



National Women's Council



All Aboard!: Public and Active Transport for All

#FeministClimateJustice

February 19th 2025



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040



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Programme: Climate Education, Capacity Building and Learning by
Doing (Strand 2) through the Department of Environment Climate
and Communications.*



agenda

1.00-1.05pm

Introduction / Welcome – FCCJ

1.05-1.15pm

Transport chapter, Feminist Climate Justice report

1.15-1.45pm

In Conversation

Chloe Ní Mháille, Islander Experience

Caoimhe Clarke, Irish Cycling Campaign

James Casey, CBM Ireland

1.45-1.55pm

Questions & Answers

1.55-2.00pm

Call/s to Action and Close



Amplify the voices of women and marginalised communities most impacted by climate crisis

Advocate and influence policy with women and marginalised communities

Mobilise communities to support and learn from one another, with the establishment of the Feminist Communities for Climate Justice National Network

Strengthen capacity & raise consciousness of those working with or active within women's and marginalised communities through *Community Work in a Changing Ireland Certificate Programme* in partnership with the Department of Applied Social Studies at NUI Maynooth; and the development of toolkits for communities and community workers



Feminist Climate Justice

about **paying attention to the gendered and intersectional characteristics** of all dimensions of climate justice

Voices from FCCJ

What would climate justice mean for you and your life?

Access to sustainable transport, footpaths and cycle lanes- need to reclaim road space, to green space, and nature.



why this project?

Responding to community workers –
climate impacts coming, but a need for more
information, guidance and tools

Responding to data and policy gaps –
existing climate policy does not adequately
pay attention to the domestic gendered
impacts of the climate crisis

For a feminist analysis of climate justice

Response to National Women's Council members who
wanted climate justice integrated in the Council's work



why women?

Impacts of the climate emergency worsen existing social and economic inequalities – including gender inequalities

Gender Pay Gap: **9.6%**

Gender Pension Gap: **35%**

Women do **twice** as much unpaid care work

Care work is key to how women experience & are impacted by the climate crisis

Caring roles are linked to food, energy, transport choices & security

Most Irish women consider car ownership a necessity to carry out caring duties and to alleviate safety concerns with public transport



why women?

women are excluded from the economy and work in unpaid caring or domestic roles which impact transport use and vulnerability to transport poverty and injustice

Women face huge barriers in access to employment, key resources and public services including housing and health

disproportionately represented in deaths related to air pollution

Care and support work - vital and inherently low-emissions work, must be a key part of the just transition

Marginalised women are particularly affected

Women's voices must be central – those most impacted by the climate crisis need to be at the centre of decision-making spaces.



why a feminist community work approach?

Addresses and tackles the root causes of inequality and climate injustice – **system change, not climate change**

Cares – it champions caring work, paid and unpaid, and calls for it to be appropriately valued and recognised as green work

Transforms consultation into meaningful, non-tokenistic participation in decision-making


Focuses on the issue of women's representation in decision-making as well as other marginalised groups – those most impacted by the climate crisis need to be at the centre of decision-making spaces

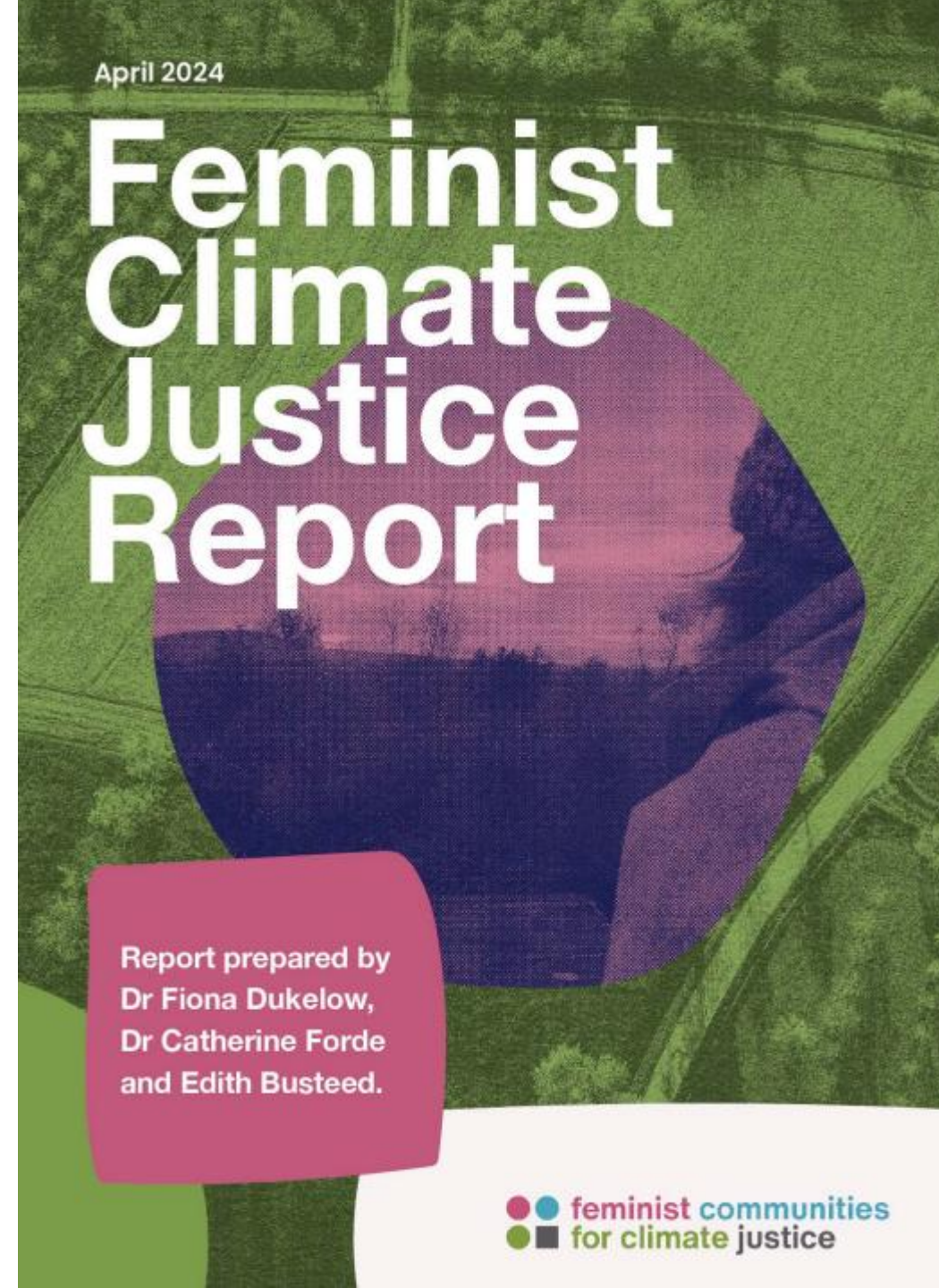
Champions a collective focus – we must fight for the many, not the few

Means better public services which benefit both people and planet!



Feminist Climate Justice: Gaps explored, what does the research tell us?

1. Just Transition
 2. Care
 3. Energy Poverty and Housing
 4. **Transport**
 5. Health
 6. Food, Land-use, Agriculture & Biodiversity
- 



transport and the green transition

A big part of our green transition – Climate Action Plan 2024 says Ireland's car-dominated transport system will need to be 'transformed' to meet climate targets

Aim is for 50% increase in daily active travel journeys & 130% increase in daily public transport journeys by 2030

Electrifying our transport – phasing out fossil fuel cars, vans, buses and trains for electronic vehicles instead

Linked to many other areas – housing and planning, employment, health, education, care and socialising

Voices of FCCJ

What would climate justice mean for you and your life?

Reliable accessible transport



transport and gender

Transport is not gender neutral, with women and men using transport very differently

The current **commute & male-centric transport system** does not account for the lived experiences that influence the transport patterns and needs of women and marginalised communities

There is a **gendered aspect to car-dependency** – women rely heavily on car transport due to caring responsibilities, increased safety concerns including fear of harassment, and lack of access to alternative modes of transportation.

Over 1 in 5 people claim that the choice to travel by car is based on the need to carry out family/child related activities, and other modes of transport were not adequate, suitable, or reliable enough to carry out such activities.

Mobility of care=
'acknowledges the need to quantify, assess and make visible the daily travel associated with care work'

(Sánchez de Madariaga, 2013: 33).



transport and gender

Women, particularly caregivers, pay a 'pink tax' on transport due to safety concerns and the unsuitability of existing infrastructure to their travel needs.

The lack of mobility options associated with the mobility of care can impact women's health and wellbeing by **limiting their use of walking and cycling**, with long journeys leaving them time poor.

Instances of **harassment on public transport are heightened toward women** who are from marginalised groups

One of the main barriers for girls cycling to school is the **fear and experience of harassment from men and boys**. Fewer than 1 in 250 girls cycle to school each day and girls highlight how school attire, such as school skirts, are impractical for cycling



transport and accessibility issues

Communities residing in certain areas are ‘locked-in’ to car ownership due to lack of public transportation infrastructure, particularly those in rural areas.

The costs of car ownership – tax, NCT, insurance, fuelling and maintenance – can compound existing disadvantage. Many areas deprived of good transport infrastructure in Ireland also experience socio-economic deprivation.

Access to Bus Éireann buses is an ongoing issue for disabled people. A lack of accessibility and requirements to book in advance to access public transportation for wheelchair users can result in social exclusion and isolation for disabled people.

Some parents who may want to cycle claim that cycling equipment such as cargo bikes are unaffordable, limiting the option to cycle for low-income earners and parents.



transport poverty

Transport poverty refers to a lack of adequate transport services necessary to access general services and work, or to the inability to pay for these transport services. There are four factors to consider:

- No transport availability (lack of transport options or low frequency)
- No accessible transport options (particularly for disabled people)
- No affordable transport options (inability to meet the cost of transport)
- Unsafe transport conditions (available transport options are dangerous or unsafe)



building for care and gender benefits all!

Creating policy that addresses the gendered dimensions of transportation can benefit not only women but **other groups in society such as older people, children, disabled people and more.**

Applying a feminist approach to transportation policy complements and benefits an intersectional approach to policy.

For example, public and active transport infrastructure that is accessible for prams will likely benefit wheelchair users, eg: ramp access, functioning lifts, step free access, wider footpaths.



in conversation



chloe ní mháille:

islander experience / *inis*

oírr community

development cooperative







Photo Cormac Coyne Photography



caoirimhe clarke:
irish cycling
campaign



Active Travel by Default

Dr Caoimhe Clarke

The cycling Psychiatrist



Disclosures of the cycling psychiatrist

“Pedal Pusher”

Do drive a CAR

Don't regularly exercise (I can explain...)

Efficiency for my job...coming to a home near you...



Irish Cycling Campaign

Formerly Cyclist.ie. The Irish Cycling Advocacy Network

Active Travel by Default



1. Safety
2. Work and Family – caring role
3. Cultural and Gender Stereotypes
4. Affordability



Travelling in the same direction ...but...

Teenagers

1 in 250 girls

1 in 25 boys

Adults

0.7% women

2.6% men

“Mobility experiences and expectations adopted at this age are likely to continue through to adulthood”

ACTIVE TRAVEL STUDIES

Egan, R and Hackett, J. 2022. The Social Practice and Regulation of Cycling as “A Boy’s Thing” in Irish Secondary Schools. *Active Travel Studies: An Interdisciplinary Journal*, 2(2): 6, 1–20. DOI: <https://doi.org/10.16997/ats.1121>

RESEARCH ARTICLE

The Social Practice and Regulation of Cycling as “A Boy’s Thing” in Irish Secondary Schools

Robert Egan and Jane Hackett

#andshe cycles



Women and Active Travel

- Safety and perception

*“researchers have reported a pattern of **distinct preferences** among **women** for **segregated cycle infrastructure**”*

“normal and unremarkable” (Netherlands)

The Bad News for Health and Climate

Globally physical inactivity is thought to be responsible for:

- 6% of the burden of disease from coronary heart disease
(Europe 5.5%; Ireland 8.8%)
- 7% of type 2 diabetes (Europe 6.8%; Ireland 10.9%)
- 10% of breast cancer (Europe 9.3%; Ireland 15.2%)
- 10% of colon cancer (Europe 9.8% ; Ireland 15.7%)
- The Irish statistics are worse than both the European and global averages.

The Good News for Health and Climate

ANY LEVEL of activity is better than NONE

Mental Health benefits

Social Health benefits

Climate benefits



The future

Lead by example

- **Female Voice** at the policy table
- **Promote** active travel
- **Engineered** into routine
- **Compatible** with daily life



CYCLING IS BAD FOR THE ECONOMY



Hilarious but true too

A cyclist is a disaster for the country's economy -
He does not buy the car & does not take a car loan -
Does not buy car insurance - Does not buy Fuel -
Does not send his car for servicing & repairs -
Does not use paid Parking - Does not become Obese

Yes,.....and well, damn it !! Healthy people are not needed for economy. They do not buy drugs. They do not go to Hospitals & Doctors. They add nothing to country's GDP. On the contrary, every new fast food outlet creates at least 30 jobs - 10 Cardiologists, 10 Dentists, 10 weight loss experts apart from people working in the outlet. Choose wisely: A Cyclist or a KFC ? Worth thinking about!!

PS: Walking is even worse. They do not even buy a bicycle!!

james casey:
cbm ireland



our transport recommendations to policy makers:

- Proof actions within all climate policy for their impact on women and marginalised communities
- We need to urgently collect more gender disaggregated data on transition priority areas and use existing good quality gender disaggregated data, such as Transport Infrastructure Ireland's Travelling in a Woman's Shoes report
- Continue the expansion of Ireland's public transport system, particularly for those living in rural areas. Ensure that timetables cater to a variety of needs beyond the typical work-home commute, making public transport a viable option for all



our transport recommendations to policy makers:

- Promote public safety by rolling out an awareness-raising campaign of how to identify, tackle and report cases of sexual harassment/assault on public transport to create and advance a zero-tolerance approach
- Broaden existing schemes to increase access to transport: Retain the 20% reduction in public transport fares; continue making the School Transport Scheme free to use; and extend the Free Travel Scheme to people in the international protection process





Thank you!

Follow up actions

- Share and discuss Feminist Climate Justice research report with others
- Join the Feminist Communities for Climate Justice National Network
- Join our mailing list
- Invite the Project Team to speak with my local community / group / organisation
- Other ideas? Contact us!



Access the report with this QR Code





Vanessa Conroy
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Scan the QR Code to sign
up to the project mailing list

