# NZ Transport – Applying a Gender Lens

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How does the design of our cities and transport systems create different experiences for different genders? Traditionally, transport systems, town planning and public spaces were designed by men for men. Not intentionally, but because they assumed that what’s good for them is good for everyone. This has resulted in cities that work best for those who work full-time and have no unpaid caregiving roles. This group consists of all genders, but data shows that men make up the majority of this group both nationally and internationally.

Studies in NZ and overseas show that women are more likely than men to walk or take public transport.  Studies also show that in cities where good cycling infrastructure has been implemented that women cycle significantly more. The need to take alternative forms of transport often stems from the fact that women tend to be poorer than men due to factors such as the gender pay gap, the need to do part-time work to fit in with care responsibilities and the flow on effects to superannuation savings. Women are more likely to be accompanying others and have complex travel patterns; as such,a city that is designed for cars limits women’s movement and travel mode options.

41% of the NZ population are made up of the young and elderly and 24% of the NZ population identify as disabled. The less independently these groups can move around the city, the more unpaid care work is required, and if the main caregiver also doesn’t have access to the dominant form of transport (the car) then the level of burden is increased.

If women and the broader spectrum of genders are taken into account when designing our transport networks, this will not only support gender diversity but also all those in deprived households; those who work part-time; those who undertake unpaid care work; those with mobility issues; and children and the elderly.

Gender sensitive transport design has been successfully implemented in New Zealand and overseas. This presentation brings together local and international studies, examples and data so that we can start to understand how our own residents use - and would like to use - the city. This will enable us to apply a gender lens to the NZ transport system to see what opportunities there are to close the gender transport gap.