

Women

Key findings

- Half (51%) of Londoners are women. This figure increases with age due to the longer life expectancies of women
- Women are more likely to be the primary carer at home which contributes to a lower employment rate amongst women compared to men
- Women tend to complete more trips per weekday than men, though these trips are often shorter and have consecutive purposes (known as trip-chaining)
- When travelling, women are more likely than men to be travelling with buggies and/or shopping. This can affect mode choice
- Personal safety after dark is a concern for women (more so than for men) but during the day, these concerns are in line with those of men

Summary

Inline with the rest of England and the UK, 51% of Londoners are women [2]. There is some variation across the London boroughs in terms of the split between genders, with the greatest imbalance seen in the City of London where 45% of the population are women [33]. The key demographic differences between men and women are employment status and the presence or absence of children in the household. Twenty-four per cent of women are not working at present, with a further 13% employed part-time (compared to twelve per cent and six per cent of men respectively) [2]. Women are also more likely to be the primary carer at home [4]. Both of these factors appear to influence the travel behaviour and attitudes of women in London.

Transport use

Women make a greater number of journeys per weekday compared to men. The presence of school-aged children increases the average number of journeys made by women by 23% [4]. The trips made by women tend to be shorter and completed using different transport modes to men.

- Women are less likely to drive (35% of women drive at least once a week compared to 45% of men) and are therefore more likely to be a car passenger (52% compared to 40% of men) [2]
- Women are also more likely to use the bus (64% of women do so at least once a week compared to 57% of men) and are less likely to cycle or travel by train, Tube or motorbike [2]
- 54% of journeys completed wholly on foot are made by women [29]
- Reflecting employment patterns, women are less likely to travel for the purposes of work compared to men. Instead, a higher proportion of journeys are made for personal business, shopping and accompanying children [2]

- Slightly larger proportions of women use Oyster pay as you go to travel (56% compared to 52% of men)[22]

Engagement with cycling as a mode of transport is lower amongst women. A smaller proportion of women cycle around London in the summer (9% compared to 15% of men), they are also less likely to be aware of Barclays Cycle Hire and Barclays Cycle Superhighway. Also 26% of women who have not yet used Barclays Cycle Hire say they are likely to do so compared to 35% of men. However, 19% say they are likely to use Barclays Cycle Superhighway in the future [13].

Safety and security

Personal safety is a concern for women and this affects their travel behaviour (particularly after dark). Concerns over crime and anti-social behaviour affect the frequency of travel 'a lot/a little' after dark for 65% of women compared to 45% of men [14].

- Women are less likely to feel safe when travelling after dark. Feelings of safety from crime and anti-social behaviour are lower for women when considering daytime and night time travel [14]
- The difference between how safe men and women feel is most apparent for walking after dark with 49% of women claiming they feel safe doing so compared to 73% of men[14]
- Women (of all ages) are less likely to use unbooked minicabs with 15% claiming they are likely to do so in future compared to 32% of men[30]

Seeking travel information online

The same proportion of men and women use the TfL website (78% each) [10].

Women are more likely to visit the TfL website to use Journey Planner whilst men make greater use of the website for live travel updates and information on planned works and closures [34].