



MINUTES OF THE WOMENS COMMITTEE MEETING

HELD ON THURSDAY 30 JUNE 2022

1 **Minutes of 5 May 2022**

The minutes were proposed by Cllr Anne Feeney and seconded by Cllr Darcy Lonergan. Agreed.

2 **Department Funding 2022**

A discussion took place on the recent call for funding from the Department. Noted that the closing date for submissions is 29th July 2022.

It was suggested that the safety audits could be expanded on and some networking events could be arranged.

Cllr Lonergan to give Councillors one week to forward ideas to her after which she will work with Natalie Leonard on the proposal.

Natalie Leonard to get back to Cllr Lonergan with update on monies spent and balance remaining from last round of funding.

3 **Dates for Safety Audit Training**

Cllr O'Driscoll suggested that the Safety Audit training take place in person. It was agreed to schedule this for the first week in September. Deadlines will be put in place after the training for the different areas to have their Safety Audits completed by.

A discussion took place on how findings from the Safety Audits could be acted on. Cllr Lonergan suggested doing this by way of a motion to Council.

Natalie Leonard suggested Councillors speak directly with the District Parks Officers regarding trees blocking street lighting. Natalie to circulate contact details for the areas.

4 **Update on the meeting with officials on 'In Her Shoes' Report**

3 - 6

Cllr Lonergan to circulate summary document in relation to the 'Travelling in Her Shoes' Report.

5 **Update on Bristol Experiment**

This item was deferred.

6 **Discussion on Mentoring Programme**

Noted that funding of €5k remains for the mentoring programme. Committee members to contact Cllr Lonergan with ideas. An event similar to the International Women's Day was suggested. Cllr Lonergan to liaise with Mary Mooney and Lord Mayor regarding working with Comhairle Na nÓg and other youth groups.

7 **A.O.B.**

The Committee members congratulated the Lord Mayor and Deputy Lord Mayor on their recent elections.

Councillors asked if they could receive Tik Tok training and it was agreed to look at providing a general social media training course to all elected members. Natalie Leonard to make enquiries.

8 **Next meeting: 8 September 2022**

Deputy Lord Mayor Darcy Lonergan

Chairperson

Thursday 30 June 2022

Attendance:

Members:

Darcy Lonergan (Chairperson)
Mary Callaghan
Anne Feeney
Cat O'Driscoll

Members:

Caroline Conroy
Mary Freehill

Members:

Donna Cooney
Janet Horner

Officers

Natalie Leonard

Sandra Walley

Apologies:

Deirdre Conroy

Alison Gilliland

Deirdre Heney

Non-Members:

Uranchimeg Boldbaatar

Travelling in a woman's shoes (July 2020) - Briefing

KEY STATISTICS

Women rely heavily on car:

- 81% women in outside Dublin own or have access to a car
- 95% woman in outside Dublin consider the car to be a necessity
- 66% women in Dublin own or have access to a car
- 79% woman in Dublin consider the car to be a necessity

Women shoulder more caring responsibilities:

- 84% of women in families take on the primary or lion's share of childcare duties
- 30% of women provide primary care to another adult
- Women's primary reason for travelling is** to drop off and collect children or family members, while men's primary reason is travelling for work

Women are impacted by safety issues:

- 1 in 3 public transport users have seen or experienced some form of harassment or violence while using public transport
- 7% of women in Dublin report having experienced sexual harassment on public transport
- 55% of women stated that they would not use public transport at night
- 34% of women stated that feelings of insecurity have prevented them from travelling

KEY FINDINGS (42 hours, 1000 respondents)

No	Key Findings	Policy opportunities	Case studies
1	<p>Modes of transport</p> <p>Most Irish women's preferred mode of travel = car</p> <p>Least safe way to travel = cycling (due to lack of adequate infrastructure and culture)</p> <p>Alternative transport modes need to get the basics right—safety, reliability, accessibility, convenience—while also delivering on higher-order</p>	<ul style="list-style-type: none"> • Gender mainstreaming • A “20 minute city” that is accessible by foot • Safe cycling lanes and lessons • Better public transport coverage • New solutions for end-to-end mobility • Better real-time information 	<p>MAPPING FOOTPATHS (VIENNA) These maps comprise both qualities and deficiencies of the footpath network (<i>highlighting wide, narrow or accident danger pedestrian zones</i>) to support planning future measures.</p> <p>THE 20-MINUTE NEIGHBOURHOOD (MELBOURNE) Programme giving people the ability to</p>

	<p>needs—comfort, inclusion, joy, community, belonging</p>		<p>meet most of their daily needs within a 20 minute walk.</p> <p>CYCLE YOUR CITY (LONDON) Campaign encouraging more women to take up cycling.</p>
2	<p>Family roles in shaping women’s transport choices</p> <p>From an early age habits and perceptions of transport are shaped by the family.</p> <p>After having child, many women who previously used public transport switch to the car perceiving it as the most reliable and child-friendly transport option</p> <p>Habitual use becomes daily routine and it is hard to break. Women's desires to have breaks from the car and children’s appetite for public transport provide opportunities to introduce alternative modes of transport and establish new habits</p>	<ul style="list-style-type: none"> • Start early: encourage sustainable transport habits from a young age through community, school and families. • Be child-friendly: design child-friendly public transport and adjoining public space. • Be reliable: help women feel that they don’t need to own a car “just in case”. • Form new habits: promote car-free travel on the weekends to establish new habits. • Infrastructure and route planning: design systems and services that go where women need to go at hours they need to travel. 	<p>MAKING LONDON CHILD-FRIENDLY FRAMEWORK Designing places and streets for children and young people, a comprehensive framework for measuring and improving children’s independent mobility</p>
3	<p>Being safe</p> <p>Safety is a primary concern for women and influences their daily travel choices</p> <p>A single incident often has a lasting impact on women’s sense of safety and daily choices.</p> <p>Staying vigilant when travelling, particularly at night, is a common practice.</p>	<ul style="list-style-type: none"> • Joined-up solutions and partnering • Better data • Co-create with women • Quality lighting around stops and streets • Apply a gender lens to staff training and rosters • Effective incident-reporting • Women’s safety audits • School education for boys and girls • Evaluate safety initiatives 	<p>HARASSMAP (EGYPT) Smartphone app being used in the mapping of women’s experiences in cities.</p> <p>DIFFUSED STREET LED (AUSTRALIA) Diffused LED lighting was more effective in creating a feeling of safety amongst women.</p> <p>RAISE THE ALARM CAMPAIGN (FRANCE) A major public awareness campaign</p>

			“Never Minimise Sexual Harassment: Victims and Bystanders, raise the alarm!”
4	<p>Being inclusive</p> <p>Women in Dublin view the car more negatively and are slightly less dependent on it than those living elsewhere in Ireland.</p> <p>Everyday racism and xenophobia are still felt by minority ethnic or non-Irish backgrounds and impact the mobility of women today.</p> <p>Exposure to risk, inconvenience and vulnerability can be amplified for the most disadvantaged women, for whom low income can intersect with health issues and disabilities, reliance on social services, lack of family or partner support, and a lack of employment or education opportunities.</p>	<ul style="list-style-type: none"> • Design for range of disabilities and age and health related issues • Build a gender lens with diverse partners • Promote diversity and inclusion through communications • Understand local neighbourhood transport challenges • Take an integrated approach to land use • Expose rural children to urban transport environment 	<p>TRAMLAB (AUSTRALIA) Government project in partnership with several universities, focused on improving public transport for women and girls. (<i>Asking women to prioritise areas for further research, seeking women’s feedback</i>)</p> <p>GENDER AUDITING CHECKLIST (UK) The checklist is intended to inspire and provide support to public transport providers in carrying out a gender audit in their company and of their services.</p>
5	<p>Driving change</p> <p>72% of women say they are concerned about the environment and climate change</p> <p>45% would consider changing their transport routine to help the environment.</p> <p>School-aged children play a central role in shifting attitudes and behaviours in the family.</p>	<ul style="list-style-type: none"> • Improved walking and cycling infrastructure and amenities • Facilitate multi-modal travel • Apply a gender lens to carpooling and ridesharing schemes • EV incentives • Ramp up climate change education for all age group • Plan for changing flexible work and mobility 	<p>CAR FREE DAY (BOGOTA) The city decided to close 120km of road to cars for seven hours each Sunday to enable people to walk, ride, jog and skate.</p> <p>LIVEABLE STREETS EDUCATION (NEW YORK) The programme helps teachers and schools bring important ideas about urban living into their classrooms.</p>

INCLUSIVE DESIGN AND SUSTAINABILITY

While awareness of the climate crisis is increasing, people don't yet associate it with a strong impetus to change their own daily behaviours. Transitioning Ireland to sustainable transport modes will, therefore, require both new infrastructure and land use approaches as well as behaviour change efforts.

- Prepandemic, 75% of all trips were made by private vehicle, and the share of journeys made by public transport had fallen since 2014. (290 million public transport journey in 2020)
- Car dependency is high, while EV penetration is low, at just 0.18%.

Transport is not gender-neutral.

- Women's under-representation in the planning, provision and design of transport systems, has contributed to an unintended male bias, resulting in adverse outcomes for women.

1990 onwards:

Car rise due to economic growth

- The number of licensed vehicles in Ireland increased by **183%** from 960,000 in 1985-1989 to 2.7m in 2018
- **77%** of urban and **91%** of rural households now own at least 1 car (2016 Census)
- **15%** of total household expenditure was spent on transport.
- **€125** (Average weekly household expenditure on transport in 2015-2016)

The rise of women

- Irish women today are more likely to have a third level qualification than men
- Female employment at all levels tends to dominate certain sectors such as education, healthcare, social work, hospitality and food services, and includes more part-time work
- Women are still the primary caregivers