

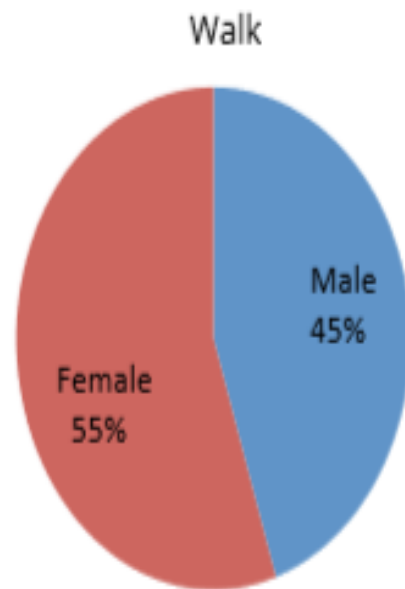
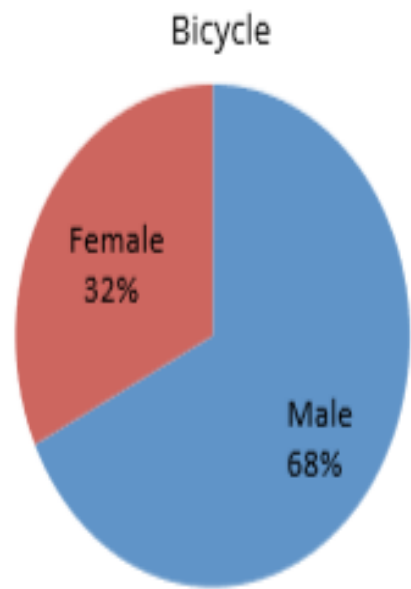


# Is cycling for the privileged?

Dr Kirsty Wild, University of Auckland

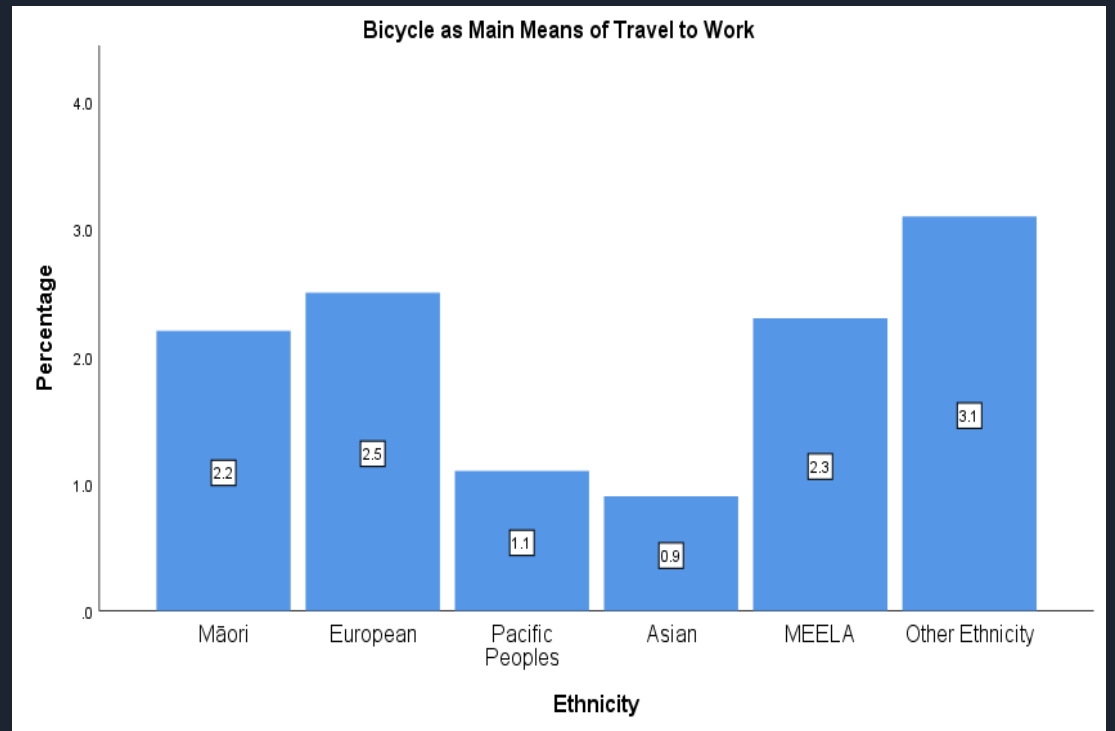
# Who cycles in Aotearoa?

## Gender, ethnicity, income



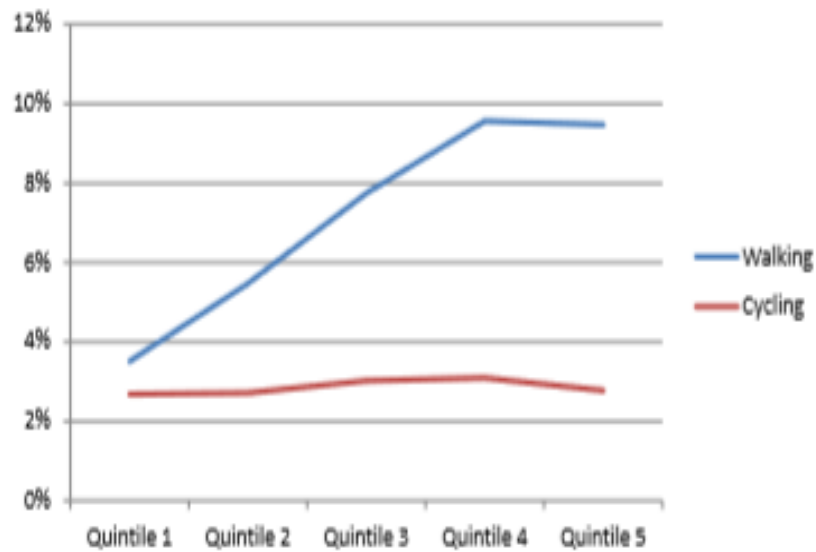
Source: New Zealand Household Travel Survey 2010-2013

Source: Shaw C and Russell M (2016). Benchmarking Cycling and Walking in Six New Zealand Cities: Pilot Study 2015. University of Otago, Wellington.



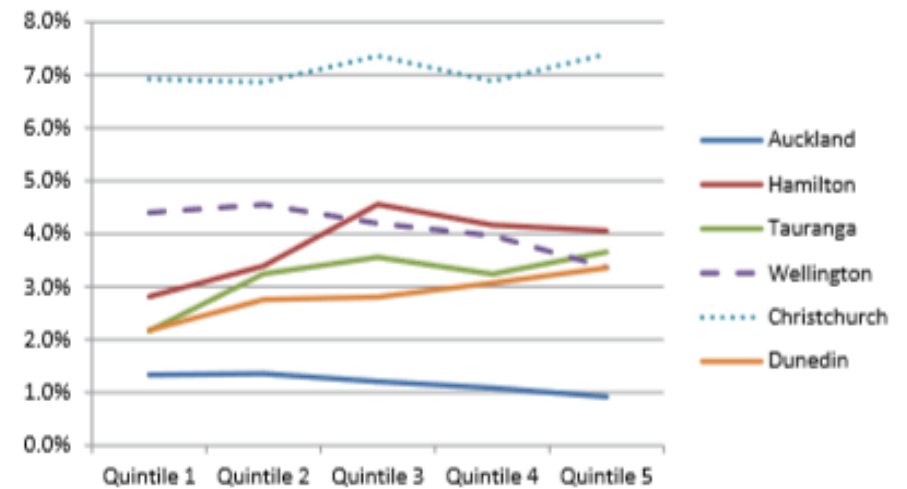
Proportion of Census respondents reporting the bicycle as main means of travel to work, by ethnicity, 2013

Figure 13 Walking and cycling to work by deprivation quintile on Census Day, all New Zealand



Source: Statistics New Zealand, Census of Population and Dwellings 2013

Figure 15 Cycling to work by deprivation quintile on Census Day, six cities



Source: Statistics New Zealand, Census of Population and Dwellings 2013

Source: Shaw C and Russell M (2016). Benchmarking Cycling and Walking in Six New Zealand Cities: Pilot Study 2015. University of Otago, Wellington.



## **The relationship between transport and mental health in Aotearoa New Zealand**

March 2021

## Cycling amongst Māori: Patterns, influences and opportunities

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### Abstract

This paper outlines the results of mixed-methods research on Māori and cycling. Our findings suggest that Māori cycle at similar rates to Pakehā (NZ European); however conditions may differ, possibly indicating higher levels of “necessity cycling” amongst Māori. Māori experience similar barriers to cycling, including a lack of suitable cycling infrastructure, but these occur against a backdrop of stark social, economic and transport-related inequities. Particular barriers for Māori may include inflexible work conditions, concerns about neighbourhood safety, inadequate provision for social cycling, and lack of access to places of importance to Māori. We identify potential solutions, including more whānau-friendly and culturally safe cycling infrastructure, and cycling programmes designed around Māori commitments to whanaungatanga and kaitiakitanga.

### KEYWORDS

cycling, hauora, health, kaitiakitanga, Māori, transport

## Cycling projects in low-income communities: Exploring community perceptions of Te Ara Mua – Future Streets

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Ministry of Business, Innovation and Employment

### Abstract

The cycling priorities and experiences of low-income communities have traditionally received less research attention. This paper explores community perceptions of new cycling infrastructure within the Te Ara Mua – Future Streets project in the low-cycling, low-income, predominantly Pacific neighbourhood of Māngere Central, Auckland. Themes from seven key informant interviews and three focus groups included: local cycling norms; socio-economic barriers; appreciation of the new community walking and cycling trail; desire for connectivity beyond the neighbourhood; concerns about on-road bike lanes; support for local cycling champions; and tensions between views of the project as “experimentation” versus “investment.” We explore the implications of these findings for cycling promotion in Aotearoa.

### KEYWORDS

active travel, cycling, ethnicity, infrastructure, low-income, Pacific



# Pedalling towards equity: Exploring women's cycling in a New Zealand city

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## Abstract

Although the benefits of cycling are well-known, in New Zealand, women cycle much less than men. This qualitative research took a feminist intersectional approach and interviewed 49 women in six focus groups, to explore their experiences as women who knew how to cycle, and wished to cycle more. Participants, who were all based in one city, included two ethnic groups (Māori and non-Māori) and three age groups (adolescents, mothers with children at home, and older women), giving a range over the life-course and including an innovative study of Māori women's cycling. Topics covered included learning to ride as a child, experiences with traffic, topography and other local issues, feelings about cycling and taking an imagined ride. Results revealed the challenge and joys of cycling, what is normal and not normal in cycling, and a double or triple burden affecting women in terms of safety: perceptions of traffic danger; personal safety as women; and the need to be safety-conscious because of responsibilities for

1 Gender and the e-bike: Exploring the role of electric bikes in increasing women's access  
2 to cycling and physical activity

## 3 Abstract

4 In low-cycling countries like Aotearoa New Zealand, women are much less likely to cycle.  
5 Previous research has identified improvements to cycling infrastructure and increasing gender  
6 equality as key ways to open up cycling to women. The electric bicycle (or e-bike) may be  
7 another tool that could be used to lift women's cycling rates. In this paper we explored findings  
8 from the Electric City research project in Auckland, Aotearoa New Zealand that touched on  
9 aspects of gender and e-cycling experience. We used data from interviews with three groups, e-  
10 cyclists, e-bike retailers, and cycling planners and policy-makers, to gain insights into the  
11 gendered dimensions of the e-cycling assemblage (rider, bike, environment). The results showed  
12 that e-bikes act as a cycling enabler for women in ways that both reinforce as well as challenge  
13 aspects of traditional gender socialisation: E-bikes enable women to meet traditional care  
14 responsibilities, and achieve traditional feminine expectations of presentation on a bike.

# To be disadvantaged or oppressed in Aotearoa means to be short on or short-changed of lots of things

- Money
- Time (shift work, multiple jobs, night work, longer commutes, and care responsibilities)
- Control (work day, care responsibilities)

Cars – can't live with or without them

- 1) Going without - foregone mobility and isolation, unemployment, forced walking (cycling), relying on others for transport,
- 2) Have a car you can't afford – debt, trading off essentials (petrol and food), financial stress.

# Transport-related financial stress is a key theme in the stories of low-income people in Aotearoa:

“I can’t remember what it’s like to go to the dentist or doctor and not feel sick about how I’m going to pay for it. I’ve never had my car go in for a WOF and not felt dizzy worrying over the result. I am resourceful and careful but I still can’t save money for a rainy day. Existence is precarious. My children miss out. Birthday invitations can bring on a cold sweat when you don’t have enough money to send your child along with a gift or have enough petrol in the car to get them there..” (McGowan, 2019)



# Can bikes help?

Maybe ....

- \* Foregone mobility due to low-incomes – BuyCycles – low-cost, groups with some control over time. Need realistic subsidies (\$5 a week, includes lock and safety gear).
- \* Time poverty – Women and e-cycling – ‘fitting more in’, including care and self-care. But currently only for those with higher incomes.

## Other things that would help:

- \* Culturally meaningful cycling programmes
- \* More joined up thinking – transport, housing inequalities and conditions of work
- \* More inclusive infrastructure - that is suited to care – riding with whanau, women’s triple safety burden. We need wide, protected bike infrastructure. Anything else is inequitable.





More of our 'missing demographics' on bikes