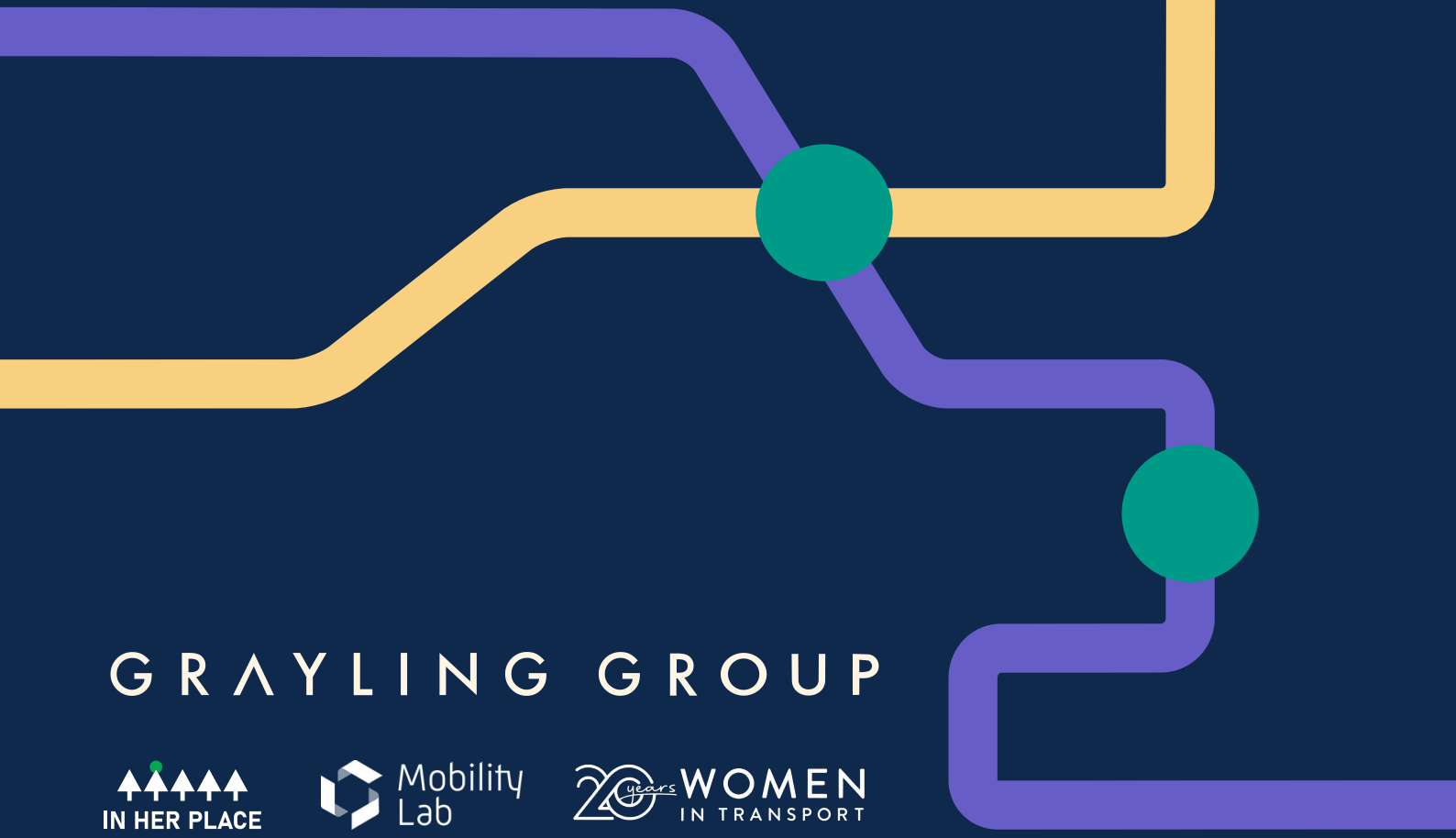
Getting there?

Why gender matters for transport strategies

2026



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20 years WOMEN IN TRANSPORT

Foreword – Transport Strategies

Transport shapes almost everything about how we live: where we can work, who we can see, and how safe we feel walking home after dark. Women in particular weigh up these considerations on nearly every journey. I know I, like countless other women, have planned trips around questions like does that bus stop have lighting? How long will I be waiting on a platform alone? Will I be walking the last stretch by myself?

This fantastic report sheds light on these everyday experiences, and I am disappointed, but not surprised, to learn that so many of the UK's transport strategies remain blind to gender.

As an MP I see, time and time again, policy that overlooks basic facts of life, like transport policy that forgets that women's caring responsibilities don't always fit into a nine-to-five transport model. This report shows that there is evidence of smart thinking in transport policy but that all too often theory is not connected to decisions – something I see too often in policymaking.

This report matters for decision makers. It shows clearly where the gaps in current transport strategies lie and sets out the direction we need to take. Get transport right, and we open up movement for everyone in this country. Get it wrong, and doors quietly close for women and girls.



Anna Sabine MP
Frome and East Somerset
Liberal Democrat Spokesperson for Digital, Culture, Media and Sports

Executive Summary

That gender affects how we travel has been known for over forty years, but transport planning in the UK has been slow to take this on board. A gendered perspective is now part of top-level policy, but this report shows that most strategies on the ground have yet to catch up.

We reviewed 55 transport strategies from across the UK, scoring each against a consistent matrix covering safety, travel patterns, evidence, engagement, and funded commitments. Over half scored so low that they were effectively gender-blind, often failing to mention women or gender at all. Even the best-performing strategy, scoring 18 out of a possible 28, addressed only some of the ways gender shapes mobility.

The most consistently considered area was the safety of women and girls. While this is a necessary starting point, safety alone is a low bar, women need to feel welcome however they travel and to have the same freedoms as boys and men. What received less attention was the different ways in which women travel and the types of journeys they make, shorter and more frequent, linked together by 'trip chaining', and taking place across the day rather than concentrated in a single peak-time commute. No strategy in our sample connected this pattern to route design or investment priorities. For too long, transport planning has been based around traditional peak-time single commuting trips, the kinds of trips made much more by men. A focus on gender enables planners to consider all the different journeys that people actually make, resulting in a strategy that will benefit everyone.

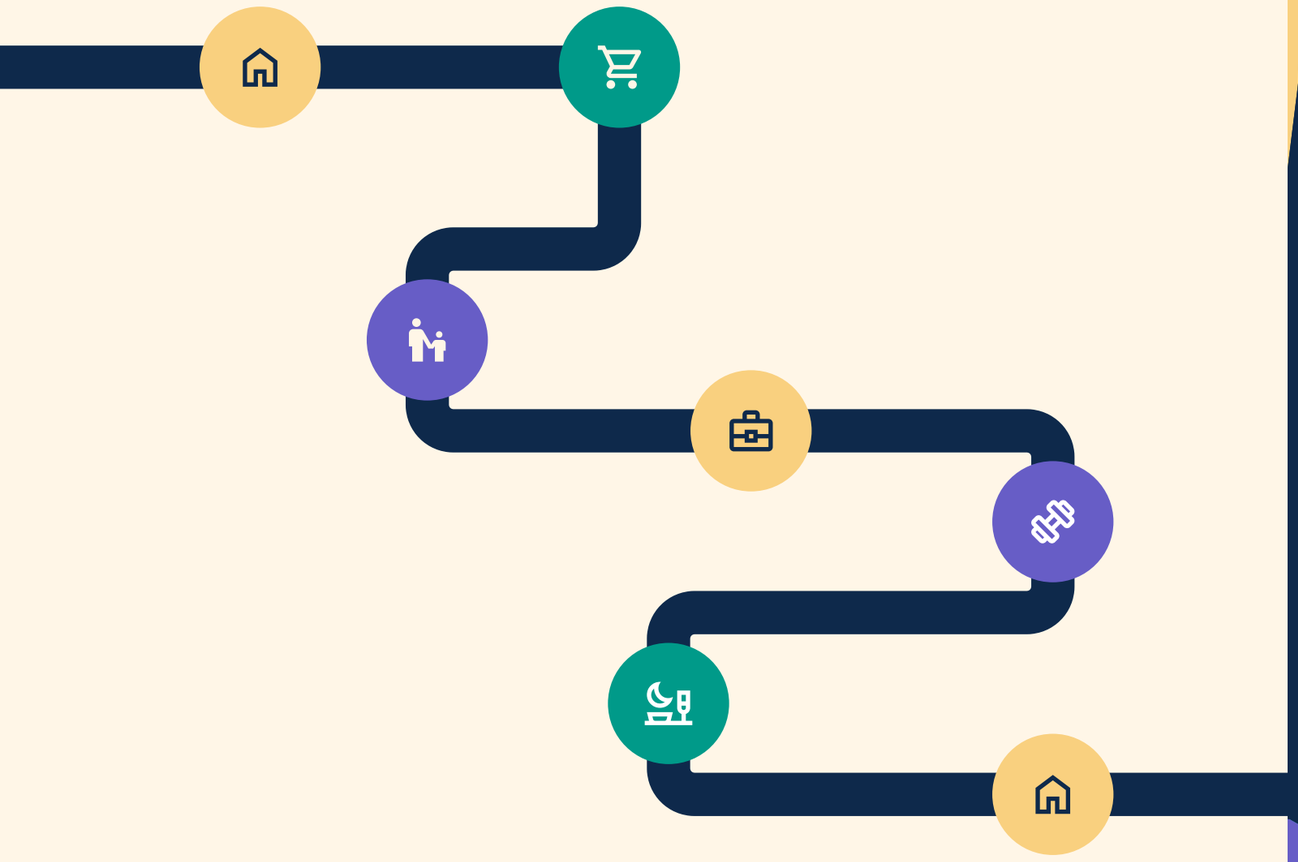
Good practice does exist, but in scattered instances. Scotland's national strategy had the clearest understanding of gendered travel patterns, while Glasgow's demonstrated how assessing evidence should drive policy. Those from Manchester and the North East demonstrated the most detailed understanding of safety and used detailed evidence, and West Yorkshire's was the only one to have specific performance indicators for safety. A composite strategy drawing on all of these would come close to the perfect score that no single authority has yet achieved. Closing that gap, and thereby creating mobility that works for the whole population, is the task ahead.

55 transport strategies

5 areas assessed

Over **50%** gender-blind

> A focus on **gender** enables planners to consider all the different journeys that people actually make…"



Introduction

Women are more than half the population and yet all too often the built environment is planned without their needs and journeys in mind. Whenever masterplanning seeks to be neutral, it often ends up as ‘default male’.

Transport planning is a good example of this: a service which presents itself as a neutral service, but which in practice reflects the assumptions and priorities of its designers. For much of the twentieth century and well into the twenty-first, transport planning in the UK was carried out predominantly by men, and frequently by people whose own travel followed a regular weekday commute between home and a fixed workplace.

The result was a system built around a single, predictable journey made at peak times, a model which reflects the movement patterns of a historically male breadwinner in a nuclear family rather than considering the diverse ways and reasons why people travel.

Women’s journeys are often shorter, more frequent and linked together throughout the day, rather than a single peak-time commute.

This absence particularly matters for women.

The effects of gender

Women's travel tends to look different. To give just one example, women make more frequent but shorter trips than men and are more likely to be walking or using the bus. Rather than a single commute, their trips commonly combine several purposes in a single outing, such as from home to school, then to work, then returning home via both school and shops, and family visits as well, in a practice known as trip-chaining. These are often radial journeys within a community, but are rarely catered for, or even considered, by the transport system.



Safety is also a significantly greater concern for women and girls but, again, transport systems have historically been designed without this in mind. Safety and perceptions of safety are key shapers of where, when and how women choose to travel, and often push them towards the perceived safety of the private car. For a long time the issue has received limited sustained attention, and progress has involved short-lived, one-off initiatives rather than lasting change.



Only around 21% of the overall transport workforce in the UK are women

Underlying this is a persistent under-representation of women within the sector itself. There is a substantial gender imbalance in the industry, with women accounting for only around 21 per cent of the overall transport workforce in the UK. When the people deciding on matters such as lighting at bus stops, timetabling and interchange facilities are overwhelmingly male, the specific needs of women and girls are easily overlooked.

There are several reasons why authorities need to consider gender as part of their transport planning. The most basic of these is equity, which is required by the law. Section 149 of the Equality Act, the Public Sector Equality Duty (PSED), requires public authorities to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between people who share a relevant protected characteristic and those who do not. Sex, alongside pregnancy and maternity, is among the protected characteristics the Act recognises.

Other issues also need to be considered. Barriers to mobility have an economic impact[1], making women less able to take some jobs, or reducing their participation in, for example, the night-time economy. Perceptions of unsafety affect the health of women and girls, making them less likely to choose active travel in some situations and reducing their opportunity to run and walk in the winter. Attention to gendered travel patterns may be necessary for councils to meet their targets for sustainability and air pollution. Given that men are three times more likely than women to cycle, addressing the reasons for this will be an important part of increasing uptake of cycling in general.

[1] H. Beilinsohn, "Safe Woman Economic Impact Assessment & Final Report". iSensing Limited. 2021. Cited in West Midlands Combined Authority, "Transport Champions for Tackling Violence Against Women and Girls". 2022.

The policy landscape

Only recently have the needs of women and girls begun to be mainstreamed rather than treated as a marginal concern. A range of policy interventions[2] have predominantly been aimed at public transport, but these have been given greater impetus from the 2025 government report into violence against women and girls (VAWG) which declared it a national emergency, with the specific recommendation that:

> By embedding considerations of VAWG into planning and transport guidance, we can **ensure that safety is built into the fabric of our communities**, making public spaces welcoming and secure for all."[3]

More recently, the Department for Transport's new guidance on local transport plans[4] highlights the need to consider VAWG with a range of specific recommendations and includes women and girls as recommended consultees, a move which means that every new strategy will have to pay significant attention to safety and the differing experiences of women and girls.

Currently, existing strategies vary considerably in how seriously and how systematically they engage with these issues. This report examines where we are now. By focusing on good practice and policy measures, the aim is to highlight where gender needs to be foregrounded in transport strategies and how this is best done. At the same time, it has to be remembered that this is an emerging area and more research is still needed. So the findings in this report are necessarily interim and should be built on over the next few years.

2022

13 transport recommendations

The Transport Champions set out practical recommendations on violence against women and girls on transport.

2025

VAWG declared a national emergency

A cross-government strategy called for safety to be embedded in planning and transport guidance.

2026

New local transport-plan guidance

The Department for Transport guidance names women and girls as recommended consultees and expects stronger attention to safety.

[2] The 2022 Transport Champions made 13 recommendations on violence against women and girls on transport: West Midlands Combined Authority, "Transport Champions for Tackling Violence Against Women and Girls". 2022. Department for Transport, "Interventions to improve transport safety for women and girls". September 26th 2024. Transport Scotland, "Women and girls' safety on public transport". Transport for Wales/Welsh Government, "Travel for all: improving access and inclusion across transport in Wales". July 18th 2025.

[3] Home Office, "Freedom from Violence and Abuse: a cross-government strategy to build a safer society for women and girls", Volume 1. December 2025, updated February 2026, p.65.

[4] Department for Transport, "Local transport plans: statutory guidance for local transport authorities". 2026.



Methodology

To understand how far the needs of women and girls form part of current practice, we reviewed a sample of published transport strategies to assess the extent to which they consider those needs. For each strategy we examined not only the strategy document itself but also the accompanying Equality Impact Assessment or equivalent equalities analysis. Considering the two together is important, because the strategy sets out an authority's stated ambitions while the impact assessment shows the evidence and reasoning behind them, and a commitment that appears in one but not the other tells a different story from a commitment that runs through both.

From this review we developed a scoring mechanism so that strategies could be compared on a consistent basis. The criteria reflect the themes that current research and guidance identify as central to gender-inclusive transport. In broad terms, they consider whether a strategy recognises the differing travel patterns of women, including more frequent, shorter and trip-chained journeys made across the day rather than solely at the peak. They consider whether it addresses personal safety and the fear of harassment, and whether it looks beyond individual response measures to the underlying causes such as poor lighting and inadequate infrastructure. They consider whether the analysis draws on sex- or gender-disaggregated data, given the continuing calls for such data across the sector, and whether women and girls were meaningfully engaged in developing the strategy, reflecting the discipline of asking who is not in the room. Finally, they consider whether stated ambitions are backed by specific, measurable and funded commitments rather than general statements of intent.

Each strategy was assessed against these criteria and scored, alongside its impact assessment, so that the score reflects both intention and evidence. The full scoring matrix is set out at the end of the report.

Applying the framework consistently across the sample allows us to distinguish strategies that treat the needs of women and girls as a core planning consideration from those that address them only in passing, and, in doing so, to identify examples of best practice that other authorities might reasonably adopt.

“It is necessary, therefore, that women’s complex travel behaviour is properly understood.”

Results

In total we reviewed 55 transport strategies. Testing them against our matrix, the results fell into three main groups.

1. Gender-blind

Thirty-nine strategies, 70% of those examined, scored under four in total and three of these did not reference women and girls at all. Where points were scored, these were usually for having an Equality Impact Assessment and using words such as “inclusive”. Fifteen managed to achieve a negative score, with more deductions for poor practice than positive points. However, some of these strategies, although current, were produced some time ago, and any revision would likely score higher.



2. Gender aware

Seven strategies achieved a score of between five and nine. This was usually achieved through a combination of good practice in terms of Impact Assessments and an understanding of the need to consider safety and perceptions of safety for women and girls. However, these issues were generally included in the strategy only at the most general level and without research or engagement to inform specific policies and goals.

3. Gender informed

Nine scored 10 or more, with the highest score being 18. The potential top score was 28, but no strategy got near this, reflecting the fact that while each had areas in which they were strong, none considered all of the ways in which gender might impact mobility.

As a result, there was no clear pattern to the scoring, with some scoring highly due to good equality compliance, others having a clear and detailed focus on safety, while one or two displayed a good understanding of the range of gendered issues which impact on mobility.

However, this does mean that by looking at the best-scoring examples, it is possible to highlight examples of good practice that, if put together, would make an almost perfect gender-informed transport strategy.

Scotland – understanding the wider issues

The Scottish National Transport Strategy was produced in 2020 and scored well for having a broad view of how gender impacts transport, beyond simply safety. Over five clear paragraphs in the opening pages of the document, it covers trip chaining, different mode uses and travel times, while acknowledging intersectional issues and making reference to a wide range of data, concluding that:

"It is necessary, therefore, that women's complex travel behaviour is properly understood in order to ensure fair access to the transport system for a group that comprises the majority of the population."[5]

It then goes on to evaluate the connection between transport poverty and gender, and the particular impacts of what it describes as "feelings of safety and fears of violence".

All of this is then integrated into the vision for a transport system that acknowledges the specific mobility patterns of women and girls.

"Scotland's transport system will be one that addresses issues around gender inequalities and the barriers that impact on when women travel, the modes they use and, in particular, their concerns around safety. It will take account of the more complex travel patterns of women due to, for example, domestic care and more part-time working, and consider the disproportionate impact on women when decisions are being made to cut or remove public transport services.[6]

This paragraph could, and perhaps should, serve as a vision for almost every transport and movement strategy in the country.

Where the strategy falls short is in identifying the practical policies and interventions needed to achieve these goals. This may be a function of its nature as a top-level national strategy, but gender plays little part in the most recent Delivery Plan which notes no achievements in this area beyond research into safety on public transport and the sharing of good practice.

[5] Transport Scotland, "National Transport Strategy 2". February 5th 2020.

[6] Ibid.



Glasgow – informed by evidence

With this plan as the national background, combined with Glasgow's own commitment to being a Feminist City, it is perhaps no surprise that this is the highest scoring of all the strategies. It was particularly strong on process, with a thorough Equality Impact Assessment which made reference to a wide range of evidence in order to consider the effects of decisions on protected groups. These insights were then used to inform a range of policies in the strategy, not just around safety but also including trip chaining and women's greater use of buses, although none of these issues were as foregrounded as they were in the Scottish Transport Plan.

There is also an emphasis on safety, although for the majority of the report this is framed as a general good with no specific emphasis on women and girls or reducing VAWG – the word women occurs only three times within the entire document. This stands in contrast to the Equality Impact Assessment which is clear that women are likely to have higher perceived safety risks, are more likely to benefit from safer public transport and has a specific note from engagement that "women need to be involved in design as well and check this is covered by the policies".[7]

The policies around safety tend to be quite general and lack specific actions, with the most detail being given around transport interchanges, where personal security measures could include "enhanced lighting, display of information at help points, improved wayfinding to public transport interchange points and providing information on these routes to users online".[8]

There is a similarly general approach to other gendered issues; for example the policy on buses highlights their greater importance for women but does not suggest any specific solutions.



> "Women need to be involved in design as well and check this is covered by the policies.[7]"

[7] Glasgow City Council, "Glasgow Transport Strategy: Final Policy Framework". 2022.

[8] Ibid.

North East Mayoral Strategic Authority – detailed safety interventions

Many of the high scoring strategies paid detailed attention to the safety of women and girls, but the North East Mayoral Strategic Authority (previously the North East Combined Authority) provided the most comprehensive set of practical interventions to improve this, and so is the best example of how it can be integrated into even a top-level policy covering a wide and diverse area.

The safety of women and girls is embedded into the whole document, starting with the foreword, and is one of five areas of focus for the strategy. In addition, two of the other areas of focus are transport planning and live transport information, both of which potentially benefit safety and perceptions of safety.

Of the twenty-eight delivery aims in the document, three are specifically focused on safety for women and girls:

- **"There should be clear and effective channels through which to report harassment and violence against women and girls on the network."**
- **"Targeted action should be taken and resources should be assigned to prevent violence against women and girls on the region's transport network. This should cover preventing offences from happening but should also look to tackle the root causes of violence and prevent it from developing."**
- **"Women and girls should have increased trust, confidence and perceptions of safety on the transport network."**[9]

Each of these aims is further broken down into specific recommendations, ranging from education and active bystander training to managing vegetation and developing resources in collaboration with women and girls. The final recommendation is that: "Beyond physical interventions, awareness should continually be raised around the issues faced by women and girls on the transport network to ensure it remains a topic of discussion and improvements continue to be made to prevent violence and harassment."[10]



The plan also recognises the wider gendered importance of interchanges, beyond simply safety. There is a specific policy recommendation that mobility hubs include community facilities, a policy which could simplify trip chaining journeys and improve transport options for women.

The final section of the document covers the current situation and existing challenges, considering safety and perceptions of safety very thoroughly. This section also notes other gendered issues, such as women's greater preferences for segregated cycle lanes and identifies individual stations in the area which present safety challenges.

Given this level of focus, it is then disappointing to discover that safety for women and girls is not included in any of the KPIs. To note, however, this was not something that the matrix evaluated.

Where the strategy failed to score was on including wider impacts of gender on transport, with no reference to trip chaining and route design or differing use of trains and buses.

[9] North East Combined Authority, "North East Local Transport Plan: Delivering Green Transport". 2025.

[10] Ibid.

Manchester – data collection

This is a good example of how transport strategies are improving and becoming more gender aware. The recent draft strategy scores significantly higher than its predecessor, which barely mentioned women. As with the North East strategy this comes predominantly from a focus on safety, and there is a specific commitment that the network will:

> **...improve personal security, safety and perceptions of safety, tackling crime and anti-social behaviour across the transport network.[11]"**

Rather than going into detail in the report, each section has its own associated sub-document, which in the case of safety consists of fourteen pages, backed by research.

This presents both the background and a range of specific policies and interventions, which range from design and maintenance to communications. While these are good, they are less detailed than those in the North East strategy. The importance of safety is also referenced in other supplementary documents, such as 'Streets for All'.

In addition, there is a commitment to embed safety, and in particular the findings of Greater Manchester's own review, into the forthcoming Transport Delivery Plan. However, the current draft of the Delivery Plan contains only one mention of safety for women and girls, in terms of streets, while safety is otherwise discussed in generic terms throughout the document.

There is also one further important commitment in the strategy, the collection of disaggregated data as part of monitoring and evaluation, with a specific mention of women and girls.

Like the North East strategy, Manchester's gender informed planning does not go beyond safety to consider other gendered transport issues, but in many places this document comes closer. Separated cycle infrastructure, the need for off-peak and orbital route design and cycle storage are all considered, but not in terms of gender or safety. However there is no discussion of trip chaining or the impact of caring responsibilities on mobility.

[11] Greater Manchester Combined Authority, "Greater Manchester Transport Strategy 2050: Consultation Draft". 2025.



West Yorkshire Combined Authority – KPIs for safety

Like both Manchester and the North East strategies, this mostly scored points for its equalities process and a focus on safety and reducing VAWG, with little consideration of wider gendered issues.

The overall discussion was, however, less detailed, so the relevant policies refer to “best practice” and “design, infrastructure and service interventions” without specifying what these might look like. While the word safe appears frequently in the document, its use was often quite generalised, without reference to the specific issues faced by women and girls.

Where the report did excel was by including safety as part of its measures of success, specifically aiming to increase “perceived safety when using public transport at night” as measured by the West Yorkshire Residents Perceptions of Transport Survey.



Conclusion

As the analysis demonstrates, almost every aspect of gendered mobility is considered in at least one strategy. A composite document which combined the wider scope of the Scottish transport plans, with the procedural rigour of the Glasgow approach and the detailed attention to safety of both the North East and Manchester strategies, with the addition of some performance indicators from West Yorkshire might get close to achieving a perfect score.

Only two points in the matrix **did not** appear in any of the strategies considered:

Discussion of rail hubs without noting any gendered issues.

No recognition of the need to provide the radial routes and off-peak services that cater for women’s differing travel patterns.

Both of these absences point to the same underlying cause, a lack of deeper analysis which connects theory to specific infrastructure choices. Several strategies acknowledged the issues of women’s differing travel patterns and the fact that rail users are more likely to be men, but none made the link from this to either route design or who might benefit more from new rail infrastructure.

This indicates where transport strategies need to go next. Good practice in considering gender has been established in process, in research and data, and in approaches to safety and designing out VAWG. From the strategies highlighted above, any future authority would be able to find examples of good practice to inform their own developments.

What remains under-developed is consideration of wider gendered travel patterns, mobilities of care and the importance of safety across transport as a whole. We look forward to seeing which authorities take the lead with this important work.

What this means for future local transport plans:

- **Any gender-inclusive plan needs to be based on research and engagement in the local area.**
- **Safety is the single biggest barrier to women’s and girls’ mobility, so this needs to be addressed with specific measures and a delivery plan.**
- **Other factors, such as care-related journeys and trip chaining need to be centred in planning – no assessment should be based only on peak-time commuting.**
- **Setting performance indicators in areas such as safety or women’s participation in cycling is essential to ensure delivery.**
- **Data collection is necessary both to understand the problem and to evaluate change.**

Appendix 1

The scoring matrix

Below is the full scoring matrix that was used to evaluate the strategies, with explanations where needed.

1. Process and Basics

Does it include the word woman or women?	
Does it include the word gender?	
Does it reference the Equality Act?	
Does it mention women's safety or VAWG?	
Is there an associated Equality Impact Assessment?	
If yes, is it based on evidence?	
If yes, does it inform strategy?	
Is there an Integrated Impact Assessment which considers sex or gender?	
If yes, is it based on evidence?	
If yes, does it inform strategy?	
Does the strategy refer to or ask for sex-disaggregated data?	
Is inclusive or inclusion in its vision or goals?	
Is it informed by engagement with women and girls?	
Is there a specific Evidence Base for women and girls?	
Max total	11 (There will either be an EqulA or IIA but not both)

1. Process and Basics (continued)

Points deducted for:

Mentions safety without noting gendered aspect	
Mentions safety only in terms of road incidents or without reference to VAWG and women	
Reference to gender rather than sex as part of EIA or any other assessment	
Max total	-3

2. General

Women's differing travel patterns mentioned?	This can include off-peak travel, care-related journeys, greater use of buses and walking, less likely to cycle.
Trip chaining mentioned?	
Care responsibilities as a factor affecting women's mobility mentioned?	
Max total	3

3. Safety

Reference to women's safety or designing out VAWG?	
Link to guidance or research around this?	
Potential impacts of lack of safety (economic, rights, health)?	
Safety as a factor in lighting?	Lighting is the infrastructure improvement most often mentioned by women in terms of improved safety.
Infrastructure design and safety?	Improvements to infrastructure are a significant part of transport strategy; this checks whether women's safety is part of the design process.
Engagement with women and girls informs this?	
Max total	6

4. Public Transport

Acknowledge that rail travel improvement benefits men more	Men are more likely to travel by train and also more likely to do the kinds of commuting facilitated by rail links.
Women use buses more than men	
Safety as a factor in public transport infrastructure design	More focused version of point above – now required by new DfT guidance on transport plans.
Particular importance of safety for interchanges	Interchanges are key sites where women can often feel unsafe because they are required to wait in a specific location. This can be improved by design, timetabling and real-time travel information.
Infrastructure design and safety?	
Need for routes which work off-peak and are radial as well as centre-periphery to benefit women's travel patterns	
Max total	5

5. Active Travel

Need for fully separated cycle infrastructure	Women are three times more likely to cycle where routes are fully separated.
Need for routes which work off-peak and not centre-periphery to benefit women	Many cycle routes tend to prioritise centre-periphery commuting rather than trip chaining.
Requirement to develop storage and interchange facilities with safety of women and girls in mind	The safety of cycle storage and travel hubs is essential if they are to be used comfortably by women and girls, particularly in winter.
Max total	3

Points deducted for:

Use of canal towpaths as cycle routes	Women highlight these as feeling particularly unsafe due to lack of passive surveillance, narrow paths and limited exits.
Positive mention of greenways	As above
Max total	-3

The maximum potential score is 28 and minimum -6.

Actual scores ranged between 18 and -4.

With hindsight, two more potential points could have been for including the safety of women and girls, and then other gendered issues, into KPIs, but in practice this would have made almost no difference to the final results.

Appendix 2

Equality Impact Assessments

In addition to the strategy documents, we also looked at their Equality Impact Assessments or equivalents.

Equality Impact Assessments (EqIA) are the main way in which transport bodies evidence compliance with their duties under the Public Sector Equality Duty (PSED), and so they form an important part of how an authority approaches equity and mobility.

There is no legal duty to carry out such an assessment, but case law under the Equality Act recognises them as a good method to facilitate and evidence compliance with the PSED. The courts have also established that complying with the PSED requires a proper analysis of evidence and that authorities have a duty to acquire the relevant evidence and assess it meaningfully, not as a tick-box exercise.

In some cases, equality impact is being rolled into a wider Integrated Impact Assessment (IIA) which also examines health and biodiversity or nature. Although some EqIAs and IIAs still have the air of a tick-box form, in the hands of other authorities they have proved a useful discipline, prompting them to set out the likely effects of a strategy or scheme on different groups before decisions are taken.

> “In summary, the majority of actions listed under the IP are likely to be beneficial to all or the majority of users of the transport network, including those falling under protected characteristic groups.”

The matrix awarded up to three points: one for the existence of an assessment (EqIA, IIA or otherwise), one for consideration of evidence on gender, and one for using the assessment to inform the wider strategy. A point was also deducted if the assessment, or any other discussion around the Equality Act was phrased in terms of gender rather than sex, the term used in the Act itself, as another indication of how thoroughly the authority was engaging with the Act.

Only a very few strategies did not have any kind of impact assessment, but many were still tick-box in either form or intent and not supported by substantial evidence. These most often assigned a generic positive impact to almost all protected characteristics, on the grounds that the strategy concerned was going to make things better for all residents. The following is a typical example of this approach:

While some Integrated Impact Assessments were good, the combined format did result in some which were superficial and in a few cases did not even refer to the protected characteristic of sex.

There were two other clear failings. One was the absence of relevant data, in several cases the only statistics referred to were the share of the local population who were women. The second was that the assessment failed to inform the strategy.

The most comprehensive and effective Equality Impact Assessment was that produced by Glasgow which included a very thorough analysis of both wider research and their own engagement with women and girls. It used the findings both to consider the implications for transport planning and, most crucially, fed the conclusions back into the strategy. This makes the assessment a model approach and one which could be used as a template by other authorities.

The importance of this feedback from EqIA to plan was demonstrated by one assessment which evaluated detailed insights about safety and trip chaining for women to conclude that:



...through better lighting, using routes overlooked by housing, safer waiting areas and more, so they feel comfortable using them at any time of day or year.”

However, the strategy itself made no mention of trip chaining, nor were any of these specific interventions included. The result is that they are unlikely to be acted on, as most people will read the strategy as a standalone document.

Getting there?

Why gender matters for transport strategies

Grayling Group 2026
This report was published in partnership with Grayling Group, In Her Place, Mobility Lab and Women in Transport.

For more information, please contact:
GenderTransportStrategy@Grayling.com