
All Aboard!: Public & Active Transport for All

Wednesday 19th February, 1pm - 2pm

Q&A Responses

Q: I'm curious if there is discussion / findings on perceived vs actual dangers of safety issues in public transport, and separately the actual nature of people's safety concerns (more location and infrastructure of stations and stops or the bus / train etc itself)?

Vanessa: Some of the best Irish-specific data we have on this is Transport Infrastructure Ireland's [Travelling in a Woman's Shoes](#) report. Some of the concerns we find for women do relate to architecture/planning decisions, like poorly lit bus stops or last-mile journeys (the route to or from the bus stop/train station to the destination) rather than public transport vehicles themselves. Leslie Kern's *Feminist City* and Caroline Criado Perez's *Invisible Women* are great books on these topics.

However, some of the data within the report also gives figures for experiences of harassment/abuse, and this is often worse for women with intersectional identities (LGBTQI+, asylum seekers, migrants, disabled).

Q: What measures can be taken by mainlanders to aid islanders and raise attention to these precarious environments?

Chloe - You can help by sharing our social media posts and calls to action when we have petitions and need political pressure to influence policy change and increased funding for infrastructure development etc. [Comhdháil Oileáin na hÉireann — The Irish Islands Federation – Comhdháil Oileáin na hÉireann](#) - link to website here, also on facebook, twitter and instagram

[Inis Oírr Beo | Home Page | Mobile App](#) - Inis Oírr island app, also Comhar Caomhán Teo on instagram, facebook, twitter etc

Q: How else can we make cycling safer for women – if it is not possible to have segregated lanes on all city streets / what about rural roads?

Vanessa: Where we can do so, one of the best ways of making cycling safer for women is to make cycling safer for *everyone* through robust and safe cycling infrastructure. Some of the issues mentioned in relation to perception of safety can also come into play here, such as better street lighting and cycling routes which pay attention to the concerns of women when cycling, like creating routes which require as few stops/dismounts as possible (eg: due to kissing gates). Transport Infrastructure Ireland's [Travelling in a Woman's Shoes](#) report notes that a lack of confidence and early exposure, particularly for road cycling, puts many women off of adopting it as a mode of transport. The report suggests establishing clear cycling etiquette and laws to



increase safety and confidence for cyclists, as well as promoting cycling lessons and information about safe equipment and practices for all to help establish cycling habits. Improving driver awareness about cyclists is also crucial to creating safe cycling routes for all, particularly in rural areas where establishing proper cycle paths might not be possible.

We also need to foster a society where harassing women - no matter who they are, where they are or what they are doing - is unacceptable, because it is. Creating a safer society for women must go hand-in-hand with creating safer conditions for all cyclists.

Q: Importance of language and keeping new communities involved – are you translating something into other languages, is there a plain English version?

Vanessa: We would love to be able to publish our *Feminist Climate Justice Report* into multiple languages, but this ultimately comes down to budget and project capacity. We would like to explore webinar options that would auto-translate subtitles into alternative languages to make the content more accessible. Thank you for raising this very valuable question.

I would highly recommend the [Climate Jargon Buster](#), which was created by NALA and the Dept of Environment, Climate and Communications to make climate terms more accessible and in plain English.

Chloe: This is a really good point raised, and in the future we could do a workshop where by the speakers and ISL are in English but the slides on screen are in other languages eg Irish, Ukrainian, etc.

Q: What are your various organisations doing to ensure that state funding for public transport and active travel is prioritised (at least 2:1 ratio under last PfG) and what work are you doing to ensure that local authority active travel teams are aware of your fantastic work?

Vanessa: The National Women's Council are members of the [Climate & Health Alliance Ireland](#), a broad alliance of public health NGOs, professional bodies, and academic institutions that share a common goal in advocating for urgent government action in addressing the issue of climate change and its direct impact on public health. In the wake of the latest election and the formation of the new Government, the alliance aims to highlight the importance of the 2:1 active transport funding ratio.

Thank you for highlighting local authority active travel teams as potential project contacts! We will do our best to get in touch with as many as possible, and are happy for supporters of our work to highlight our work to their own active travel team. Please feel free to pass on my contact details (vanessac@nwci.ie)

Q: Would the panel be willing to share their email addresses?

The following panel members are happy for their details to be shared:



development@cwj.ie (Chloe Ní Mháille)

vanessac@nwci.ie (Vanessa Conroy)

Q: How can citizens assist your work in putting political pressure on the present Government? The Greens negotiated a 2:1 spend ratio between public transport / roads. My party Labour believe the ratio should be around 4:1. The present Taoiseach refused to commit to any ratio in the negotiations for the coalition.

Vanessa: The most important way to help put pressure on Government is to get in touch with your representative TDs so that they know this is an issue which is important to you. It's also important to have conversations with friends, family members and those in your community on this issue so that we can create greater numbers and noise on this!