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STATEMENT

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In the late 19th century, bicycles were introduced to China from Europe. Female students in church schools were the first Chinese women to learn to ride, and cycling was soon made a compulsory subject in women's schools. Riding a bicycle was considered a symbol of civilization, sophistication, and wealth, and became the “most appropriate sport” for women. As bicycles became more and more popular in Chinese society in the 1930s and 1940s, women from various backgrounds, such as high school and college students, employees, and movie stars, all joined in the cycling trend. This allowed women in modern China to move from the private to public spaces more freely and participate more fully in the society.

During the 1980s and 1990s, with the nation’s rapid economic development, bicycles became an affordable, convenient, and most efficient mode of transportation for the general population. With largest number of bicycles in the world, China was considered as the “bicycle kingdom”. The bustling flow of bicycles was a remarkable sight in Chinese cities, with women in brightly colored dresses standing out amidst the sea of bicycles.

In present times, a search for “cycling” on Xiaohongshu, the favored lifestyle mobile app among women in China, reveals a staggering 1.26 million notes documenting women’s cycling experiences in their daily routines. This trend underscores women’s affinity for cycling. Be it a scorching summer or a freezing winter day, cycling enables women to enjoy the benefits of mobility and independence.

“This is a new dawn, a dawn of emancipation, and it is brought about by the cycle” and “...free to wheel, free to spin out in the glorious country...the young girl of today can feel the real independence of herself and, while she is building up her better constitution, she is developing her mind.”

——Louise Jeye, “Lady Cyclist”, 1895
She & Cycling

Between 2021 and 2022, we conducted several cycling-related projects, including the Energy Foundation funded Guangzhou Bike Lane Improvement Project, Cycling Cities Campaign, FIA Bike Lane Assessment Project, and Energy Foundation funded China E-bike Project. After thorough evaluation, we selected Beijing and Guangzhou as cities with varying cycling infrastructure and Nanning as the city with the highest number of e-bikes in China.

Our volume counts at 45 locations revealed that $<30\%$ of the cyclists were women. To determine the reasons behind this gender disparity, we examined the infrastructure supply conditions, distributed over 400 cycling questionnaires, and conducted face-to-face interviews with six women from different backgrounds. Our objective is to recognize and address the challenges that women face while cycling and ensure their future access.
The development of cycling in Guangzhou has undergone four stages: initiation, popularization, decline, and revitalization, transitioning from universal ownership to individual ownership, and gradually towards public service products such as bike-sharing services. The bicycle modal share decreased from nearly 30% in 1985 to around 8% in 2010, but has since recovered to around 18% in 2019 (including electric bicycles). As of 2021, the daily volume of non-motorized transportation in downtown Guangzhou is approximately reaches 5.18 million person-trips per day.

In Guangzhou, most of the main and secondary roads were designed and constructed with a focus on motorization and speed, which has resulted in narrower non-motorized lanes in the central urban area. Today, there is significant demand for cycling on certain routes, but the unreasonable allocation of road space (lack of or insufficient width of bicycle lanes) seriously affects the cycling experience and reduces the safety of cyclists, leading to conflicts between cyclists and motor vehicles.

In response to the significant increase in e-bike ownership in recent years and to comply with the national initiative to create green mobility cities, Guangzhou has implemented a city-wide plan to enhance the quality of bike lanes. In 2021 and 2022, 118.8km and 350km of bike lanes were improved. Over 500km of bike lanes are planned to be improved in 2023.
In the survey of cyclists on roads in Guangzhou, the proportion of female cyclists was found to be less than 40% on all roads, with only 25% of the total cyclists being female. The highest proportion of female cyclists was observed on Qixin Road, a main road with a dedicated bike lane, reaching 38.1%. The lowest proportion of female cyclists was found on Dunhe Road, a side road with only painted bike lanes, where the proportion was only 15%.

<table>
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<tr>
<th>Gender gap among cyclists (Guangzhou)</th>
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<tr>
<td>Male rider share</td>
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<td>75%</td>
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The proportion of female cyclists in Guangzhou ranks last among three cities.
In recent years, Beijing has been actively promoting and advocating for the development of non-motorized transportation. The city has encouraged and supported the public to travel by "walking + cycling" and has been continuously planning and constructing bike lanes throughout the city to enhance the quality of non-motorized transportation and establish itself as a cycling city.

As of 2021, non-motorized transportation accounted for a record high of 47.8% in Beijing's central area, marking the highest level in the past decade. Additionally, the number of shared bike trips reached 950 million annually, averaging over 2.4 million trips per day. The proportion of shared bicycles has nearly doubled from 8.8% in 2012 to 16.9% at the end of 2021. The Beijing Municipal Commission of Transport has designated over 26,000 bicycle parking spaces throughout the city in 2021, with plans to add more in the future.

According to Beijing’s 14th Five-Year Plan for Transport Development and Construction, non-motorized lane dividers will be installed on all roads wider than 12 meters within the 5th Ring Road by 2025. Additionally, bicycle priority signs will be installed on all roads with mixed traffic.
Compared to other cities in China, Beijing has a more extensive network of bike lanes and better bike infrastructure. For our survey, we selected five roads in Beijing with bike lanes at different grades. The results showed that the proportion of female cyclists on all these roads was below 40%, and the number of female cyclists accounted for 29% of total cyclists. This percentage was higher than in Guangzhou but lower than in Nanning.

Gender gap among cyclists (Beijing)
Beijing has a well-developed network of bike lanes.

Nanning

The number of registered electric bicycles in Nanning has exceeded 3.9 million units, and the per capita ownership and travel density are among the highest in the country.

One out of every two people owns an electric bicycle

The average commuting distance in Nanning is 6.8 km, taking an average of 32 minutes to reach the destination, with 83% of people able to arrive within 45 minutes. While motorcycles were once the main mode of transportation due to their affordability and convenience, the proportion of motorcycles in Nanning was as high as 31.6% in 2003, the highest among all provincial capitals in China at the time. Since 1993, the use of bicycles has decreased by 32.9%.

On January 10, 2002, Nanning stopped registering motorcycles to reduce traffic pollution. E-bikes gradually replaced motorcycles and their ownership increased dramatically due to their smaller size, ease of use, lower operating costs, and similar speeds. As of the end of 2021, the number of e-bikes in Nanning had reached 3.9 million, with an average of one for every 2.2 people. E-bikes accounted for 37% of all trips in the city, making Nanning the city with the highest e-bike ownership in China.
We conducted a survey of six areas in Nanning, including business, commercial, and residential areas, covering different road grades and intersections. Due to various factors, including historical reasons, e-bike usage in Nanning is quite high. In our survey, we found that the percentage of female cyclists was higher than 30% on all roads except Wuxiang New District, where the number of female cyclists was only 14.3%. Additionally, the proportion of female cyclists accounted for 37% of the total number of cyclists, which is higher than in Guangzhou and Beijing.

The proportion of female cyclists in Nanning is the highest among three cities.
Her cycling choices—Safe & Convenience
In the survey in Guangzhou, women's choice of cycling showed a clear conservative attitude toward riding. It can be seen that with the same road hierarchy, protected bike lanes are most popular with female riders. When it comes to road choices, women also prefer to ride on arterial roads that are likely to have better cycling infrastructure and more cyclists. When men and women choose where to ride, as shown on the following page, 41.6% of men choose to ride on motorized lanes, while only 22.2% of women choose motor lanes.

Preference on protected bike lanes

Her cycling choices
The results of surveys conducted in Beijing and Nanning also demonstrate that women are preferring safe, protected bike lanes. From the survey in Guangzhou, it can be found that women are more inclined to ride on bike lanes than men. However, in Beijing and Nanning, there is not much difference in the proportion of men and women choosing bike lanes. This may be related to the differences in the distribution of bike lanes and the quality of cycling facilities between these three cities. At the same time, 77.3% and 96.35% of women chose to ride on bike lanes in Beijing and Nanning respectively, which are larger than those in Guangzhou. Especially only 3.29% of women in Nanning chose to ride on motorways.
A path to equality—protected bike lane

Despite the differences between cities, there seems to be a consensus among female cyclists that "safety is paramount". In our survey, the roads with the highest female percentage of riders had their common characteristics—protected, safe, and with more riders... The differences between cities also support this: in Guangzhou, where infrastructure is inferior to the other two cities, the percentage of women cyclists is significantly smaller.

On the roads, women’s insecurities may not be empty—a University of Minnesota study showed that women are at higher risk than men for riding on roads without physical barriers like protected bike lanes, bollards, and greenways, as drivers are more likely to violate women cyclists’ space. But these are not insurmountable obstacles; in countries with good cycling infrastructure like Denmark and the Netherlands, the percentage of female cyclists can be 50% or higher. An even more compelling study analyzing selected bicycle trips in Queens, New York from 2015 to 2019 showed that bike lane upgrades resulted in a significantly increasing in female cyclists with no significant change in male cyclists. All the results point to the concentration on road safety among female cyclists. We may choose to make cycling safer for female cyclists rather than adapting women to today’s high-risk cycling environments.
The proportion of bike types female riding in Guangzhou

From the survey, we found that e-bikes still occupy the largest portion of women's non-motorized transportation choices. In terms of women's cycling trip choices, e-bike travel accounted for 55.9%, 53.96%, and 93.67% in each city respectively. In both Guangzhou and Beijing, the proportion of women choosing e-bikes is slightly larger than that of shared bikes, with the smallest number of trips made by private bikes. In Nanning City, the survey found no female shared bicycle or private bicycle trips, and over 90% of women chose private electric bicycle trips, leaving 6.33% of women who chose shared electric bicycle trips.

>50%
e-bike share of female riders

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Among the male-to-female ratio of the three non-motorized transportation modes in Guangzhou, the average female share of shared bicycles was 39.3%, reaching a maximum of 50.6% in Haizhu Bridge. The average female share of e-bikes was 21.4%, while the average female share of private bikes was only 19%, the lowest average share among the three modes of non-motorized transportation. Similarly, the percentage of female bike-sharing riders reached 46.58% in Beijing, almost half among all non-motorized transport modes, while the percentage of female bike-sharing riders on most roads was over 40%. These indicate that there is no big gap between men and women when it comes to choosing bike-sharing as a non-motorized transportation mode. The other two modes of travel - e-bikes and private bicycles - show a clear male dominance in the ratio of male to female riders.
Our survey indicates that shared bikes have significantly increased the percentage of female riders, despite a large gap between the ratio of men and women in other modes of transport. Additionally, shared e-bikes and even shared cars are also contributing to the rising number of female users. The Annual Report on Sharing Bikes and Sharing Electric Bikes Riding in Major Cities shows that female users of shared bicycles can reach around 45%. With the growing demand for e-bikes among women, shared bicycles/e-bikes are expected to have a positive impact on increasing the proportion of women who ride bicycles. The convenience of shared bikes/e-bikes is a significant factor in this trend.

Women may be less efficient at walking than men, which could explain why they may rely more on bike-sharing and use it more frequently. Goudong’s research shows that the proportion of female users who use shared bikes more than seven times is significantly higher than that of men. As the number of female users increases, shared bikes providers have also introduced measures such as model optimization for female riders to enhance the female riding experience, creating a virtuous cycle. Shared mobility is becoming a keyword for women, offering new transportation options for short and long distances.
Women on Bikes: Portraits Across the Age
Aunt CHEN has spent her entire life residing in the historic district of Guangzhou. Despite her mature age, she keeps in a daily bicycle ride to the nearby park, where she practices the Tai Chi and shuttlecock with her beloved “old friends”. After a refreshing morning workout, she pedals her bicycle to the local market, where she could easily get fresh meats and vegetables for her family’s daily sustenance.

Aunt CHEN says, “Riding a bicycle is a most pleasant activity, as it enables me to explore more of the world than walking. In my advancing years, carrying the weight of meats and vegetables can be quite burdensome on my legs. But, with the placement of such items in my bike’s basket, the journey remains manageable.”

When discussing the challenges of cycling, Aunt CHEN’s demeanor shifted, as she vented her frustrations, “Those electric bikes are very dangerous, going too fast, careening around corners and showing no regard for anyone else’s safety. The delivery boys, with their reckless driving, nearly collided with me last time.” She continued, “The roads themselves can be treacherous, riddled with potholes and pebbles that can puncture one’s tire.”

Despite such challenges, Aunt CHEN adamantly maintains her daily cycling routine. “It takes about ten minutes to ride to the market, whereas waiting for a bus is a most unpredictable experience, followed by a lengthy walk, which amounts to at least thirty minutes altogether.

It will be much better, if the roads become smoother, and electric bikes are better regulated for safety and comfort.”

Miss. Li, a recent university graduate who just landed an internship, has become a new employer. Previously, she often rode an e-bike to class, but now she mainly uses shared bikes to commute to work by connecting to the subway.

When asked why she no longer chooses to ride an electric bike to work, Li said, "Riding on the urban streets is completely different from the university campus. There aren’t many cars on campus, and almost the entire road space you could enjoy. But on the urban streets, especially on the main roads, the bike lanes are so narrow, and other e-bikes are flying past you, honking their horns. The whole experience is tense. If the company wasn't almost a kilometer away from the subway station, I really wouldn't want to ride a bike."

When talking about the ideal cycling environment, Li hopes that e-bikes and bikes can coexist peacefully. "When I ride a shared bike, my speed is about 10 kilometers per hour, but I always feel unsafe when I hear e-bikes whizzing by at speeds of 25 kilometers per hour. In addition, the bike lanes need to be wider. Some of the bike lanes are too narrow, after adding fences, there is not even enough space for two bikes to ride side by side. Then, the people riding e-bikes behind you start madly honking their horns to hurry you along, and you feel even more anxious."
Madam Zhu, a Senior Executive in her company, commutes from a considerable distance and usually takes taxis or ride-hailing services to get to work. Although her parents taught her to ride a bicycle when she was young, she had an accident and had been too afraid to ride again until three years ago, when her job required it. Encouraged and guided by colleagues and friends, she gradually gained proficiency in riding. After learning to ride a bike, Ms. Zhu discovered that it brought a lot of convenience to her life. Especially after the birth of her two children, she bought an electric bicycle to facilitate grocery shopping, and taking the children to kindergarten near home. With her e-bike, the travel time was greatly reduced, and her life became much easier. During the COVID-19 pandemic, Ms. Zhu's residential community only keep a few entries open, and it was necessary to travel a longer distance to get in or out. At this time, her convenient and fast e-bike played an even greater role.

However, Ms. Zhu also expressed her concerns about the current cycling environment, saying, "Safety is the most important thing to me. The biggest problem now is that non-motorized vehicles do not have the right of way, and some roads do not have bicycle lanes at all. Some bicycle lanes on certain roads are so narrow that it is not safe to ride on. Moreover, some electric bikes are so fast that they can easily weave through traffic, making it impossible to predict where they will come from. I feel it's too dangerous."

Miss Zhang is a white-collar worker who commutes to work in the CBD, relying mainly on the subway during weekdays and rarely rides a bike. However, every weekend, she loves to ride her beloved road bike with a group of close friends to enjoy the beauty of nature in the suburbs. "When I was in college, I joined the cycling club and often went on bike rides with senior students," she shares.

According to Miss Zhang, "Currently, cycling on greenways is much more comfortable than riding in the city. The bike paths on greenways are specially paved, smooth and flat, with plenty of trees providing shade. Additionally, greenways are usually separated from motor vehicles, so there is no worry of being obstructed by cars parked on the bike lane like in the city." She further emphasizes, "When cars park on the side of the streets, they often occupy the bike lanes. At this point, you either wait and have no idea how long they'll be there, or you have to carefully navigate your way around the car, all while hoping there are no cars coming from behind. And in some cases, there is simply no bike lane at all, so even if you ride on the side of the road, some drivers won't give you the right of way. But I have every right to ride my bike on the road." Miss Zhang believes that until the cycling environment in the city is significantly improved, she will not consider riding on the urban streets.
Ms. B takes her electric bike to and from work every day, no matter rain or shine. “The greatest advantage of riding an e-bike is that you can control your own time,” she says. “For instance, on a rainy day like today, if I were to take a taxi, I would certainly get stuck in traffic and have no idea how long it would take me to get to work. Although my home and workplace are not far apart in a straight line, taking the subway involves a long walk in and out of the station, which is not convenient.”

During her daily commute, B prefers to take the side streets and alleys instead of main streets. The main streets are crowded with cars, and she has to push her e-bike up and over pedestrian bridges. “Pushing a 50-kilogram e-bike up a pedestrian bridge is truly exhausting,” she laments. On her trip, B feels that the most dangerous aspect is encountering uneven and bumpy road surfaces. When there are obstacles on the road, she prefers to take detours, but she must remain alert to motor vehicles and other e-bikes behind her to avoid accidents. She must also be vigilant for sudden directional changes by cars in front of her due to obstacles on the road, always preparing to brake at any moment. B finds that the bumpy roads are quite stressful for her when riding her e-bike.

Despite this, she believes that the electric bicycles have brought her much convenience in life. Encouraged by Bi, more and more colleagues in her office are starting to ride their bikes to work.

“Even though there are risks involved, I still prefer to use an e-bike for my daily commute to work. But, I try to avoid busy arterial roads that require me to use overpasses.”

—Miss Bi
Her demands: Opportunity, Identity, Safe & Convenience
Based on the collected data and the result of the interview, we used a series of theoretical models to help determine the main factors influencing women’s willingness to travel by bicycle.

Theory of Planned Behavior (TPB) is a model that describes how people’s attitudes, social norms, and perceived behavioral control can influence their intentions and actual behaviors.

We developed survey questions for each of the constructs: For attitude, questions focused on women's beliefs and evaluations of cycling for transportation. For subjective norm, questions explored the influence of family, friends, and other important people in women's lives on their decision to cycle. For perceived behavioral control, questions examined the perceived ease or difficulty of cycling for transportation, as well as women's confidence in their cycling skills and ability to overcome barriers to cycling.

We used Likert-type scales to measure the influence of external variables and subjective attitude. Combined with other variables such as age, travel purpose, and travel mode, we can figure out how factors influencing women’s willingness of travelling by bike.

Returned questionnaires: 432
Valid questionnaires: 406
70% of respondents are female
In the Post-Pandemic Era

Women would choose to travel with a flexible way

After the Covid pandemic, there has been a significant shift for women from using public transportation to using individual transportation, especially with the proportion of women taking buses dropping significantly. The percentage of women riding shared bicycles has increased by nearly 10%. Among women who previously commuted by bus, over 40% have switched to the “metro + shared bike / walking”, while approximately 9% have opted for electric bikes.
Women usually have various of travelling demand as they play different roles at work and in the family. Therefore, they tend to have multiple stops to accomplish series of activities during a single trip, such as grocery shopping, picking up kids, etc.

Riding a bike makes it easier and faster for them and helps carry more things - whether it’s children or goods. Riding also benefits infants or toddlers, helping their social-emotional and cognitive development. Riding together allows for connection and interaction between the child and the caregiver and environment.
We speculate that the differences in the proportion of women cycling in Guangzhou, Beijing, and Nanning are closely related to factors such as the city’s geographical climate and environment, bicycle lane infrastructure, and the order of the traffic environment. In order to reflect the influence of different factors on women’s willingness to cycle, we used the Likert scale as a survey tool.

Women who use pedal bikes or E-bikes both consider underpasses and footbridges as a huge difficult as they need to lug their bike up and down the stairs. In addition, rainy days and the obstacles on bike lanes also have negative effects on their willingness to ride.
Riders, especially the pedal bike users, are often at a disadvantage on the road. Survey data found that female pedal bike riders concern more about the facilities of the bike lane and the traffic order than the E-bike riders.

Crossing the footbridges or underpasses is a huge difficulty for the female E-bikes riders, which is consistent with the interviews. They think that the weight of electric bikes is generally over 50 kg, making it difficult to push the bike or control the throttle when riding uphill and difficult to brake stably when riding downhill.
Self Awareness

Women are less likely to choose cycling as an alternative to motorized transport, but more likely to choose cycling as an alternative to walking. They are receptive to the advantages of cycling and are encouraged by others to cycle for sightseeing. However, women tend to prioritize safety when cycling on public roads and may choose not to cycle due to inadequate road facilities and traffic conditions. In contrast to men, women have different levels of crisis preparedness and familiarity with cycling routes and environments.

Compared to bikes, Women's e-bike usage is influenced less by social opinion and more by those around them. Women who use e-bikes tend to use them more often than those bicycles users use bikes, which are more familiar with road traffic rules and routes and are more likely to use e-bikes instead of walking and motorized transportation. However, they are still concerned about the safety of riding on public roads and would like to see improvements in road facilities and the traffic environment.
Women have more complex and varied mobility needs than men due to societal norms around work and family roles. Convenience and flexibility of cycling could help women accomplish their mobility goals more easily and quickly, while also providing more opportunities for women and their friends to participate in local activities.

Opportunity

Safety

Road safety issues have significantly impacted women’s decision to ride bicycles. Many cities lack protected bike lanes, and even when there are bike lanes, they are not always part of a continuous network. Bike lanes with adequate width and physical separations are one of the best ways to encourage women who are not willing to take safety risks to ride bikes.

Influence

Bike-sharing programs have become a way for women who may not have had access to cycling before. In Guangzhou, the highest proportion of women using bike-sharing services reached 50.6%, while only 19% of women use private bikes.

Share

After the COVID-19 pandemic, more women switched from public transportation to cycling. Women typically prefer safe and low-risk public transportation options. After the COVID-19 pandemic, nearly half of the women who previously commuted by bus switched to using subways with bike-sharing, walking, or using electric bikes.

Shift
Gender disparity in cycling is a stark example of transportation-based gender inequality. This problem prevalent not only in Chinese cities but also in other cities worldwide. For instance, Kisumu, Kenya, has 96% male cyclists compared to only 4% female cyclists, whereas in Rio de Janeiro, Brazil, the proportion of female cyclists ranges from 2.4% to 10.9%, with male cyclists accounting for 89% to 97.6%. In Delhi, India, only 2% of cyclists are women, with men accounting for the remaining 98%.

These disparities reflect social issues such as unequal access to bicycles, safety concerns on streets, and lack of consideration for women's needs in urban mobility plans. Addressing these issues requires a systematic and intersectional approach that considers various levels of intervention. Encouraging more women to cycle and increasing their travel opportunities require tackling gender inequalities across multiple dimensions, including but not limited to infrastructure, social norms, policies, and cultural perceptions:
To encourage more women to cycle, cities should prioritize building a continuous and physically protected bike lane network that accommodates all types of cyclists.

Bike lanes should be wide enough for slower cyclists, those using cargo bikes or three wheelers, families, and fast-moving e-bike riders.

Normally, cities focus on building bike lanes along major streets, commuter corridors or greenways, ignoring the cycling needs of women who require safe routes for daily activities within their neighborhoods, like shopping, picking up and dropping off children to schools.

In addition to protected bike lanes, motor vehicle traffic, good lighting with speed limitation, safe intersections, and shade are crucial components to encourage women to choose cycling. To achieve this, cycling networks must be designed in a refined, humane, and practical way that prioritizes the daily mobility needs of all users and enhances cycling accessibility and safety.

The fitness app Strava boasts a global user base of 48 million individuals who utilize the platform to track their daily physical activities, including running, hiking, fitness exercises, commuting, cycling, and other pursuits. Upon compiling the data for the year 2019, Strava discovered that in Denmark, where the cycling infrastructure is both well-developed and safe, the percentage of female commuter cyclists far surpassed that of male.

![Likelihood to commute among cyclists](image)
2. PROMOTION

We need to foster a cycling culture that is inclusive, diverse, and has multiple objectives throughout our society. By promoting and educating people about the social image of cycling, we can make cycling synonymous with healthy, dynamic, and new lifestyles. We want to ensure that people understand the benefits and methods of cycling. Using modern technology, we can encourage participation and innovation within the cycling industry, providing cyclists with material or immaterial rewards and enjoyment. This will increase their satisfaction and loyalty, while encouraging more women to choose cycling as a viable option.

The Smart City Mission (SCM) of the Ministry of Housing and Urban Affairs (MoHUA) in India has launched the "Freedom 2 Walk & Cycle" campaign. As part of this initiative, over 40 training camps were organized in more than 100 participating cities to teach women how to ride bicycles.
3. IMPLEMENTATION

Cities should proactively promote the development of cycling by giving it strategic priority status and advancing the development of specialized cycling plans. This will accelerate the construction of cycling facilities by placing them on the agenda. The planning process should be supported by data and empirical evidence, such as collecting classified data on women’s travel behavior and conducting interviews with women to understand the obstacles and challenges they face. Clear, quantifiable objectives should be established and specific problems should be addressed in stages and with targeted solutions. At the same time, public participation and market mechanisms should be mobilized, especially through involving women in the planning and decision-making processes. This will help to reduce the gender gap in cycling.

Some governments and cities have already begun to prioritize gender equality in their transportation modes. Ethiopia has launched an ambitious no motorized transport strategy aimed at increasing investment in walking and cycling across the country. The capital city of Addis Ababa aims to achieve gender equality in cycling mode share by building 200 kilometers of dedicated bike lanes by 2028. During the Q&A session of an online forum at the MOBILIZE in December 2021, the then-Minister of Transport of Ethiopia, Dagmawit Moges Bekele, talked about her dream of seeing young girls cycling to school, saying, “I did not have that opportunity when I was young, but I believe that the young generation, girls and boys, deserve better opportunities.”
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