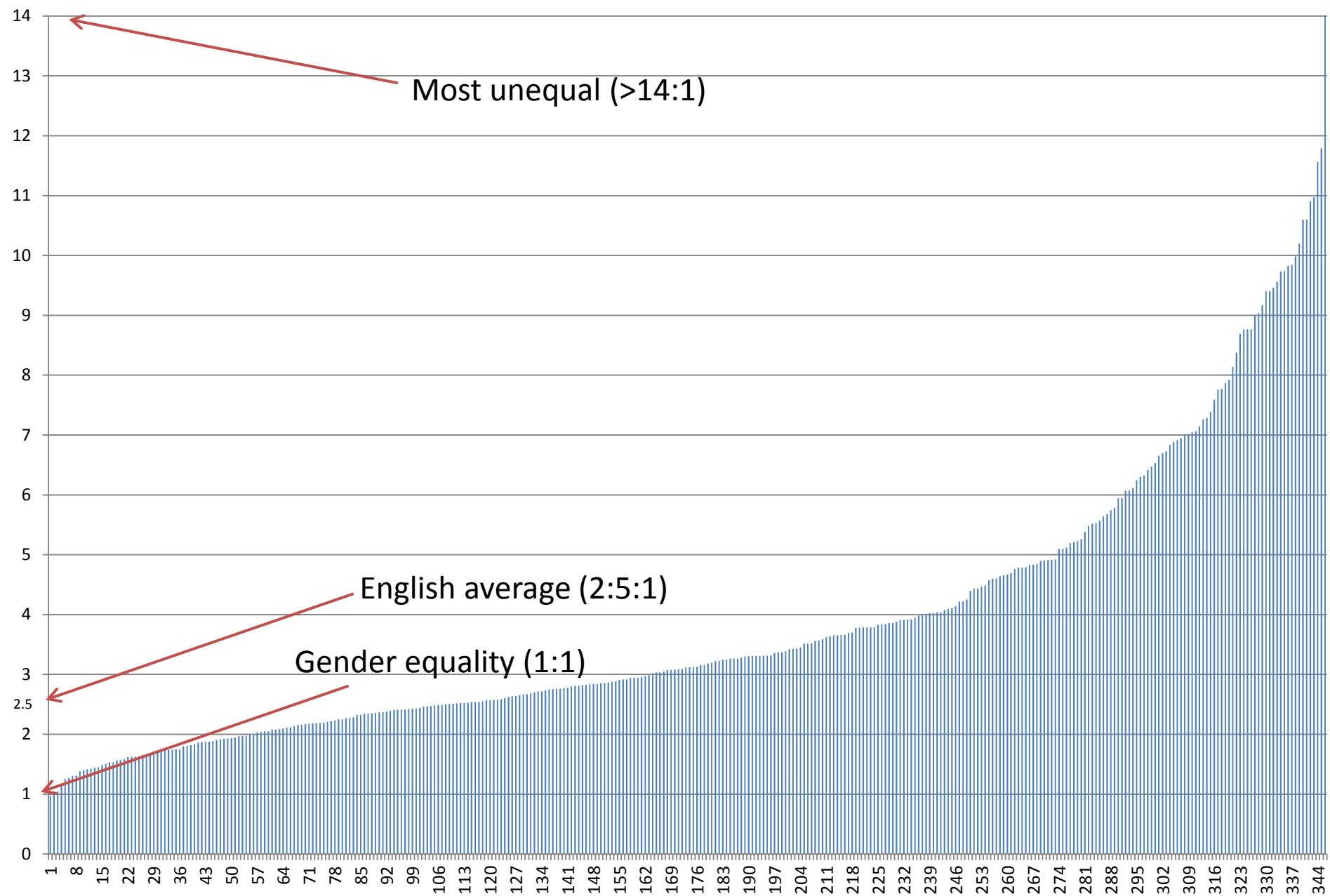


Figure 8. Women's share of total bike trips in the Netherlands, Denmark, Germany, UK, Australia, and North America (2000 - 2005)

In Cambridge, where levels of cycling are the highest in Britain (one in three commuting city residents ride to work) men and women are equally likely to cycle to work

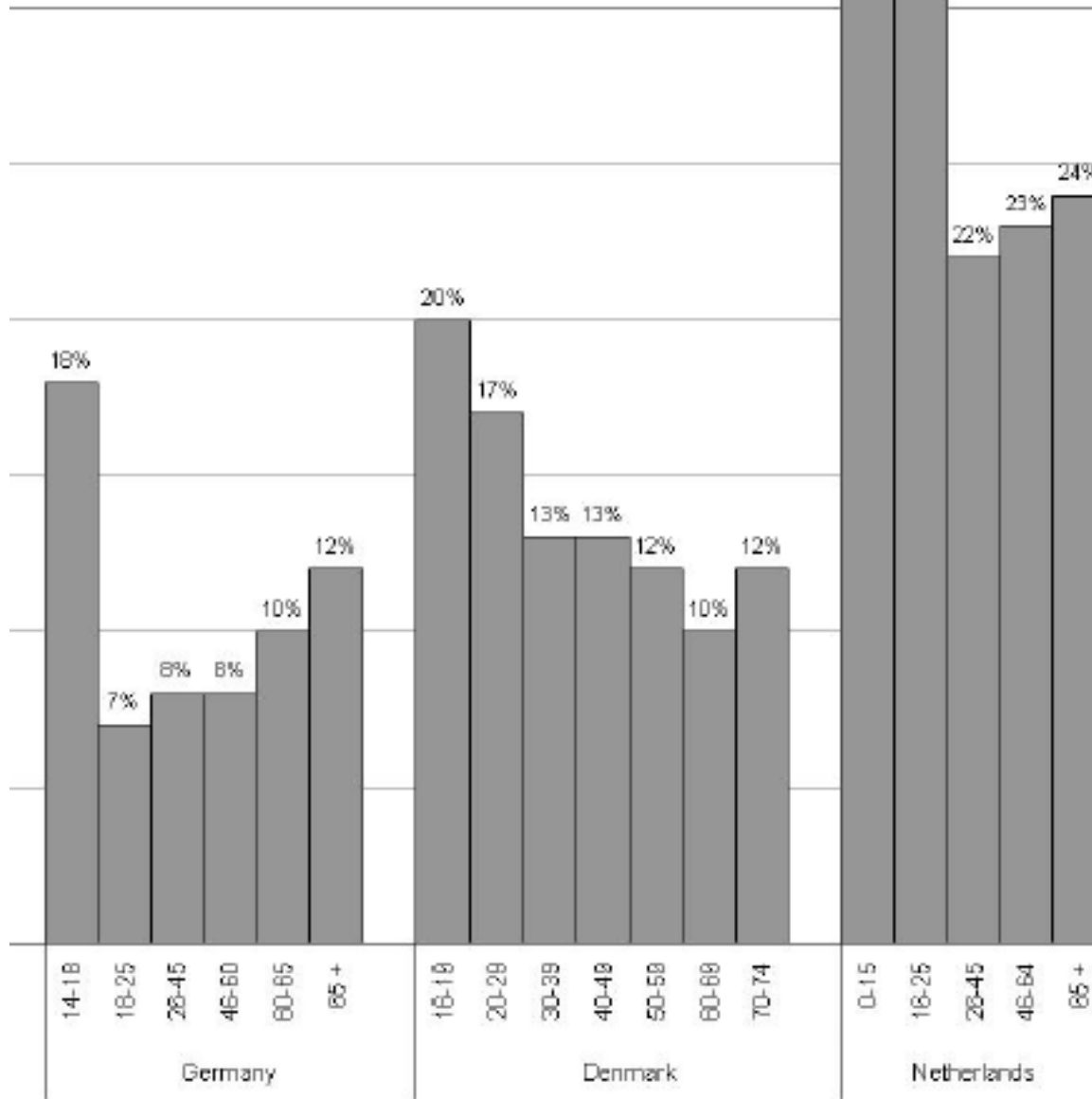
Gender inequality in cycle commuting

England & Wales Local Authority Districts, 2011 Census data (via ONS)



Percentage trips made by bike, by age group

Adapted from Pucher & Buehler 2008



Heinen et al (2010:69-70) report lack of consensus over how age affects cycle commuting:

"While a relationship between age and cycling evidently exists, it is unclear whether it is a universal one."

% of commuting Cambridge residents who do so by bicycle, by age group (2011 Census data)

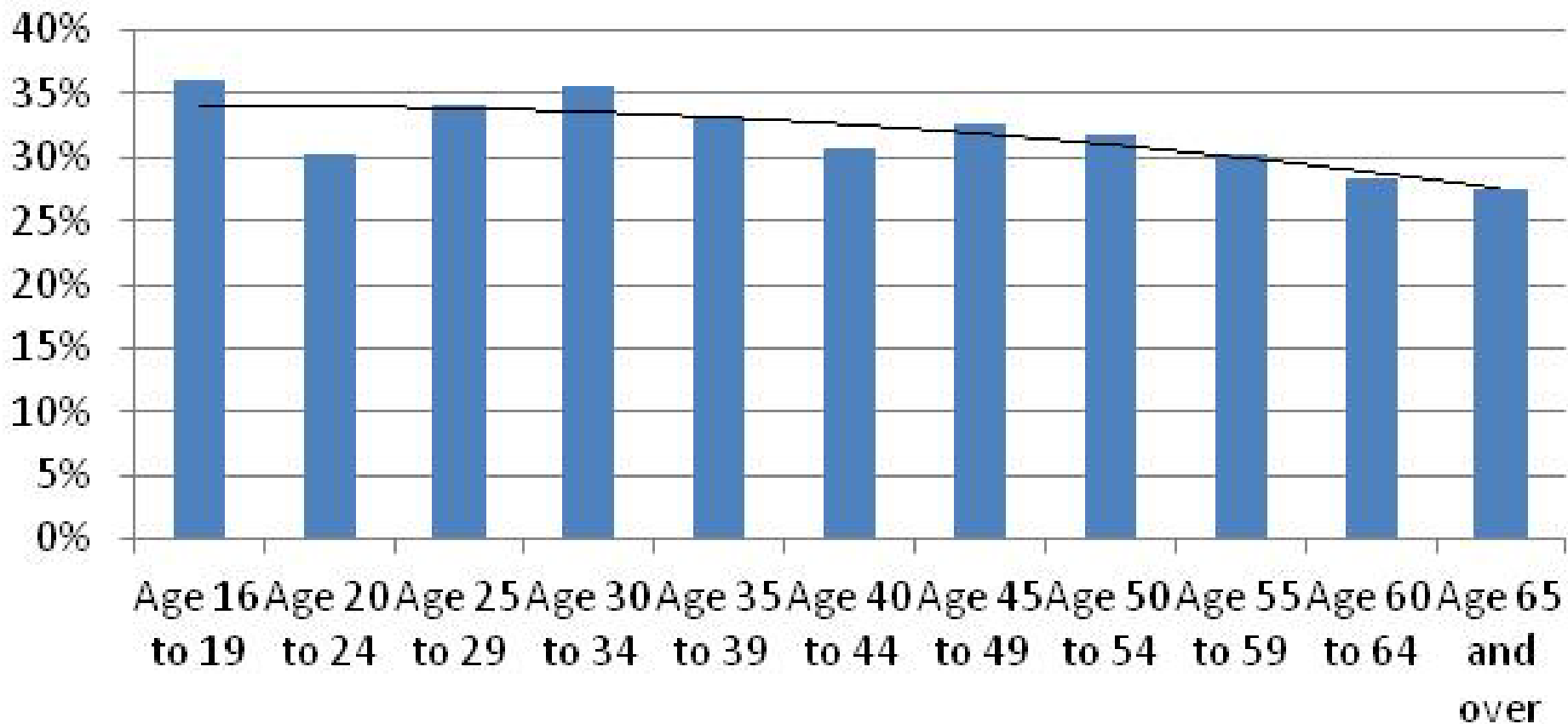
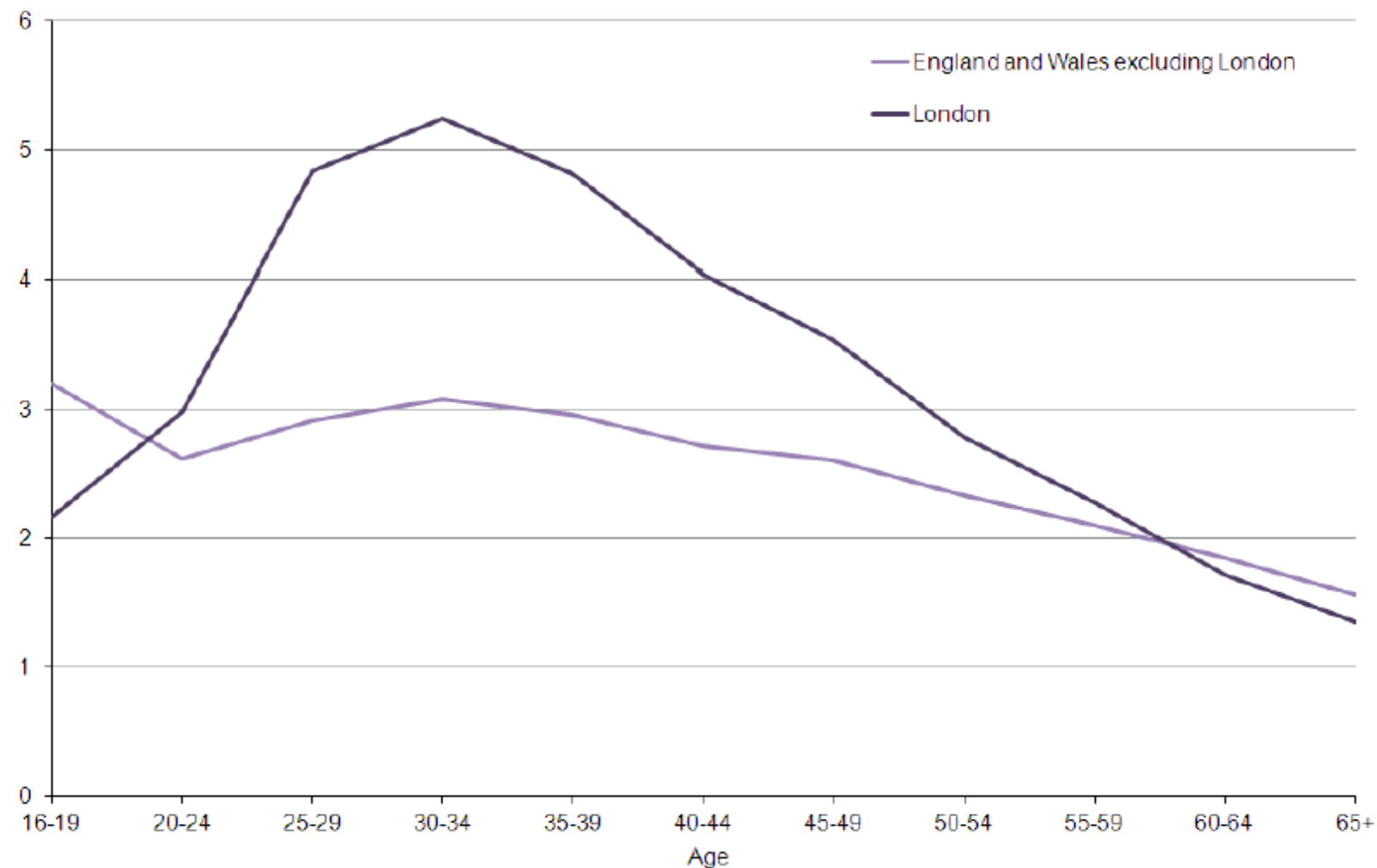


Figure 8: Percentage of workers cycling to work by age

England and Wales, 2011

Percentage commuting by bicycle (denominator: all workers in age group)

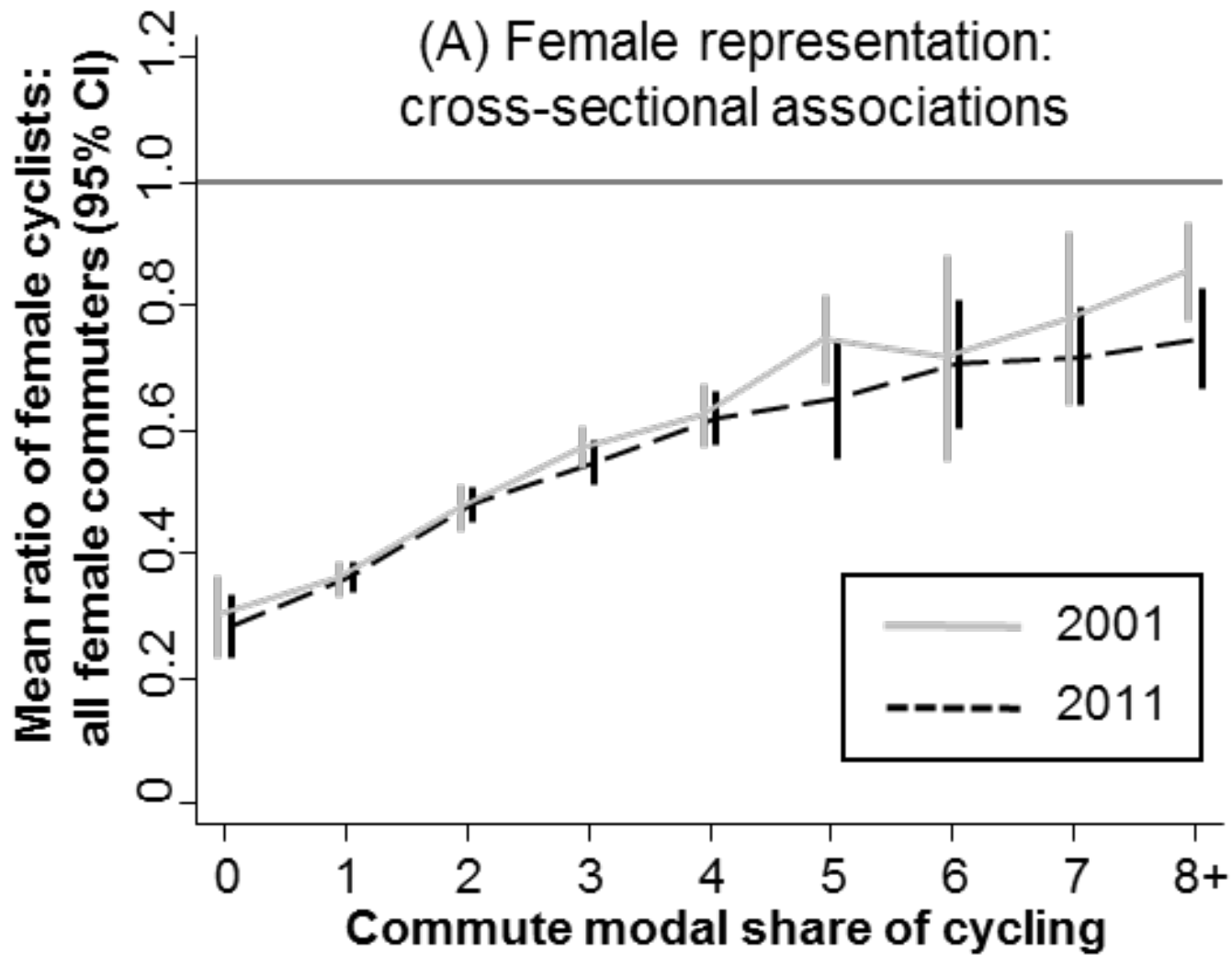


Notes:

1. The 2001 figure for workers aged 65 and over is for workers aged 65 to 74 and the 2011 figure is for workers aged 65 and over.
2. Source: Census 2011, Office for National Statistics.

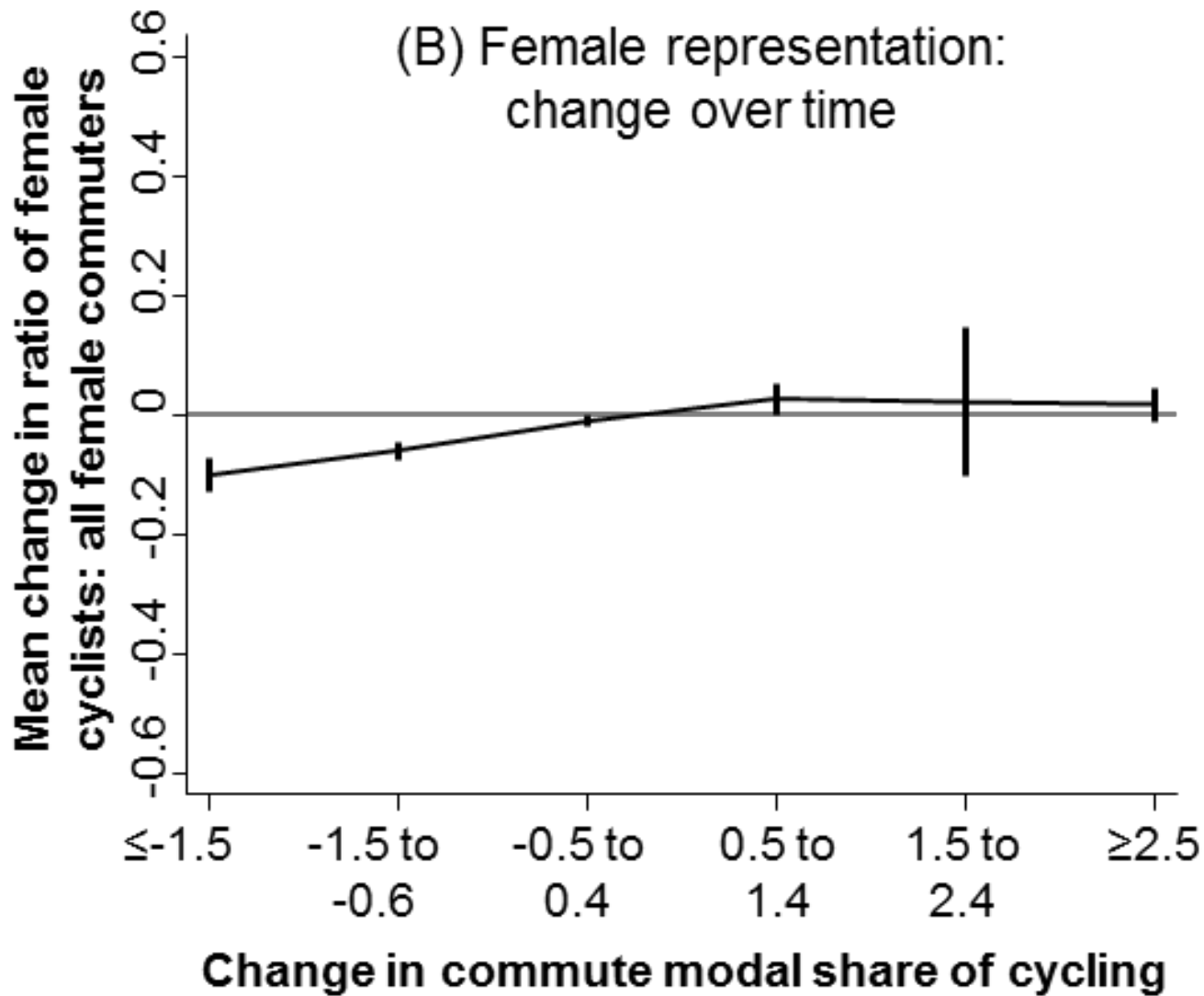
**What's (not) been changing?
(and what needs to change?)**

(A) Female representation:
cross-sectional associations

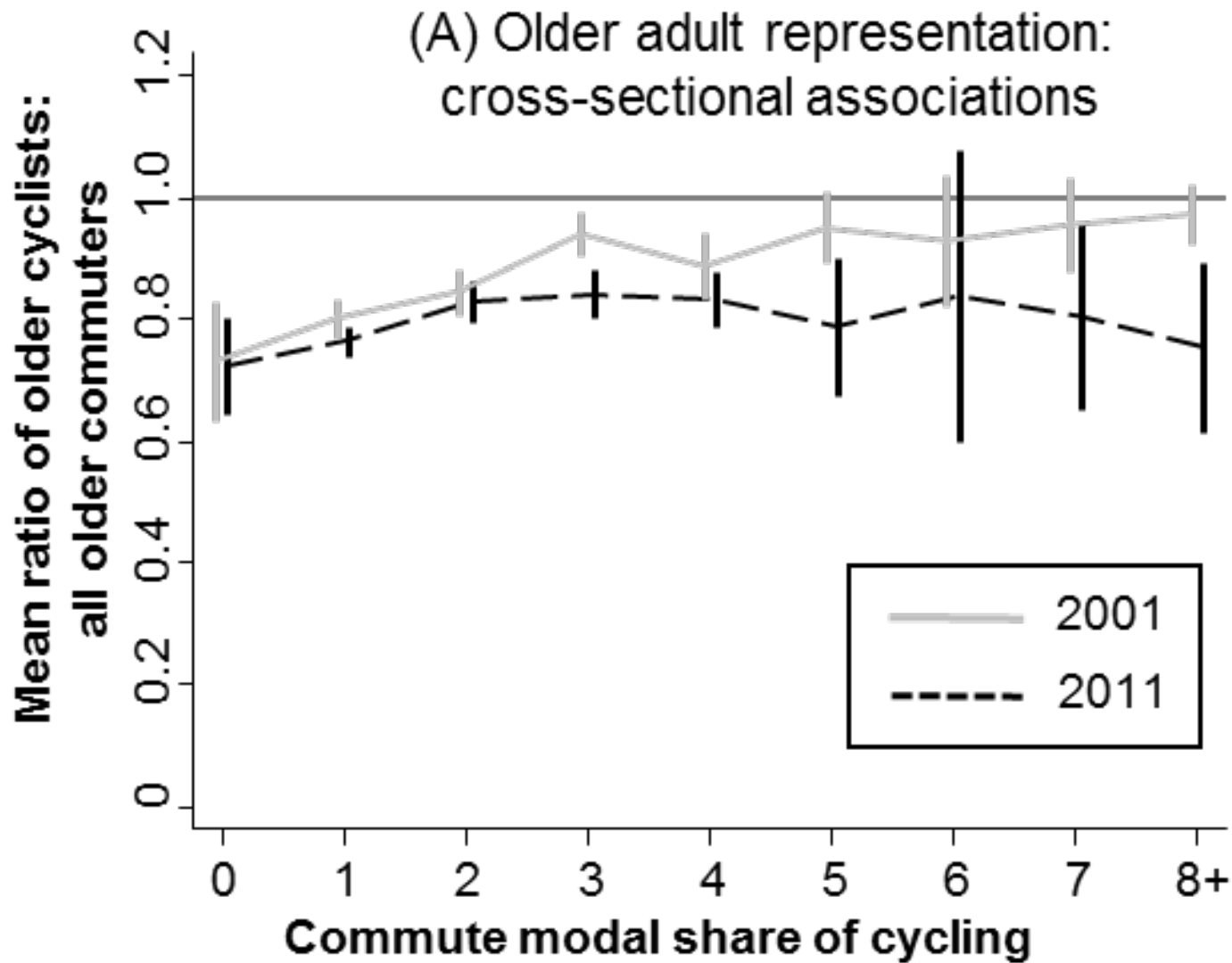


Graph: Anna Goodman, analysis of Census 2001 and 2011 data

(B) Female representation:
change over time

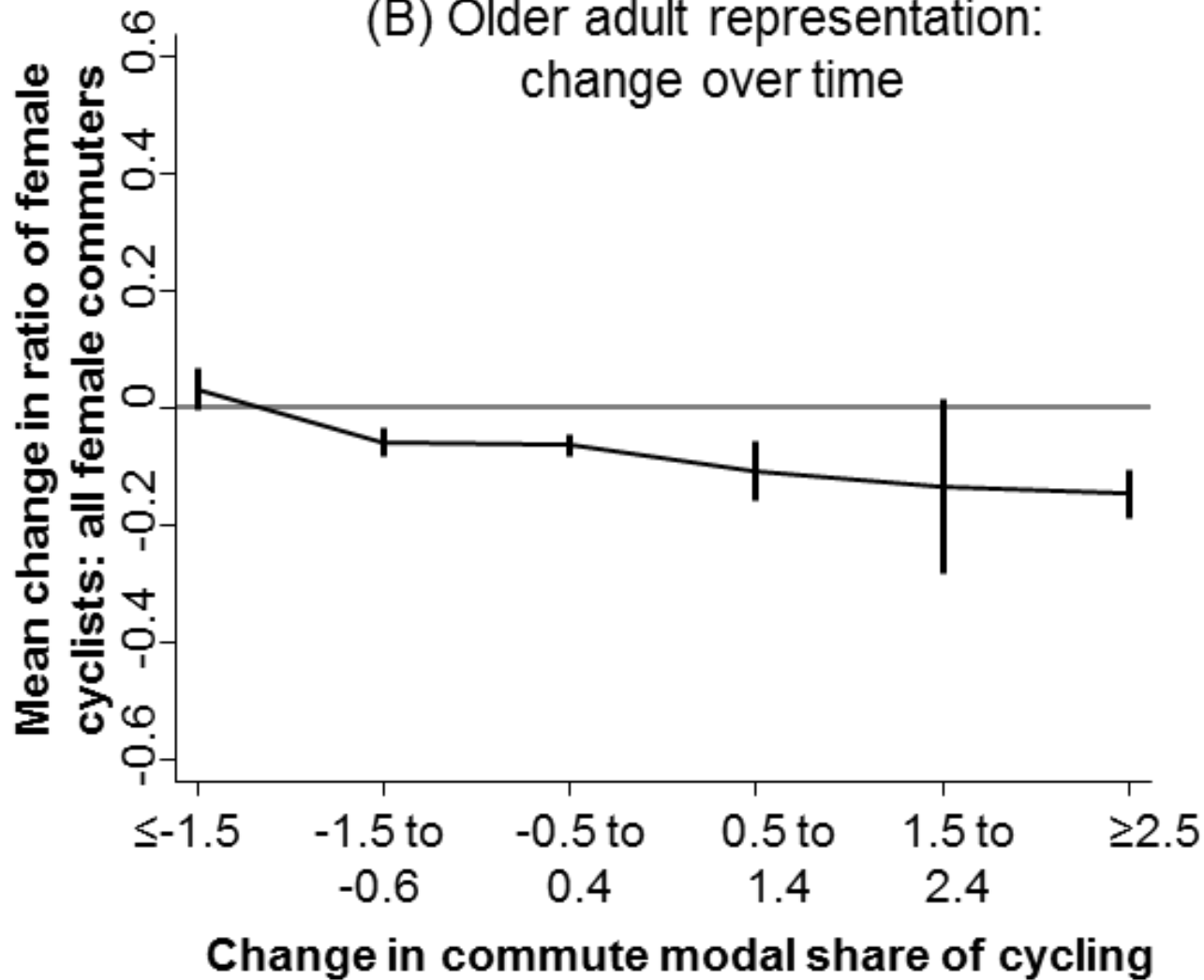


Graph: Anna Goodman, analysis of Census 2001 and 2011 data

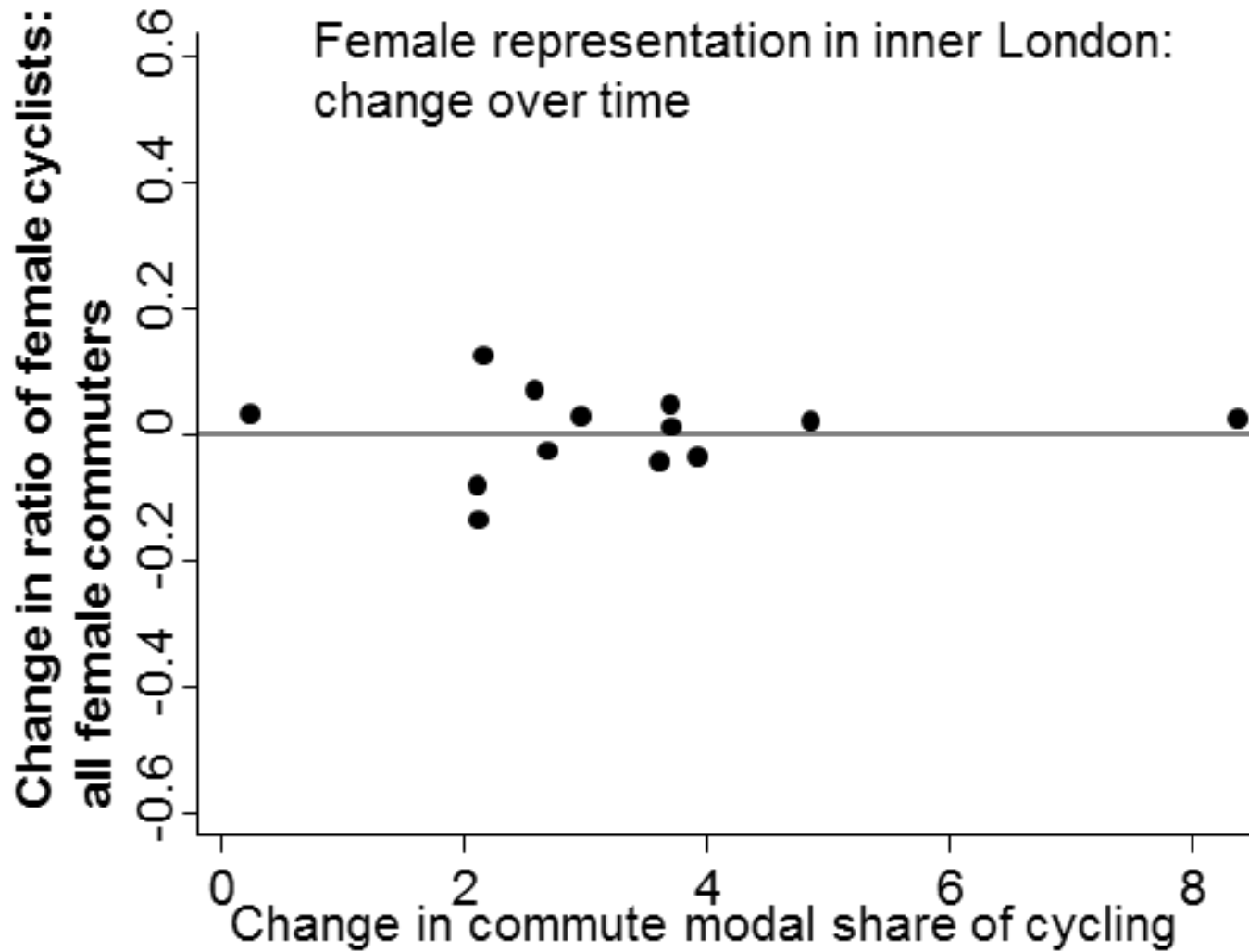


Graph: Anna Goodman, analysis of Census 2001 and 2011 data

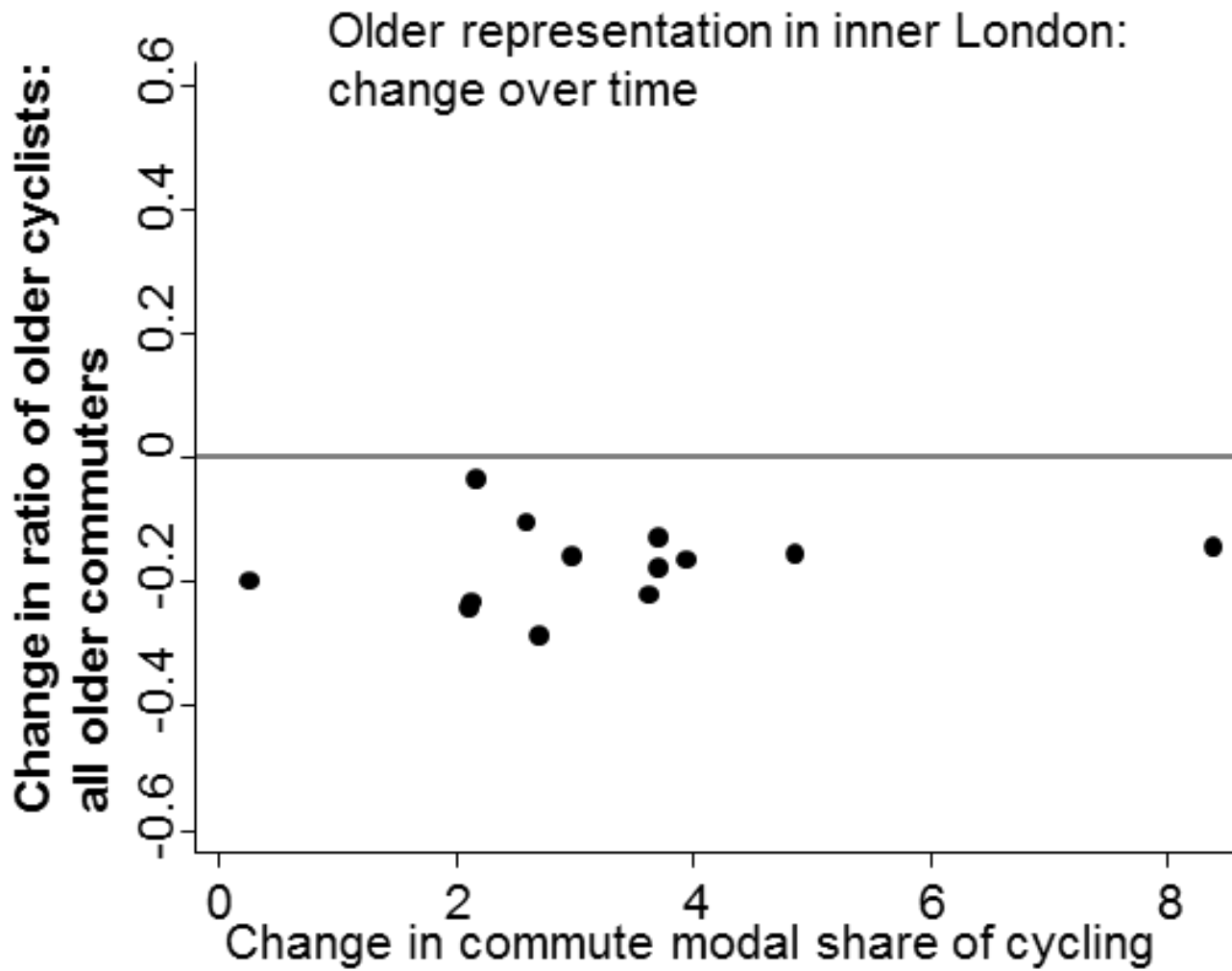
(B) Older adult representation:
change over time



Graph: Anna Goodman, analysis of Census 2001 and 2011 data



Graph: Anna Goodman, analysis of Census 2001 and 2011 data



Graph: Anna Goodman, analysis of Census 2001 and 2011 data

Gender and age: some reasons for inequalities

- Differences in trip types
 - Location, length, luggage, chaining, kids etc...
 - Although some would seem to 'inherently' favour the under-represented group
- Different cultural norms apply
- Different infrastructure preferences
 - Most studies show women have stronger preferences than men for routes that keep cycles away from fast or heavy motor traffic
 - Some similar evidence re: age but not so good

What to do?

Department for
Transport

Local Transport Note 2/08

October 2008



Cycle Infrastructure Design



London Cycling Design Standards

Draft for consultation

June 2014

MAYOR OF LONDON



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