

DRAFT DUBLIN CITY CENTRE TRANSPORT PLAN 2023

Equality Impact Assessment



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Executive Summary

The purpose of the Dublin City Centre Transport Plan, is to identify and prioritise changes to the current transport network which are necessary to fulfil the vision for the city as a sustainable, dynamic, and inclusive place, as set out in the Dublin City Development Plan (Dublin City Council , 2022).

The objectives of the Plan are:

- To provide a significantly enhanced city centre environment,
- To facilitate the delivery of a net zero city centre transport system,
- To improve the city centres economy and liveability.

The Plan also facilitates the implementation of the NTA's Transport Strategy for the Greater Dublin Area 2022-42 by providing a more detailed framework for accommodating significantly higher numbers of people travelling into the city centre, in particular by rail, bus, cycling and walking (National Transport Authority, 2022).

An Equality Impact Assessment (EqIA) has been undertaken to identify potential impacts on the nine Protected Characteristic Groups (PCGs) stated in Section 42 of the Irish Human Rights and Equality Commission Act 2014, (Irish Human Rights and Equality Commission, 2014). The EqIA also considers those living in deprived areas and low-income communities.

The Plan places a strong emphasis on ensuring universal accessibility, which stands to benefit all PCGs by addressing issues of transport related exclusion and discrimination. It also focuses on enhancing security and the feeling of safety, particularly during night-time travel, benefiting groups like women, the LGBTQ+ community, ethnic minorities, and older individuals who often have safety concerns. Additionally, the Plan aims to implement inclusivity campaigns, which raise awareness about the rights and needs of PCGs, fostering social inclusion, reducing isolation, and promoting a sense of belonging for these groups.

Overall, the Plan presents a comprehensive strategy with clear objectives aimed at enhancing the urban environment, fostering sustainability, and improving the overall economy and liveability of the city. Through these objectives, **the Plan demonstrates a commitment to fostering equality and inclusivity for PCGs.**

Ongoing consideration should be given to the affordability of alternative transportation options for those who are unable to use public transport. The transition to a low-traffic zone and the reduction in unnecessary private car traffic might limit the options for individuals, particularly older people, and people with disabilities, who rely on private vehicles such as taxis to access essential services. Furthermore, it is important to ensure that public realm and infrastructure improvements are distributed evenly across different neighbourhoods and communities, avoiding concentrating improvements solely in affluent areas, which can exacerbate inequalities.

The Plan's broad scope and its associated policy measures do not enable the identification of specific impacts that directly foster improved relations among certain PCGs. However, the Plan will create a favourable foundation, enabling the development of targeted initiatives aimed at enhancing equality across all nine PCGs.

The key recommendation is that Dublin City Council and the National Transport Authority continue to incorporate the needs of PCGs throughout project delivery, supported by baseline data collection, engagement with representatives of PCGs, and continued monitoring.

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Acronyms and abbreviations

Acronym	Description
CBC	Core Bus Corridors
DDC	Dublin City Council
EqIA	Equality Impact Assessment
GDA	Greater Dublin Area
HGV	Heavy Goods Vehicle
KPI	Key Performance Indicator
NGT	Next-Generation Ticketing
NPF	National Planning Framework
NTA	National Transport Authority
PCG	Protected Characteristic Group
PSED	Public Sector Equality Duty
LGBTQ+	Lesbian, gay, bisexual, transgender, queer

1 Introduction

Background and Context

This document provides an Equality Impact Assessment (EqIA) of the Dublin City Centre Transport Plan, hereafter referred to as “the Plan”.

The purpose of the Dublin City Centre Transport Plan, hereafter referred to as “the Plan,” is to identify and prioritise changes to the current transport network which are necessary to fulfil the vision for the city as a sustainable, dynamic, and inclusive place, as set out in the Dublin City Development Plan (the “Development Plan”) (Dublin City Council , 2022). The Plan also facilitates the implementation of the NTA’s Transport Strategy for the Greater Dublin Area 2022-42 (the “Transport Strategy”) by providing a more detailed framework for accommodating significantly higher numbers of people travelling into the city centre, in particular by rail, bus, cycling and walking (National Transport Authority, 2022).

Dublin City Centre Transport Plan 2023

The Plan has been developed by Dublin City Council (DCC) and the NTA to identify future transport requirements, challenges, and opportunities. The Plan prioritises active travel as well as significant investment programmes such as BusConnects, Dart+, Lightrail/Metro, and Regional Cities Commuter Rail. The Plan outlines priorities relating to traffic, public transport, taxi’s, walking, cycling, future mobility, equality, residents, businesses, visitors and public space.

The objectives of the Plan are:

- **To provide a significantly enhanced city centre environment.** This involves transitioning the city centre to a low-traffic zone and eliminating unnecessary private car traffic. Thus, improving air quality and the public realm, reducing transport and traffic noise, enhancing the visual environment, and increasing biodiversity. Additionally, it places a strong emphasis on protecting and enhancing the natural and architectural heritage that defines the city's character.
- **To facilitate the delivery of a net zero city centre transport system.** This entails a transition to zero-emissions transport and where possible, reducing access for carbon-emitting vehicles. The strategy involves accommodating high-capacity, low-emission public transport and prioritising walking and cycling as viable transportation alternatives.
- **To improve the city centres economy and liveability.** The Plan seeks to increase opportunities for people to travel efficiently, effectively, and sustainably to, from, within, and through the city centre. This involves increasing the capacity of the transport system, prioritising sustainable transport capacity, and preparing for the introduction of major public transport projects. It also supports vital services such as deliveries, access for individuals with disabilities, and emergency services. The Plan

strives to create a well-rounded city centre accessible to all while promoting the night-time economy and cultural sectors.

Further detail regarding the Plan can be found in Appendix A.

Transport Strategy for the Greater Dublin Area (2022-2042)

As outlined above, the Plan facilitates the implementation of the Greater Dublin Area Transport Strategy. This strategy has similar goals and aims to provide a transport system which greatly enhances the quality of life for residents, workers, and visitors to the Greater Dublin Area (GDA), as well as meeting the climate change obligations. The overall aim of the Transport Strategy is 'to provide a sustainable, accessible and effective transport system for the GDA which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth' (National Transport Authority, 2022). This strategy is part of the wider national planning framework named 'Project Ireland 2040', which outlines the plan to embed sustainability into the economy, society, and environment (Government of Ireland, n.d.).

Overview of EqIA context

Equality Legislation in Ireland

Equality rights in Ireland arise under the Irish constitution and international law. The primary equality legislation is set out under:

- Section 42 of the Irish Human Rights and Equality Commission Act 2014 (Irish Human Rights and Equality Commission, 2014);
- The Employment Equality Acts of 1998-2015 (Irish Human Rights and Equality Commission, n.d.); and
- The Equal Status Acts 2000-2018 (hereby referred to as "the Acts") (Irish Human Rights and Equality Commission, n.d.).

The Acts prohibit discrimination in the provision of goods and services, including transport, accommodation, and education to the public on nine grounds. The nine grounds are referred to as Protected Characteristic Groups (PCGs) as shown in Table 1. In addition, the Acts, prohibit discrimination in the provision of accommodation services against people who are in receipt of rent supplement, housing assistance, or social welfare payments, and victimisation.

Table 1 Protected Characteristic Groups

Protected Characteristic Group	Description
Gender	Discrimination on the 'gender ground' happens where there is less favourable treatment of one person compared to another, because one is a woman and the other is a man. Under EU law, a transgender person who experiences discrimination arising from their gender reassignment, or transition, is also protected under the gender ground.
Civil Status	Discrimination on the 'civil status ground' happens where there is less favourable treatment of one person compared to another person because they are of different civil status. Including being single, married, separated, divorced, widowed, in a civil partnership or being a former civil partner in a civil partnership that has ended by death or been dissolved.
Family Status	Discrimination on the 'family status ground' occurs where there is less favourable treatment of one person compared to another person because one person has a family status, and the other does not or has a different family status. Family status means responsibility as a parent or person in place of a parent for a person under the age of 18 years or responsibility as a parent or resident primary carer of a person of 18 years or over with a disability requiring care or support.
Age	Discrimination occurs when a person is treated less favourably than another person would be based on age. Differential treatment is permitted on the ground of age, provided that it is objectively and reasonably justified by a legitimate aim. For example, fixing a maximum age for recruitment, based on the training requirements of the post in question.
Disability	People with physical, mental, sensory, visible or hidden medical condition or impairment (e.g., cancer, HIV, dyslexia). Discrimination occurs where there is less favourable treatment of one person compared to another person because one has a disability and the other has not, or the other has a different disability.
Race	Discrimination on the 'race ground' occurs where there is less favourable treatment of one person compared to another person because they are of different race, colour, nationality or ethnic or national origins.
Religion or Belief	Discrimination on the 'race ground' occurs where there is less favourable treatment of one person compared to another person because they are of different race, colour, nationality or ethnic or national origins.
Sexual Orientation	Discrimination on the 'sexual orientation ground' happens where there is less favourable treatment of one person compared to another person because they are of different sexual orientation. 'Sexual orientation' is defined as heterosexual, bisexual or homosexual orientation.
Membership of the Traveller Community	Discrimination on the 'Traveller community ground' occurs where one person is treated less favourably than another because one is a member of the Traveller community and the other is not. Member of the Traveller community' means a member of a community of people who are commonly called Travellers and who are identified (both by

Protected Characteristic Group	Description
	themselves and others) as people with a shared history, culture and traditions including, historically, a nomadic way of life on the island of Ireland.

Public Sector Equality and Human Rights Duty - Human Rights and Equality Commission Act

The Public Sector Equality and Human Rights Duty, hereafter referred to as 'the Duty', is part of the legislative framework governing human rights and equality in Ireland (Irish Human Rights and Equality Commission, n.d.). It has been a statutory obligation for public bodies since the enactment of the Irish Human Rights and Equality Commission Act on November 1st, 2014, (Irish Human Rights and Equality Commission, 2014). It assists public bodies in adhering to human rights and equality standards in a systematic way in their strategic and daily operations for both staff and service users.

The Duty, requires all public sector bodies, including statutory and local authorities, to have due regard to the need to:

- Eliminate discrimination;
- Promote equality of opportunity and treatment of its staff and the persons to whom it provides services; and
- Protect the human rights of its members, staff and the persons to whom it provides services.

The Duty is a permanent and ongoing statutory obligation. Section 42 of the 2014 Act requires public bodies to assess, address, and report on equality and human rights issues relevant to their function and purpose in a manner that is accessible to the public as outlined below (Irish Human Rights and Equality Commission, 2014):

- **Assess.** The public body must set out in its strategic plan an assessment of the human rights and equality issues it believes to be relevant to the functions and purpose of the body;
- **Address.** The public body must set out in its strategic plan the policies, plans and actions in place or proposed to be put in place to address those issues; and
- **Report.** The public body must report on developments and achievements in its annual report.

Where the Commission considers that there is evidence of a failure by a public body to perform its functions in line with the Duty, it has the power to invite a public body to carry out a review, or to prepare and implement an action plan related to the performance of its function (Irish Human Rights and Equality Commission, 2014).

The Equal Status Acts 2000-2018

The Equal Status Acts prohibit discrimination, harassment, and sexual harassment in access to and use of goods and services, accommodation, and education for all PCGs. The Equal Status Act also protects people in receipt of rent supplement, housing assistance payments or other social welfare payments against discrimination when they are accessing accommodation or related services and amenities (Irish Human Rights and Equality Commission, n.d.).

Employment Equality Acts 1998-2015

The Employment Equality Acts 1998-2015 prohibit discrimination and harassment for all PCGs in employment and stipulates that employers should make reasonable adjustments for employees with disability (Irish Human Rights and Equality Commission, n.d.).

The Disability Act 2005 Part 5

The Disability Act 2005 is a statutory obligation on public service providers to support access to services and facilities for people with disabilities (Government of Ireland, n.d.).

National Policy Commitments

In addition to equality legislation, the following documents outline national policy commitments relevant to equality:

- The Migrant Integration Strategy: A Blueprint for the Future (Department for Justice and Inequality, n.d.)
- The National Disability Strategy Inclusion Strategy 2017-2021 (Department of Children, Equality, Disability, Intergration and Youth, 2022)
- The National Strategy for Women and Girls 2017-2020 (Department of Justice and Equality, 2017)
- The National Traveller and Roma Inclusion Strategy 2017-2021 (Department of Justice and Equality)

These documents collectively reinforce the national commitment to eliminating discrimination and promoting equal opportunities for PCGs.

Purpose of this report

This report is the Final EqlA assessment for the Dublin City Centre Transport Plan (2023).

The objectives underpinning the EqlA are to:

- Identify the presence of PCGs in the study area;
- Draw on engagement with stakeholders to inform understanding of the potential impacts of the Plan on PCGs;

- Assess the likely effects of the Plan on PCGs, including how the Plan could impact relations between groups;
- Identify measures to avoid, minimise and/or mitigate possible negative equality impacts for PCGs; and
- Identify relevant measures, could further enhance equality, address existing disadvantage, or support good relations between PCGs and other people.

The EqIA helps to both enable and document DCC and NTA's compliance with their legal obligations under the Duty.

2 Methodology

Overview

The EqIA consists of three stages i) Screening ii) Assessment and iii) Monitoring which are outlined in more detail below. Equality effects can occur where an impact has a disproportionate and/or differential effect on groups of people on the grounds of their protected characteristic.

Disproportionate effects occur when an intervention has a proportionately greater effect on a PCG than on other members of the general population at a particular location. Disproportionate effects can arise in two main ways:

1. An impact is predicted on a residential area where PCGs are known to make up a greater proportion of the affected resident population than their representation in the wider district and/or county/region; or
2. An impact is predicted on a community resource predominantly or heavily used by PCGs such as primary schools attended by children or care homes catering for the older people in society.

Differential effects occur when individuals of a PCG are affected differently by an intervention due to their unique needs, sensitivities or vulnerabilities related to their characteristic. Effects can be categorised as differential, regardless of the number of individuals affected.

Screening

The screening stage determines which PCGs are likely to experience differential and/or disproportionate effects from the Plan and therefore require further consideration and assessment. Differential effects are considered based on a review of academic and peer reviewed literature, evidence from previous studies and stakeholder engagement. Screening is summarised in Section 3.

Disproportionate effects are assessed based on summary statistics for each PCG from the 2022 Irish census (Central Statistics Office, 2022). Due to partial release of data, only summary statistics are published. It should also be noted that no data at an administrative county level was available for ethnicity. In addition, no data on membership of the LGBTQ+ community were available and thus, civil partnerships were used.

Assessment

The EqIA evaluates how the Plan aims to end discrimination and promote equality between PCGs. The significance of effects has not been assessed and rather qualitative descriptive judgments have been made regarding the nature of potential equality effects. The assessment considers differential and disproportionate effects as follows:

- **Differential effects:** The assessment considers the evidence presented in the Screening section to determine which PCGs would face differential impacts because of the Plan. For example, the evidence outlined in the Screening section shows that individuals who have marked religious identity through clothing, experience an increase in the risk of harassment or discrimination while using public transport. The Plan outlines an objective to improve security and perceptions of security when using public transport which could benefit this group.
- **Disproportionate effects:** The assessment will examine the baseline information in Table 3 to identify whether the Plan will have greater impacts on PCGs due to their makeup of the overall population.

The assessment also identifies opportunities and relevant measures to further enhance equality, address existing disadvantage, and/or support good relations between PCGs and other people. The results of which can be seen in Table 5.

Monitoring

The Duty obliges a public body to monitor equality and human rights issues relevant to their organisation as an ongoing process and annually deliver a report outlining developments. Monitoring progress in relation to the EqIA allows the DCC/NTA to demonstrate how it has delivered on the Plan, to identify areas which have underdelivered, and to inform future plans or strategies. Recommendations for monitoring are included in Section 6.

Assumptions and limitations

Changes in public policy, economic factors, and other wider influences will shape the social, economic, and environmental conditions that influence equality impacts and the way they are experienced. This restricts the ability to determine the direct effects of the Plan. For assessment purposes it is assumed that the baseline characteristics established during the screening process will remain largely unchanged. If available, information on anticipated changes to population characteristics will be integrated (where appropriate) into the baseline.

3 Screening

Differential effects

The screening stage determines which PCGs are likely to experience differential effects because of the scheme, and therefore require further consideration within the EQIA. Potential differential effects on PCGs are outlined in Table 2.

Table 2 Screening of Impacts by PCG

Protected Characteristic	Potential effect	Screened in/out
Gender	<p>Modes of Transport: There is no evidence to suggest different genders travel to the city centre in different manors or one gender disproportionately uses one method of public transport more than another. However, with regards to private vehicles, women are less likely to be the main driver in the household and thus, more likely to use public transport. This logic would suggest a change in public transport would have a differential impact on women (Lucas, Stokes, Bastiaanssen, Burkinshaw, 2019).</p> <p>Safety: Research suggests women are more likely to be the victim of hate crimes or harassment in stations and while using public transport (O'Connor and Staunton, 2015). Transport Infrastructure Ireland found that 7% of women reported being the victim of sexual harassment while using public transport and 55% of women stated that they would not use public transport at night (Transport Infrastructure Ireland, 2020). These figures show that women already face challenges with regards to the use of public transport and so a change might create a differential change in the sense of safety.</p>	Screened in
Civil Status	In Ireland, the overall treatment of people across the system and institution of marriage, civil partnerships and cohabiting couples is not always consistent, or equitable, and this can have a direct bearing on economic equality (TASC, 2015). However, there is no evidence to suggest that individuals identifying as married, single, separated, divorced, widowed or in a civil partnership will experience differential impacts because of the Plan.	Screened out
Family Status	<p>Accessibility – Data shows that pregnant women and mothers with young children are more likely to use public transport to access community and healthcare facilities which is very important in the welfare of this group of people (Torchio and Lodovici , 2015). The accessibility and design of physical spaces may also affect the ability of parents with young children to navigate public transport freely, especially if using pushchairs (ibid.).</p> <p>Environmental impacts – Pregnant women are sensitive to impacts from air pollution, with exposure having negative effects including the potential to disrupt a baby's development (Medical News Today, 2020).</p> <p>Transport Costs – Lone- parent families are the least likely to own a private vehicle and more likely to use public transport (Titherbridge,</p>	Screened in

Protected Characteristic	Potential effect	Screened in/out
	2008), therefore, any change in public transport could have impacts on this group.	
Age	<p>Children and young people – Children are limited by their physical, cognitive and social development meaning they are more vulnerable to accidents involving traffic (World Health Organisation, 2015).</p> <p>Young people and working aged individuals – Young people and working aged individuals depend on public transport to access higher education facilities (college and university) or work in the city. Thus, any benefit of the change in transport will be felt by this group (Urban Transport Group, 2023).</p> <p>Older people – This population group tend to have a dependency on public transport as many are unable to physically drive and require public transport to access hospitals and other community facilities (Holley-Moore & Creighton, 2015). Thus, a change in accessibility is likely to have differential impacts on older members of society (International Transport Forum, 2017). Older people are also more vulnerable to the negative effects of air pollution (European Environment Agency, 2020). While health benefits of exercise are accepted, a study in Sweden found that the risk of having an accident while cycling was six times higher for those between 76-84 compared to the rest of the population (Isaksson-Hellman, 2012).</p>	Screened in
Disability	<p>Accessibility – Evidence shows that some individuals with disabilities are more likely to experience stress and anxiety in crowded places which can lead to a feeling of not being safe (National Disability Authority, 2021). In addition, disabled people are particularly vulnerable to changes in journey times and accessibility resulting from transport network changes and/or diversions caused by new transport corridors (Jones, Midell, & Ancaes, 2015).</p> <p>Environmental impacts – Many individuals with disabilities may have pre-existing underlying health conditions that may be exacerbated if exposed to air pollution (Manisalidis, Stavropoulou, Stavropoulos, & Bezirtzoglou, 2020). Thus, many individuals may be exposed to this risk during construction and operation of transport (European Environment Agency, 2020).</p> <p>Dependency – Members of the disabled community are much more likely to rely on public transport compared to private vehicles and so any change in public transport will directly affect the wellbeing of said individual (International Transport Forum, 2017).</p>	Screened in
Race	<p>Transport costs – Data shows that Black and Asian minority Ethnic groups are over – represented in the lower-income groups and so are more vulnerable to a change in the cost of transport fares (Mertiskainen et al, 2020).</p> <p>Safety – There has been an 85% increase in reporting of racist incidents to the Immigrant Council of Ireland’s Racist Incidents Support and</p>	Screened in

Protected Characteristic	Potential effect	Screened in/out
	Referral Service since its establishment in 2013 compared to 2012. On average, 24% of these reports occur on public transport (Immigrant Council of Ireland, 2014).	
Religion/Belief	Safety – Perceptions of safety can differ between different cultures and faiths, particularly those with concerns related to hate crime. Individuals who have marked religious identity through clothing, experience an increase in the risk of harassment or discrimination (Irish Human Rights and Equality Commission, 2017).	Screened in
Sexual Orientation	Safety – Reports show that members of the LGBTQ+ community are more likely to be subject to hate crimes and harassment and thus, feel less safe when using public transport (O'Connor, 2010). This fear also induces a hidden cost of LGBTQ+ members of society who hide their identity when on public transport to feel safer (Weintrob et al, 2021).	Screened in
Membership of the Traveller Community	Discrimination – Irish travellers report very high rates of discrimination in seeking work where they are ten times more likely than white Irish to experience discrimination (Irish Human Rights and Equality Commission, 2017). Health – Traveller children are often disadvantaged due to Traveller settlements being in areas with high passing traffic which creates noise and air pollution and increases the chance of an accidents (Greenfields & Brindley, 2016).	Screened in

For the purpose of this EqIA, although not specified as one of the nine PCGs under the Acts, people living in deprived areas and/or experiencing deprivation are considered as a vulnerable equality group. People living in deprived areas or experiencing deprivation are more likely to experience low life expectancy, poor general health, and high levels of unemployment than people in affluent areas and are therefore more vulnerable to the socio-economic and environmental impacts of transport infrastructure (Williams, Buck, Babalola, & Maguire, 2022). Research suggests that households on lower incomes experience more financial burden when using public transport and are therefore more vulnerable to changes in costs (Government Office of Science, 2019). Similarly, public transport accessibility is crucial given that lower-income households are less likely to own a car, making it harder to access important location for work, education, or healthcare (International Transport Forum, 2017).

Disproportionate effects

Table 3 presents a breakdown of PCGs in Dublin city centre in comparison to the average for Ireland. The table shows that the representation of the majority of PCGs in Dublin City Centre are in line with the Irish average. Groups with a lower-than-average representation include ages 0-15 and 65+, civil status (married), family status (married couple and married with children), race (white Irish), and religion (Catholic). Groups with a higher-than-average representation include those aged 15-64, civil status (single), and race (not stated).

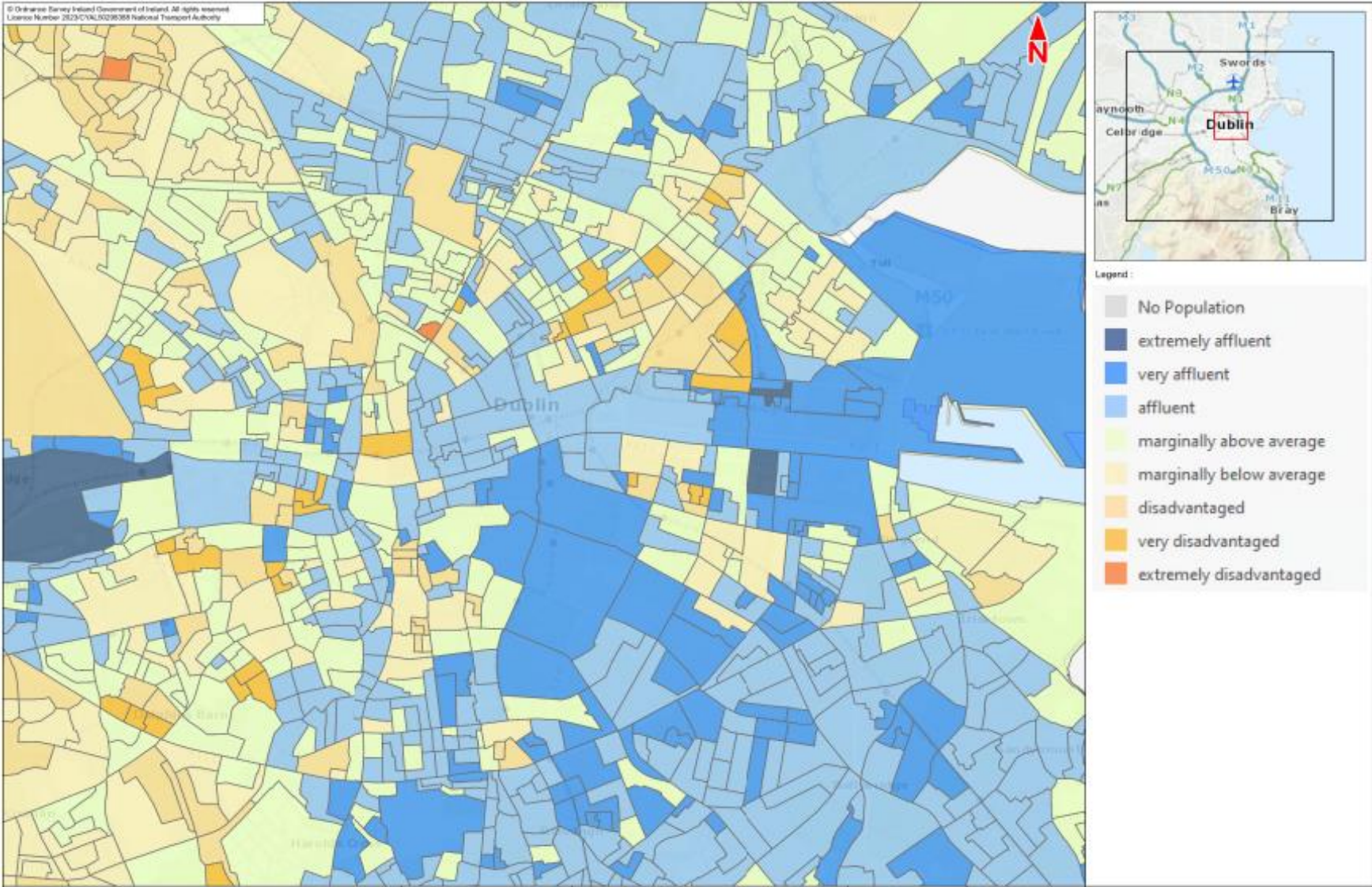
In terms of deprivation, as displayed in Figure 1, Dublin city centre is (on average) a very affluent city with disadvantaged areas being in the minority. The map demonstrates that neighbourhoods located in the West of the Dublin City Centre have the highest levels of disadvantage. The highest concentration of affluent areas is located south and east of the city centre.

Table 3 Disproportionate Effects

Protected Characteristic Group	Subgroup	Dublin City Council (%)	Ireland (%)	Comparison to Ireland (in line =/+/- 3%)	Potential Disproportionate Effects
Age	0-15	14.95	19.66	Lower	The 15-64 age group is the most prominent age bracket in Dublin city centre, representing over 70% of the population. This is significantly higher than the Ireland average. In contrast, the age groups 0-15 and 65+ have a lower representation within Dublin city centre compared to Ireland.
	15-64	71.66	63.90	Higher	
	65+	13.39	15.08	Lower	
Gender	Females	50.77	50.58	In line	The representation of both male and female genders in Dublin city centre is in line with Ireland. Generally, there is a slightly higher percentage of women compared to men.
	Males	49.23	49.41	In line	
Disability	Females	11.83	11.23	In line	Representation of both male and female individuals with disabilities in Dublin city centre are in line with the average for Ireland.
	Males	10.14	10.32	In line	
Civil Status	Single	61.52	53.86	Higher	There is a higher representation of single individuals and a lower representation of married individuals in Dublin city centre compared to Ireland. The number of divorced and separated individuals in Dublin city centre is in line with the average for Ireland.
	Married	28.35	35.63	Lower	
	Separated	2.30	2.32	In line	
	Divorced	2.51	2.59	In line	
Family Status	Married couples	11.66	14.90	Lower	The number of one parent families in Dublin city centre is in line with the national average, while the number of married couples and married couples with children is lower than the national average.
	Married couples with children (household)	17.53	29.42	Lower	
	One parent families	9.52	9.9	In line	
Race	White Irish	71.26	80.93	Lower	Data for this group was collected from the 2016 Census due to data availability. Despite still representing over 70% of the population of Dublin city centre, the representation of white Irish individuals in Dublin city centre is lower than the average for Ireland. The representation of other ethnic groups is in line with the Irish average.
	White Irish Traveller	0.37	0.65	In line	
	Other white	11.87	9.38	In line	
	Black or black Irish	0.26	0.14	In line	

Protected Characteristic Group	Subgroup	Dublin City Council (%)	Ireland (%)	Comparison to Ireland (in line =/+/- 3%)	Potential Disproportionate Effects
	Asian or Asian Irish	2.81	1.66	In line	
	Other	2.56	1.48	In line	
	Not stated	5.67	2.60	Higher	
Religion	Catholic	52.65	68.76	Lower	Despite representing over 50% of the population, the percentage of people of Catholic religion is lower than the average for Ireland. The rest of the religious subgroups represented within the Census are in line with the Irish average.
	Church of Ireland	1.84	2.46	In line	
	Islam	2.03	1.62	In line	
	Orthodox	2.67	2.06	In line	
	Christian	0.74	0.75	In line	
	Presbyterian	0.39	0.46	In line	
Membership of the Traveller Community	Traveller community	0.38	0.64	In line	Representation of the Traveller community in Dublin city centre is in line with Ireland, representing less than 1% of the total population.
LBGT – no of civil partnerships as % of the population	Civil Partnerships	0.16	0.07	In line	There is a lack of data from the census regarding members of the LGBTQ+ community. The best proxy measurement was the number of civil partnerships. From this estimate it can be observed that Dublin city centre is in line with Ireland.

Figure 1 Levels of Deprivation in Dublin City Centre



4 Stakeholder Engagement

It is not reasonable to involve all stakeholders in every decision all the time. Therefore, the PSED Technical Guidance recommends that organisations adopt a proportional approach to determine the extent of involvement and participation (Government of Ireland, 2021). The methods and level of involvement should be appropriate considering the organisation's size, resources, and the significance of the matter at hand.

Prior to determining the level of stakeholder involvement, the guidance recommends that organisations should review existing information to identify any knowledge. This may include research findings or previous consultations and engagements. If adequate information is already available to understand the needs of PCGs then the further research and consultation is not necessary gaps (Irish Human Rights and Equality Commission, n.d.).

The impacts of transport infrastructure upgrades on PCGs have been the subject of extensive research, resulting in a comprehensive understanding of the potential impacts on PCGs as outlined above in section 3. However, it was determined that local impacts may diverge from broader findings and further research was necessary. A total of 26 stakeholders were invited to a workshop on the 27th of September 2023 to discuss the localised impacts of infrastructure upgrades on PCGs. Three representatives from the NTA attended, alongside 'Age and Opportunity' (a national development organisation seeking to improve the lives of older people) and the 'National Women's Council' (the leading national representative group for women's groups in Ireland).

The workshop gave an overview of the objectives of the Plan and sought the views from PCGs on how the Plan would impact the day to day lived experience of the transport network. The meeting allowed stakeholders to engage with the EqIA process and help to inform impact assessment. Table 4 presents a summary of the discussions held during the workshop. Feedback from stakeholders was carefully considered and integrated into the assessment and recommendations.

Table 4 Workshop Discussion

Protected Characteristic Group	Discussion
Gender	<p>Public transport is essential for women to access services such as refuge centres.</p> <p>Men also feel more vulnerable at night and would also benefit from better lighting infrastructure for travelling at night.</p> <p>Men are more likely to cycle in more dangerous environments (e.g., on busy roads) and therefore may differentially benefit from improved safety infrastructure. By improving the feeling of safety when cycling more women may be encouraged to enjoy active travel.</p>

Protected Characteristic Group	Discussion
	<p>As certain streets transition to being traffic-free zones, it is important to recognise that some individuals might perceive walking down these quiet streets as potentially unsafe. This perception could lead to feelings of insecurity for some people.</p>
Family Status	<p>Carers of parents and individuals with disabilities would benefit from public realm improvement.</p> <p>Public transport would also benefit lone parents.</p> <p>Improved cycling infrastructure would benefit families who want to cycle as a leisure activity.</p> <p>It was also discussed that the dangers of cyclists to children does exist, and this may add stress to families. However, it should be stressed that the change from private vehicle to cycling provides a net benefit to this PCG.</p>
Age	<p>Increasing the quality of transport links and improving public realm may help reduce the feeling of loneliness for older people.</p> <p>The biggest loss to an older person is the inability to drive. This may result in a reliance on public transport to travel. Therefore, an improvement in public transport and infrastructure would result in a large benefit for this group.</p> <p>It was also noted that older individuals are more likely to attend places of worship on a Friday or Sunday. Therefore, an improvement in transport would allow many older individuals easier access to these facilities.</p> <p>Overall, improving active travel infrastructure and encouraging cycling/walking/wheeling will increase the welfare and wellbeing of all age groups.</p> <p>It was noted that construction for new and improved infrastructure may result in severance which could cause stress for older individuals while undertaking day to day activities (e.g., visiting the shops).</p> <p>A fear exists that older generations may be falling into a “digital divide” and may be left behind as transport information and ticketing becomes more digitalised. Older people may struggle to cope with new technology which could result in a fall in patronage for this group.</p>
Race	<p>For those who attend places of worship (on Friday or Sunday), an improvement in transport would allow this group to access these facilities more efficiently.</p>
Sexual Orientation	<p>An increase in the quality and implementation of infrastructure such as lighting may help increase the feeling of safety for the LGBTQ+ community at night.</p>
Membership of the Traveller Community	<p>The EqlA should look at the impacts on travellers travelling in and out of the city centre from the suburbs.</p> <p>Literacy and digital barriers may harm members of the Traveller community with regards to reading travel information and signage.</p> <p>There is the potential that traffic restrictions may result in private vehicles being diverted. This could result in traffic being diverted into more deprived areas.</p>

Protected Characteristic Group	Discussion
Suggested Mitigation	<p>Public transport workers could be trained to help PCGs such as women/ethnic minorities/ individuals with disabilities to help improve the feeling of safety and user experience.</p> <p>Consideration should be given to the price of transport fares as those on fixed incomes could benefit from the Plan, but this depends on the price.</p> <p>Mobility hubs and other public transport interchanges should have appropriate facilities for PCGs. For example, older individuals may be more inclined to use public transport if public toilets are available.</p> <p>While the changes within the public realm are positive, there is the risk that some priorities may clash. Therefore, it should be ensured that the public realm and transport can accommodate everyone's needs as much as possible.</p> <p>There is a concern that older individuals may be left behind in the digital divide. For those who struggle to access data online, helplines may assist this PCG. Many in this group prefer human contact and this may improve the user experience.</p> <p>To help everyone experience the benefits of active travel and public transport there should be equality and inclusivity campaigns to demonstrate the benefits to all. This would encourage ethnic minorities, LGBTQ+ members and members of the Traveller community to use the new transport services. Communication is key.</p>

5 Assessment Findings and Recommendations

Table 5 below outlines the key findings and recommendations from the EQIA. The full EqIA assessment is presented in Appendix A.

Where negative impacts have been identified, the table outlines the actions to be taken to avoid, reduce or mitigate negative impacts. This section also includes opportunities to i) advance equality of opportunity and ii) foster good relations between people in any protected group and those who are not.

Overall, the Plan is expected to have a positive equality impact on individuals and communities living, working, and visiting Dublin city centre through the implementation of its strategic ambitions.

It is important to emphasise that the Plan's broad scope and its associated policy measures do not enable the identification of specific impacts that directly foster improved relations among certain PCGs. However, the Plan will create a favourable foundation, enabling the development of targeted initiatives aimed at enhancing equality across all nine PCGs.

It is recommended that consideration be given to eliminating discrimination and promoting equality of opportunity for all PCGs when assessing projects or interventions that are implemented as part of the Plan. This should include continued engagement with PCGs as well as monitoring throughout the full lifecycle of projects.

Table 5 Assessment Findings and Recommendations

Transport Plan Section	Key findings and recommendations
Traffic Management	<p>Key findings: The Plan's goal is to reduce private vehicle use for commuting in Dublin and promote active travel. This shift is anticipated to result in reduced noise and air pollution, offering benefits to those most susceptible to the harmful effects of these pollutants. This includes young children, older individuals, people with disabilities, and pregnant women. Additionally, with fewer private vehicles on the road, there is an expected improvement in safety for young children, who are more vulnerable to accidents involving cars.</p> <p>Recommendations:</p> <p>It is recommended that should restrictions on private vehicles be implemented, adequate facilities and exemptions including disabled parking and permits are implemented alongside to ensure those with limited mobility are not adversely affected.</p> <p>Similarly, while restricting traffic movement in the city centre will free up space for active travel and increase the amount of public open space available for sustainable modes, a risk exists that traffic may be diverted through more deprived areas. This may only move the problem from the city centre into other parts of the city. Future monitoring plans should therefore consider looking at the distributional impact on PCGs across the city.</p>
Public Realm	<p>Key findings: Public realm improvements are expected to improve accessibility and safety for individuals with disabilities, offer welcoming spaces for people of diverse racial, ethnic, and cultural backgrounds, reduce gender-based safety concerns, create inclusive environments for the LGBTQ+ community, and cater to the needs of pregnant individuals and parents with young children. The</p>

Transport Plan Section	Key findings and recommendations
	<p>incorporation of universal design principles aims to ensure that public spaces are welcoming and functional for all members of the community, regardless of age, ability, or background.</p> <p>Recommendations: Dublin city centre is a cultural city. Improvements to the public realm should recognise the cultural diversity of the city and incorporate elements that are culturally sensitive and respectful, making public spaces welcoming to all cultural backgrounds.</p> <p>Furthermore, it is important to ensure that public realm improvements are distributed evenly across different neighbourhoods and communities, avoiding concentrating improvements solely in affluent areas, which can exacerbate inequalities.</p> <p>Finally, public realm improvements should focus on providing equitable access for PCGs. This includes the installation of ramps, elevators, and tactile paving for those with mobility issues, as well as other accommodations like accessible seating, signage, and toilets. To ensure this, a diverse selection of stakeholders, including those representing each PCG, should be involved in the planning process.</p>
Public Transport	<p>Key findings: The Plan is expected to facilitate faster and more reliable public transport making the overall transport system more convenient for all PCGs including disabled persons, families with young children and older people. The implementation of improved security systems and new bus stops and shelters may improve the accessibility and safety for PCGs more likely to experience harassment and acts of violence on public transport. Reduced journey times are likely to benefit those travelling to work, school or accessing facilities in the city centre. It is also noted that increased patronage across the network could make it difficult for some passengers, particularly those with advanced sensory needs, those with buggies, wheelchairs, or other equipment to use public transport.</p> <p>Recommendations: It is recommended that, as part of inclusivity campaigns, public transport staff undergo inclusion training to help promote a more inclusive and respectful environment for all passengers, regardless of their backgrounds or needs.</p> <p>Additionally, to address economic disparities and promote accessibility, the Plan should consider reduced fares for certain groups making public transportation more affordable and accessible to a wider demographic.</p> <p>Furthermore, consideration could be given to the development of timetables that allocate extra time for passengers to comfortably board and disembark from vehicles. This adjustment can be especially beneficial for individuals with mobility challenges, ensuring that everyone can use the public transport system with ease.</p> <p>The city centre is a key employment hub, and some groups (particularly young people) may require access to the city centre at unsociable hours for work in sectors such as entertainment and hospitality. It is important that public transport services operate late night services to allow equality of access to opportunities and employment.</p> <p>Similarly, for religious groups, the ability to attend places of worship on a Friday (for Muslims), Friday/Saturday (for Jews) and Sunday (for Christians) is important on these holy days. Timetabling of services should therefore be cognisant of religious facilities and residents accessing religious events.</p>
Taxis	<p>Key findings: Taxis provide a door-to-door transport service that is seen as essential for older people and people with disabilities. Dedicated taxi holding areas and appropriate rank spaces can improve accessibility and convenience for individuals with disabilities, making transportation more inclusive.</p> <p>Recommendations: While the Plan makes no mention to the equality impacts for taxi users, there is an opportunity, when examining the location of taxi holding and welfare facilities to improve</p>

Transport Plan Section	Key findings and recommendations
	<p>safety for both taxi operators and users through surveillance, lighting, emergency call points and secure waiting areas. As well as welfare facilities for taxi drivers, consideration should be given to anti-discrimination measures, accessible options, and awareness campaigns to promote equitable transportation.</p>
Walking	<p>Key findings: The Plan identifies that pavements and walkways will become more friendly for families with children by widening pavements and removing traffic. Individuals with disabilities and older individuals are likely to benefit from improved walkway quality and decluttered paths, making walking and wheeling more accessible. Families with children are likely to benefit from improved walking space and crossings, reducing stress when sharing paths with prams.</p> <p>Recommendations: It is recommended that any construction associated with development of cycling infrastructure is timed to avoid specific impacts on receptors, for example outside of school hours and the avoidance of night-time working.</p>
Cycling	<p>Key findings: New cycle networks will be designed and built-in accordance with the Cycle Design Manual (National Transport Authority, 2023) which provides guidance on integrating the bike in the design of urban areas. The manual embraces the principles of sustainable safety to provide a safe traffic environment for all road users including cyclists and aims to 'raise the bar' by providing for two-abreast cycling in a stress free and safe environment.</p> <p>For all PCGs, improved cycling infrastructure is likely to benefit those who travel by bike by providing a safer and more convenient network e.g., to school, university, work or to access community facilities. Segregated cycle routes also provide a safe and accessible option for families travelling with children. Provision of high-quality cycle networks, connecting urban areas can also offer an affordable, healthy alternative to private car use and motorised public transport options and therefore benefit those from low-income households.</p> <p>Recommendations: While bikes have a lower initial cost compared to private vehicles, access to bikes for those in lower socio-economic positions with lower incomes can still be challenging with bikes remaining unaffordable for many. To mitigate exclusion, it is recommended that the council consider subsidy programmes, making bike ownership more financially accessible. This approach would promote active travel and reduce the risk of exclusion for individuals with lower or fixed incomes.</p> <p>Similarly, while cycling infrastructure improvements may benefit many, older individuals and people with disabilities may find navigating shared spaces more challenging. Therefore, while infrastructure is likely to improve safety for all groups, consideration could be given to age-friendly routes, education and training and clear signage to guide older cyclists.</p>
Future Mobility	<p>Key findings: The introduction of bike share schemes is likely to benefit those from lower socio-economic groups who may lack the resources to own their own bike. Similarly, reducing noise and air pollution through e-cargo bikes is likely to benefit those most susceptible to the harmful effects of these pollutants. This includes young children, older individuals, people with disabilities, and pregnant women while platforms that monitor environmental data and provide information on air quality measurements can provide reassurance for individuals to go outside and feel included within the city. Way finding apps offer individuals the ability to select routes based on their individual needs. For instance, some people may prefer quieter routes during the day to avoid overstimulation, which can be important for individuals with certain disabilities. Others, such as women, non-white individuals, or members of the LGBTQ+ community, might feel safer on quieter routes. Finally, implementation of Next-Generation Ticketing, can enhance the efficiency of public transport, reducing the travel time for many PCGs while travelling to work, for education, or to access community facilities.</p> <p>Recommendations: Increasing reliance on digital technologies, including integrated travel apps, can pose challenges for certain individuals who may have limited access to or knowledge of</p>

Transport Plan Section	Key findings and recommendations
	<p>technology. It is recommended that travel apps and digital platforms are designed with accessibility in mind. This includes features for screen readers, larger text options, and language support. Information should be available in multiple languages. User-friendly interfaces should be developed that are intuitive and easy to navigate, even for individuals with limited tech skills.</p> <p>User testing with representative groups can help refine the design, while the collection of continuous feedback, especially from those who face digital accessibility challenges, can help to adapt, and improve digital tools and services to better meet the needs of diverse users.</p> <p>Finally, digital literacy programs that target groups at risk of digital exclusion and hybrid solutions that combine traditional and digital booking information options could be explored.</p>
Equality	<p>Key findings: The Plan places a strong emphasis on ensuring universal accessibility, which stands to benefit all PCGs by addressing issues of transport related exclusion and discrimination. It also focuses on enhancing security and the feeling of safety, particularly during night-time travel, benefiting groups like women, the LGBTQ+ community, ethnic minorities, and older individuals who often have safety concerns. Additionally, the Plan aims to implement inclusivity campaigns, which raise awareness about the rights and needs of PCGs, fostering social inclusion, reducing isolation, and promoting a sense of belonging for these groups.</p> <p>Recommendations: While inclusivity campaigns and accessible transport infrastructure have numerous positive impacts, in some cases, efforts to make transportation more accessible may have unintended consequences, such as diverting congestion or creating conflicts between different users of shared spaces.</p> <p>Similarly, implementing and maintaining accessible infrastructure can be expensive, potentially leading to increased costs for transportation systems, which might be passed on to users through higher fares.</p> <p>Furthermore, it is important to ensure that public realm and infrastructure improvements are distributed evenly across different neighbourhoods and communities, avoiding concentrating improvements solely in affluent areas, which can exacerbate inequalities.</p>
Residents	<p>Key findings: The Plan aims to enhance air quality and reduce noise in residential areas through traffic restrictions and parking changes, benefiting PCGs vulnerable to air and noise pollution. Communal bike parking is set to make bike ownership more accessible, particularly for younger individuals and flat residents, promoting active travel. Improving safety and convenience in walking and cycling routes between residential areas and essential services will benefit women, who often manage childcare responsibilities and undertake longer trips with children. Families with children will also enjoy safer and more convenient active travel options. Additionally, promoting car-sharing and reducing commuter parking will lower transportation costs, benefiting those from low-income households.</p> <p>Recommendations: The introduction of car-sharing and permit systems may affect individuals who rely on personal vehicles for their daily commute, particularly those from lower socio-economic backgrounds who may face challenges accessing or affording alternative transportation options. It is recommended that where necessary, individuals with lower incomes pay reduced fees or receive exemptions from permit costs.</p> <p>In the long term, revamping public spaces in residential neighbourhoods could lead to increased property values and potential gentrification, potentially displacing long term residents, especially those with limited financial resources. It is important to ensure that public realm and infrastructure improvements are distributed evenly across different neighbourhoods and communities, avoiding concentrating improvements solely in affluent areas, which can exacerbate inequalities. Similarly, monitoring should be put in place to ensure interventions do not inadvertently result in exclusion or discrimination to any PCG.</p>

Transport Plan Section	Key findings and recommendations
Businesses	<p>Key findings: The Plan proposes the use of micro-consolidation centres and low/zero emission vehicles for final deliveries, aiming to reduce pollution and emissions in residential areas and public spaces. This will have benefits for PCGs vulnerable to air and noise pollution. Similarly, the improvements to walking and cycling infrastructure will not only encourage active travel, which can enhance health, but will also lead to better air quality, benefiting all PCGs, especially those with respiratory conditions or sensitivities. Efficient management of goods delivery through road space allocation and time restrictions has the potential to decrease traffic congestion, making roads safer and more accessible for everyone, including individuals with disabilities, older people, and parents with young children.</p> <p>Recommendations:</p> <p>Time restrictions and road space allocation might inadvertently limit accessibility for individuals with disabilities or those with mobility issues if not carefully planned. Residential areas' delivery management must ensure that it does not create barriers for residents who rely on goods and services.</p> <p>Similarly, the reduction of HGV permits in the city may have employment consequences, particularly for those engaged in the transportation and logistics sector, which could disproportionately impact individuals from low-income backgrounds. It is recommended that micro-consolidation centres should be carefully planned to ensure they do not disrupt the local communities they are placed in, and monitoring should be put in place to ensure interventions do not inadvertently result in exclusion or discrimination to any PCG.</p>
Visitors	<p>Key findings: The Plan's focus on improved travel information and accessible transport is likely to benefit tourists with disabilities, and those from diverse racial and ethnic backgrounds, fostering greater inclusivity and equitable access to tourist attractions. It also promotes gender equality through safety measures and inclusive public spaces, offering a safer environment for LGBTQ+ tourists, and accommodating transgender and gender-nonconforming individuals. Additionally, the Plan caters to pregnant individuals and parents with young children thereby enhancing equality by providing inclusive and accessible facilities.</p> <p>Recommendations: If safety concerns or harassment persist, particularly in certain areas, it can result in negative impacts on tourists' experiences. Lack of family-friendly amenities or accessible facilities could negatively affect the experiences of tourists including pregnant individuals and parents with young children. It is important to ensure that public realm and infrastructure improvements are distributed evenly across different neighbourhoods and communities, avoiding concentrating improvements solely in affluent areas, which can exacerbate inequalities.</p>
Public Space	<p>Key findings: In general, the Plan's interventions prioritise creating inclusive, attractive, and safe public spaces that benefit various PCGs by promoting accessibility, social interaction, wellbeing, and community engagement. The implementation of user-friendly, accessible, and green spaces provides an opportunity to address the issue of loneliness among the older community. Similarly, inclusive, and accessible public spaces create welcoming environments for members of the LGBTQ+ and ethnic minority community, promoting their sense of belonging and wellbeing. Safer and universally accessible public spaces may improve the overall experience for women, who may prioritise safety and accessibility when using these areas, while accessible public spaces are likely to offer enjoyable and affordable recreational options for low-income individuals.</p> <p>Recommendations: Despite efforts for universal accessibility, the implementation may not fully address the specific needs of all groups. Stakeholder engagement and accessibility audits should be utilised to ensure the design adequately supports individual needs.</p> <p>Similarly, as public spaces are developed and revitalised, there is potential for displacement of existing communities or businesses which can lead to social and economic disruption. Implementing changes gradually to allow residents, businesses, and commuters to adapt to new</p>

Transport Plan Section	Key findings and recommendations
	traffic management and open space initiatives would help to strike a balance between reducing traffic and increasing open space.

6 Monitoring

It is recommended that DCC/NTA put in place a monitoring strategy for the Plan which includes indicators for PCGs. If the monitoring and analysis of results over a two-year period show that the policy results in greater adverse impact than predicted, or if opportunities arose which would allow for greater equality of opportunity to be promoted, the DCC/NTA should ensure that the Plan is revised to eliminate discrimination for PCGs.

As outlined above, it is suggested that DCC/NTA could use the EqIA as a foundational analysis to consider ongoing assessment of impacts throughout the strategy's implementation. This should include continued engagement with PCGs including those screened out within Section 3.

7 Conclusions

In conclusion, the Plan presents a comprehensive strategy with clear objectives aimed at enhancing the urban environment, fostering sustainability, and improving the overall economy and liveability of the city. Through these objectives, the Plan demonstrates a commitment to fostering equality and inclusivity for a broad spectrum of individuals, including those from various PCGs as defined by the Acts.

The positive impacts of the Plan include significant benefits for PCGs. The transition to low-traffic zones and the reduction of unnecessary private car traffic contribute to improved air quality, reduced noise pollution, and a safer, more accessible public realm. These changes are particularly advantageous to PCGs such as older people, individuals with disabilities, pregnant women, and young children who are more susceptible to the negative impacts of pollution and traffic noise. Additionally, the emphasis on walking, cycling, and low-emission public transport promotes sustainable travel options that can benefit all community members, while the commitment to heritage preservation and accessibility supports cultural and historical sectors, promoting inclusivity.

Ongoing consideration should be given to the affordability of alternative transportation options for those who are unable to use public transport. The transition to a low-traffic zone and the reduction in unnecessary private car traffic might limit the options for individuals, particularly older people and people with disabilities, who rely on private vehicles such as taxis to access essential services. Furthermore, it is important to ensure that public realm and infrastructure improvements are distributed evenly across different neighbourhoods and communities, avoiding concentrating improvements solely in affluent areas, which can exacerbate inequalities.

The following recommendations are suggested to further promote equality between PCGs as part of the implementation of the Plan:

- Improvements to the public realm should recognise the cultural diversity of the city and incorporate elements that are culturally sensitive and respectful, making public spaces welcoming to all cultural backgrounds.
- A diverse selection of stakeholders, including those representing each PCG, should be involved in the planning process. This will ensure that the design of interventions considers the lived experience of PCGs.
- While bikes have a lower initial cost compared to private vehicles, access to bikes for those in lower socio-economic positions with lower incomes can still be challenging with bikes remaining unaffordable for many. To mitigate exclusion, it is recommended that the council consider subsidy programmes, making bike ownership more financially accessible. This approach would promote active travel and reduce the risk of exclusion for individuals with lower or fixed incomes.
- It is recommended that travel apps and digital platforms are designed with accessibility in mind. This includes features for screen readers, larger text options,

language support and user-friendly interfaces. User testing with representative groups can help refine the design of platforms, while the collection of continuous feedback, especially from those who face digital accessibility challenges, can help to adapt, and improve digital tools and services to better meet the needs of diverse users. Digital literacy programs that target groups at risk of digital exclusion and hybrid solutions that combine traditional and digital booking information options could also be explored.

- As public spaces are developed and revitalised, there is potential for displacement of existing communities or businesses which can lead to social and economic disruption. Implementing changes gradually to allow residents, businesses, and commuters to adapt to new traffic management and open space initiatives would help to strike a balance between reducing traffic and increasing open space.
- It is recommended that, as part of inclusivity campaigns, public transport staff undergo inclusion training to help promote a more inclusive and respectful environment for all passengers, regardless of their backgrounds or needs. This could include training to support passengers who need extra time and support to comfortably board and disembark from vehicles.
- It is important that public transport services operate late night services to allow equality of access to opportunities and employment. Similarly, timetabling of services should be cognisant of religious facilities and residents accessing religious events.

The key recommendation is that DCC/NTA continue to incorporate the needs of PCGs, supported by baseline data collection, engagement with representatives of PCGs, and continued monitoring. The careful management of potential negative consequences and continued focus on equality, accessibility, and community engagement are essential to ensure that the Plan delivers on its promises of a cleaner, more inclusive, and economically vibrant city centre accessible to all residents and visitors.

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Appendix A. EqIA of Dublin City Centre Transport Plan 2023

Key

Symbol	Description
+	Positive Impact
0	Neutral Impact
-	Negative Impact
G	Gender
FS	Family Status
A	Age
D	Disability
Ra	Race
Re	Religion
SO	Sexual Orientation
MTC	Member of the Traveller Community
Lo	Low-income or disadvantaged households

Table 6 EqIA Final Assessment

Transport Plan	Summary	G	FS	A	D	Ra	Re	SO	MTC	Lo	Rationale
Traffic Management	The Plan seeks to minimise through traffic in the city centre, redirecting unnecessary car trips and eliminating general car traffic from specific streets. It prioritises sustainable transportation by introducing a 30kph speed limit, emphasising sustainable modes at junctions, reducing on-street parking in favour of sustainable options, implementing emission-based parking fees, and redeveloping central multi-story car parks to align with public realm goals. The Inner Core's access will be maintained for essential trips, and city centre car parks will be managed to support sustainability and public realm objectives.	+	+	+	+	+	0	0	+	+	<p>➤ Positive:</p> <p>The Plan aims to decrease the use of private vehicles for commuting in Dublin while promoting active travel. This shift is expected to lead to a reduction in both noise and air pollution. Those who are most vulnerable to the harmful effects of air and noise pollution, including young children, older people, and pregnant women, are likely to benefit the most from this reduction. Additionally, individuals with disabilities, who may already be more susceptible to health issues exacerbated by pollution, may also experience benefits from reduced traffic.</p> <p>Fewer private vehicles on the road will improve safety for young children who are more prone to accidents involving cars. By reducing the volume of congestion on the road the confidence of parents to allow children to walk or cycle as a family or on their own should rise. This should assist in helping more individuals to use sustainable transport modes such as active travel.</p> <p>➤ Negative:</p> <p>Certain PCGs, like individuals with disabilities, often need to access crucial community services such as hospitals and community centres to maintain their wellbeing. However, for some of these individuals, using public transportation can be challenging due to stress and accessibility issues. As a result, many of them depend on private vehicles, such as taxis. If route restrictions increase travel times, it could make using these private vehicles more difficult and expensive. Nevertheless, reduced congestion might lead to shorter travel times, which could be advantageous for this group.</p> <p>While restricting traffic movement in the city centre will free up space for active travel and increase the amount of public open space available for sustainable modes, a risk exists that traffic may be diverted through more deprived areas. This may only move the problem from the city centre and streets planned to reduce congestion onto other streets. As a result, individuals on some streets may observe an increase in congestion and therefore, an increase in air pollution and noise levels.</p>

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Public Realm	The Plan outlines significant opportunities to enhance public realm across ten locations in Dublin city centre. This is expected to generate benefits for residents, employees and tourists and relies on a reduction in traffic volumes and private access to the city centre.	+	+	+	+	+	+	+	+	+/-	<p>➤ Positives</p> <p>Reduced traffic and cleaner public spaces are likely to benefit groups more vulnerable to the health impacts of pollution including young children, older people, minority groups, low-income households and pregnant women.</p> <p>The Plan aims to provide an enhanced public realm including universally accessible infrastructure, such as well-maintained pavements, ramps, clutter free streets and less traffic. This will benefit individuals with mobility challenges including older people, people with disabilities and families with children making it easier for them to navigate and participate in community life. Similarly, improved public spaces often involve better lighting, making night-time travel safer for everyone, especially individuals with disabilities who may rely on visual cues for navigation and women and LGBTQ+ individuals who report greater safety concerns when travelling at night.</p> <p>Open and sociable spaces that facilitate easy access and social interaction are crucial for carers, older individuals, and people with disabilities. These groups could benefit from an improved sense of community and support. The inclusion of well-designed seating areas and waiting spaces, especially near public transport stops, will ensure that individuals have secure places to rest or wait for transportation which is particularly important for older people.</p> <p>Public spaces designed with cultural sensitivity and diversity in mind create a more inclusive environment, where people from various backgrounds can gather, express their identity, and celebrate their culture. If public realm enhancements are sensitive to the cultural diversity of the communities they affect, this could benefit minority and ethnic groups. Similarly, inclusive public spaces that promote diversity and tolerance can create a safer environment for individuals who may be at risk of hate crimes, as they foster a more accepting and protective community atmosphere.</p> <p>➤ Negatives</p> <p>If the Plan results in increased property values or living costs in the city centre, in the long term, this could negatively impact lower-income residents and families.</p>

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Public Transport	The Plan aims to enhance the connectivity and efficiency of public transport in Dublin, making it more seamless and attractive to travellers. It prioritises Luas and Bus services, considers cyclists and pedestrians, and accommodates increased activity from developments like BusConnects, DART+, and MetroLink. The Plan also focuses on improving bus services, coordinating stops for coaches, and ensuring easy navigation and information for passengers. It includes infrastructure upgrades, legible signage, and "next-generation ticketing" to reduce stoppage time for passenger collection.	+	+/-	+	+/-	+	0	0	0	+	<p>➤ Positive:</p> <p>Enhanced public transport services, with reduced congestion, is likely to benefit children and young adults in higher education and working-age individuals who frequently rely on public transportation. These enhancements lead to shorter commutes, offering more time for educational, work and leisure pursuits.</p> <p>Enhancements to public transport are particularly beneficial for older individuals, as they often rely more on these services. These improvements make travel more accessible and user-friendly for this group, thereby promoting their independence and mobility. A better public transport service facilitates easier access to medical facilities, community resources, and places of worship. This increased access to the community can positively impact the physical and mental health of older individuals.</p> <p>Similarly, improved public transport is likely to benefit individuals with disabilities by making it easier for them to access and use the transportation system. Enhanced infrastructure and legible signage will aid navigation for this group, allowing easier access to community amenities.</p> <p>Data shows that Black and Asian minority Ethnic groups are over-represented in the lower-income groups and so are more vulnerable to a change in the cost of fares. Better public transport can provide affordable and efficient transportation options, improving access to economic opportunities, essential services, and social activities for individuals in low-income communities.</p> <p>Safer, well-lit, and secure public transport is also likely to benefit PCGs including women, LGBTQ+ individuals and families with children to use these services, offering a reliable and comfortable means of travel.</p> <p>➤ Negative:</p> <p>Travelling with young children, particularly while using a buggy/pram, can be challenging, especially on public transport. The concern is that if the Plan successfully increases public transport usage, buses, trams, and trains may become overcrowded, leaving limited space</p>

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											<p>available for prams. This situation could exclude some parents from using public transport, leading to potential disadvantages and additional costs when they are forced to seek alternative modes of transportation.</p> <p>Noise and limited space can be overwhelming for individuals with certain disabilities. Consequently, if there is a significant increase in public transport usage, these individuals may face difficulties and opt for alternative modes of transportation, such as taxis. Moreover, if patronage on public transport increases, there may not be enough room to accommodate mobility aids and essential equipment for this protected group, posing additional challenges to their ability to travel.</p>
Taxis	<p>The Plan suggests that to accommodate taxis into a new transport system including providing appropriate rank space accounting for the needs of cycling, deliveries and servicing, general traffic and use of technology. Welfare facilities will also be provided for drivers as well as the investigation for dedicated taxi holding areas.</p>	+/ -	+/ -	+/ -	+/ -	+/ -	+/ -	+/ -	+/-	+/ -	<p>➤ Positives</p> <p>Taxis provide a door-to-door transport service that is seen as essential for older people and people with disabilities. This service provides an efficient, user-friendly and relaxed transport service for those who may be unable to use public transport. Dedicated taxi holding areas and appropriate rank spaces can improve accessibility and convenience for individuals with disabilities, making transportation more inclusive.</p> <p>Furthermore, taxis also provide a transport mode at night which many perceive as a safe transport mode. As stated in the screening section, many PCGs have safety concerns when travelling at night (women, men, LGBTQ+). While the Plan makes no mention to the equality impacts for taxi users, there is an opportunity, when examining the location of taxi holding and welfare facilities to improve safety for both taxi operators and users through surveillance, lighting, emergency call points and secure waiting areas.</p> <p>➤ Negatives</p> <p>Taxis can have negative equality impacts, potentially affecting people with disabilities due to accessibility issues, creating financial disparities for low-income communities, and raising safety concerns for PCGs who have safety concerns when travelling at night (women, men, LGBTQ+). Discrimination based on factors like age, gender, sexual orientation, ethnicity, or religion can lead to unequal access to taxi services and experiences. As well as welfare</p>

Transport Plan	Summary	G	FS	A	D	Ra	Re	SO	MTC	Lo	Rationale
											facilities for taxi drivers, consideration should be given to anti-discrimination measures, accessible options, and awareness campaigns to promote equitable transportation.
Walking	The Plan places a strong emphasis on accommodating the specific needs of individuals with disabilities, older people, children, and those with mobility challenges in the city centre's pedestrian network. It ensures high-quality footpaths on all streets and clears obstructions for wheelchair users and parents with prams. The Plan also includes raised table crossings, improved pedestrian environments at public transport hubs, and prioritises pedestrian crossing times at signalised junctions. It aims to provide ample space for peak pedestrian movement at key transit points and increases walking and wheelchair space at junctions, particularly where space is	+	+	+	+	+	+	+	0	+	<p>➤ Positive:</p> <p>The Plan identifies that pavements and walkways will become more friendly for families with children by widening pavements and removing traffic in areas such as College Green and Dame Street. Individuals with disabilities and older individuals are likely to benefit from improved walkway quality and decluttered paths, making walking and wheeling more accessible. Families with children are likely to benefit from improved walking space and crossings, reducing stress when sharing paths with prams.</p> <p>As outlined in Section 3 (Screening) – Safety is a key concern for certain PCGs when travelling. Policy SMT16 aims to prioritise the development of safe and connected walking and cycling facilities. New infrastructure, including improved lighting, will increase security for various PCGs including older people, women, LGBTQ+ members, ethnic minorities, and religious individuals.</p> <p>➤ Negative:</p> <p>Construction upgrades to infrastructure may temporarily worsen air and noise pollution, potentially impacting young children, older individuals, people with disabilities, and pregnant women. Additionally, construction-related road closures may cause stress for older individuals unable to easily access nearby services. However, the long term benefits to these groups are expected to outweigh disruption during construction. It is recommended that any construction associated with development of cycling infrastructure is timed to avoid specific impacts on receptors, for example outside of school hours and the avoidance of night-time working.</p>

Transport Plan	Summary	G	FS	A	D	Ra	Re	SO	MTC	Lo	Rationale
	not allocated for cyclists or public transport.										
Cycling	The Plan prioritises providing high-quality infrastructure for the primary cycle network, either segregating cyclists from general traffic or creating low-traffic or traffic-free environments. Segregated infrastructure will also be considered for the secondary cycle network. Cycling will be allowed on "traffic-free streets," and two-way cycling will be permitted on one-way streets wherever possible. The Plan promotes cycle parking in multi-storey car parks, operates the cycle infrastructure on the primary network in the city centre around the clock, reviews and expands bicycle rental schemes, and invests in on-street public cycle parking to accommodate both	+	-	+/-	-	+/-	+	+	+	+/-	<p>➤ Positive:</p> <p>For all PCGs, improved cycling infrastructure is likely to benefit those who travel by bike by providing a safer and more convenient network e.g., to school, university, work or to access community facilities.</p> <p>Research suggests that women are less likely to cycle than men and men are more likely to cycle on the road compared to women (K. Heesch, 2012). Upgrades to cycling infrastructure is expected to improve safety for all cyclists, which not only benefits men but also encourages more women to embrace cycling as a mode of transportation.</p> <p>Families with children often worry about safety when cycling alongside traffic. Segregated cycle routes provide a safe and accessible option for families travelling with children. While this report primarily addresses cycling as a means of transportation, it is important to note that for many, including families, cycling is also a leisurely activity that offers health and wellbeing benefits. By enhancing infrastructure and cycle routes, families can enjoy these leisurely activities while experiencing additional wellbeing benefits.</p> <p>It is assumed that new cycle networks will be designed and built-in accordance with the Cycle Design Manual (National Transport Authority, 2023) which provides guidance on integrating the bike in the design of urban areas. The manual embraces the principles of sustainable safety to provide a safe traffic environment for all road users including cyclists and aims to 'raise the bar' by providing for two-abreast cycling in a stress free and safe environment. Improvements to cycling infrastructure should be in line with this guidance which is expected to enhance safety and amenity for individuals with disabilities travelling by bicycle or tricycle to access education and employment. Enhanced cycling infrastructure, including segregated routes and improved accessibility, can benefit individuals with disabilities, offering them more inclusive and accessible transportation options.</p>

Transport Plan	Summary	G	FS	A	D	Ra	Re	SO	MTC	Lo	Rationale
	standard and non-standard bicycle spaces.										<p>Ethnic minority groups, those on low incomes and Traveller communities are less likely to have access to a private car (GOV, 2023) and therefore more dependent on alternative forms of transport. Provision of high-quality cycle networks, connecting urban areas can offer an affordable, healthy alternative to private car use and motorised public transport options.</p> <p>➤ Negatives:</p> <p>Shared spaces with cyclists can pose potential safety concerns for pedestrians, particularly those with disabilities, sensory impairments or families with small children who are unaware of the danger of bikes travelling at speed. Similarly, while cycling infrastructure improvements may benefit many, older individuals and people with disabilities may find navigating shared spaces more challenging. Therefore, while infrastructure is likely to improve safety for all groups, consideration could be given to age-friendly routes, education and training and clear signage to guide older cyclists.</p> <p>While bikes have a lower initial cost compared to private vehicles, access to bikes for those in lower socio-economic positions with lower incomes can still be challenging with bikes remaining unaffordable for many. To mitigate exclusion, it is recommended that the council consider subsidy programmes, making bike ownership more financially accessible. This approach would promote active travel and reduce the risk of exclusion for individuals with lower or fixed incomes.</p>
Future Mobility	The Plan aims to enhance the pedestrian network with better environmental monitoring and digital wayfinding. It also accommodates bike-sharing developments, expands Intelligent Transportation Systems, and considers e-scooter	+	+	+ /-	+	+	+	+	-	+ / -	<p>➤ Positive</p> <p>As stated above, while bikes have a lower initial cost compared to private vehicles, access to bikes for those in lower socio-economic positions with lower incomes can still be challenging with bikes remaining unaffordable for many. The introduction of bike share schemes would benefit those in lower socio-economic situations including ethnic minorities and Traveller communities who tend to be overrepresented in low-income communities. A bike share scheme would lower the cost for many and allow different groups to experience wellbeing benefits that come from cycling.</p>

Transport Plan	Summary	G	FS	A	D	Ra	Re	SO	MTC	Lo	Rationale
	<p>regularisation. The Plan explores public charging stations for e-scooters and e-bikes, aims to expand the use of e-cargo bikes for last-mile delivery, and monitor autonomous vehicle innovations. Additionally, it includes integrated travel apps, Next-Generation Ticketing, Mobility Hubs at transport interchanges, and promotes shared transport options as alternatives to private cars, aligning with emerging Mobility as a Service objectives.</p>										<p>E-cargo bikes for last-mile deliveries is expected to lead to a reduction in both noise and air pollution. Those who are most vulnerable to the harmful effects of air and noise pollution, including young children, older people, and pregnant women, are therefore likely to benefit. Similarly, certain individuals may be discouraged from engaging in active travel due to concerns about how air pollution could affect their health. Environmental monitoring data platforms that provide information on air quality measurements may give reassurance and encouragement for these individuals to walk, wheel, and/or go outside and feel included within the city. Conversely, this platform can also serve to inform individuals about the need to stay indoors when air pollution reaches potentially hazardous levels. This could benefit PCGs that are more vulnerable to health issues arising from air pollution.</p> <p>Way finding apps offer individuals the ability to select routes based on their specific preferences. For instance, some may prefer quieter routes during the day to avoid overstimulation, which can be important for individuals with certain disabilities. Others, such as women, non-white individuals, or members of the LGBTQ+ community, might feel safer on quieter routes. This enhanced feeling of safety is expected to benefit many users who value tailored journey planning.</p> <p>Better on demand Traveller information can assist transport planners in anticipating demand, even when external factors like weather, or holidays are in play. Improved planning leads to more effective resource allocation and aims to prevent issues like overcrowding, which may become a concern as patronage increases. This, in turn, can alleviate the stress of travellers with items like buggies, wheelchairs, and bikes by ensuring there is sufficient room available.</p> <p>Implementing policies like Next-Generation Ticketing, which might involve card or "oyster card" systems, can enhance the efficiency of public transport, particularly buses. Faster loading of passengers could reduce travel time for many PCGs while travelling to work, for education, or to access community facilities reducing their overall travel costs and increasing efficiency.</p> <p>➤ Negatives</p>

Transport Plan	Summary	G	FS	A	D	Ra	Re	SO	MTC	Lo	Rationale
											Increasing reliance on digital technologies, including integrated travel apps, can pose challenges for certain individuals who may have limited access to or be less comfortable with technology. This is particularly relevant for those on low incomes who cannot afford smartphones, older people, and individuals who may struggle to understand information due to language, education, or disability barriers, potentially excluding them from the benefits of this information. Groups like ethnic minorities, who are often overrepresented in lower socio-economic positions, and members of the Traveller community may not have internet access at home or smartphones. Similarly, older individuals or those with disabilities may find it challenging to adapt to new technology. Therefore, altering the ticket payment method may create stress or exclusion for certain groups while accessing public transport.
Equality	The Plan focuses on ensuring universal accessibility in transport infrastructure and services. It aims to seek the views from different members of society to inform the development of schemes during public consultation and beyond. All major transport and public realm projects will undergo EqIA to help eliminate discrimination between groups. Security and perceived safety for those using public transport, walking, or cycling at night will be improved through measures such as better lighting and passive surveillance. Additionally,	+	+	+	+	+	+	+	+	+	<p>➤ Positive</p> <p>The Plan outlines an overarching priority to ensure transport infrastructure and services are universally accessible to all. This will benefit all PCGs by helping to eliminate discrimination for those who experience transport related exclusion.</p> <p>The Plan specifically seeks to improve security and the perceived feeling of safety within the city centre. This is likely to benefit groups such as women, members of the LGBTQ+ community, ethnic minorities and older individuals who are known to have concerns when travelling at night.</p> <p>The Plan also states the intention to implement inclusivity campaigns in Dublin city centre. Inclusivity campaigns raise awareness about the rights and needs of PCGs, promoting understanding and empathy within society, this can help to foster social inclusion by creating more welcoming and inclusive environments, reducing isolation, and promoting a sense of belonging for PCGs.</p> <p>➤ Negatives</p> <p>While inclusivity campaigns and accessible transport infrastructure have numerous positive impacts, there can also be potential negative aspects to consider. For example, in some cases, efforts to make transportation more accessible may have unintended consequences, such as congestion or conflicts between different users of shared spaces. Similarly,</p>

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	inclusivity campaigns will be implemented across the public transport network by the NTA and transport operators.										implementing and maintaining accessible infrastructure can be expensive, potentially leading to increased costs for transportation systems, which might be passed on to users through higher fares. Furthermore, it is important to ensure that public realm and infrastructure improvements are distributed evenly across different neighbourhoods and communities, avoiding concentrating improvements solely in affluent areas, which can exacerbate inequalities.
Residents	The Plan acknowledges the diverse demographics and historic housing in Dublin and strives to make sustainable travel accessible to all. It focuses on improving walking and cycling connections between residential areas and local services, enhancing safety and convenience. The Plan also aims to revamp public spaces in residential neighbourhoods, introduce communal cycle parking, and promote car-sharing in these areas. Additionally, it emphasises efforts to improve air quality and reduce noise levels in the city centre and considers extending the permit system to	+	+	+	+	+	+	+	+	+/ -	<p>➤ Positive</p> <p>The Plan's primary goals include enhancing air quality and reducing noise levels in residential areas through measures like restricting traffic and reducing on-street parking. This is expected to have positive effects on PCGs vulnerable to the harmful effects of air and noise pollution, including young children, older people, and pregnant women.</p> <p>Residential improvements also include the provision of communal bike parking, making bike ownership more practical and accessible for younger individuals and those living in flats to own a bike. This will increase the accessibility of bike ownership and allow more residents to enjoy the wellbeing and additional benefits that come from active travel.</p> <p>Furthermore, the Plan focuses on improving the safety and convenience of walking and cycling routes between residential blocks and essential services like schools and shops. This is likely to benefit women, who often take on greater childcare responsibilities and make longer trips with children compared to men. This will also benefit families with children who will experience the advantages of safer streets and improved walking and cycling infrastructure, which makes active travel more convenient and enjoyable.</p> <p>Finally, promoting car-sharing and reducing commuter parking can lower transportation costs, benefiting individuals from low-income households who may rely on more affordable alternatives to private car ownership.</p> <p>➤ Negative</p> <p>The introduction of car-sharing and permit systems may affect individuals who rely on personal vehicles for their daily commute, particularly those from lower socio-economic</p>

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Transport Plan	Summary	G	FS	A	D	Ra	Re	SO	MTC	Lo	Rationale
	address all-day commuter parking in central areas.										backgrounds who may face challenges accessing or affording alternative transportation options. In the long term, revamping public spaces in residential neighbourhoods could lead to increased property values and potential gentrification, potentially displacing long term residents, especially those with limited financial resources.
Businesses	The Plan prioritises managing goods delivery to businesses through road space allocation and time restrictions to maintain an efficient economy while enhancing the walking and cycling environment. Access to deliveries in residential areas will also be managed. Loading bays will be enforced to prevent traffic from obstructing key deliveries. The Plan also monitors technology's impact on freight and delivery, aiming to reduce its impact on the public realm. It explores emerging delivery methods like micro-consolidation centres and promotes low and zero emission vehicles, especially for last-mile	0	0	+/ -	+/ -	0	0	0	0	+/ -	<p>➤ Positive</p> <p>The Plan suggests the implementation of micro-consolidation centres and low/zero emission vehicles for last-mile deliveries. This will reduce the impact of pollution and emissions on residential areas and on the public realm. This will benefit PCGs including individuals with disabilities, pregnant women or older individuals who may have health concerns associated with air quality.</p> <p>Similarly, enhancing the walking and cycling environment not only promotes active travel which can improve health but also improves air quality, which positively impacts all PCGs, especially those with respiratory conditions or sensitivities.</p> <p>Efficient management of goods delivery through road space allocation and time restrictions has the potential to reduce traffic congestion, making roadways safer and more accessible for all, including individuals with disabilities, older people, and parents with young children.</p> <p>➤ Negative</p> <p>Time restrictions and road space allocation might inadvertently limit accessibility for individuals with disabilities or those with mobility issues if not carefully planned. Residential areas' delivery management must ensure that it does not create barriers for residents who rely on goods and services, particularly if these residents include older individuals, individuals with disabilities, or families with young children.</p> <p>Enforcement of loading bays can lead to congestion in certain areas, potentially affecting pedestrians, cyclists, and public transportation users negatively.</p>

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Transport Plan	Summary	G	FS	A	D	Ra	Re	SO	MTC	Lo	Rationale
	deliveries. The "city centre Freight, Servicing and Delivery Plan" and DCC heavy goods vehicle (HGV) management strategy aim to reduce HGV permits in the city. Additionally, "Micro-Consolidation Centres" will be introduced to optimize deliveries and reduce congestion, strategically located within community hubs.										<p>The reduction of HGV permits in the city may have employment consequences, particularly for those engaged in the transportation and logistics sector, which could disproportionately impact individuals from low-income backgrounds.</p> <p>The introduction of micro-consolidation centres should be carefully planned to ensure they do not disrupt the local communities they are placed in, potentially affecting the quality of life and accessibility for residents.</p>
Visitors	The Plan aims to support tourist travel in Dublin city centre via the provision of sustainable transport options. The Plan will monitor bus lanes' impact on regular commuter services, especially during peak hours, and coordinate visitor attraction kerbside space for tourist coaches. Travel information and wayfinding will be improved both on the streets and digitally. Servicing major hotels will be maintained,	+	+	+	+	+	+	+	+	+	<p>➤ Positive</p> <p>The Plan's focus on improved travel information and accessible transport is likely to benefit tourists with disabilities, and those from diverse racial and ethnic backgrounds, fostering greater inclusivity and equitable access to tourist attractions. It also promotes gender equality through safety measures and inclusive public spaces, offering a safer environment for LGBTQ+ tourists, and accommodating transgender and gender-nonconforming individuals. Additionally, the Plan caters to pregnant individuals and parents with young children thereby enhancing equality by providing inclusive and accessible facilities.</p> <p>➤ Negative</p> <p>If safety concerns or harassment persist, particularly in certain areas, it can result in negative impacts on tourists' experiences. Lack of family-friendly amenities or accessible facilities could negatively affect the experiences of tourists including pregnant individuals and parents with young children. Effective design, implementation, and monitoring that address the unique needs and concerns of these groups are recommended to maximise the positive impacts and minimise the potential negative impacts throughout the planning process.</p>

Transport Plan	Summary	G	FS	A	D	Ra	Re	SO	MTC	Lo	Rationale
	considering public transport, pedestrians, and cyclists. The design of sustainable transport measures will account for access to major tourist attractions.										
Public Space	The Plan aims to use the space created by revised traffic management arrangements in the city core to generate new opportunities for public spaces and areas for people, reducing the focus on cars. These public spaces will be universally accessible and prioritise high-quality measures for prominent features like the River Liffey, the Canals, and other major landmarks. Biodiversity will be a central concern in developing and maintaining green spaces and new hard open areas. The public realm will be enhanced through decluttering, removal of unnecessary signage, provision of new street	+	+	+	+	+	+	+	+	+	<p>➤ Positive</p> <p>Improvements in public spaces prioritise universal accessibility, with the goal of making these areas inclusive for all members of the community. To achieve this, the spaces will be decluttered to remove obstacles that may hinder the mobility of groups such as older individuals, those with disabilities and families with children. The aim is to create welcoming and green spaces that are easily accessible to individuals from diverse communities.</p> <p>The implementation of user-friendly, accessible, and green spaces provides an opportunity to address the issue of loneliness among the older community. These spaces can serve as a method to connect individuals with their community, potentially reducing isolation and promoting social interaction, which can lead to various benefits. Similarly, inclusive and accessible public spaces create welcoming environments for members of the LGBTQ+ and ethnic minority community, promoting their sense of belonging and wellbeing.</p> <p>The development of new public spaces involves the introduction of enhanced security measures such as improved lighting and passive security. These measures serve the dual purpose of reducing anti-social behaviour but also increase the confidence for PCGs that may feel at risk especially at night. Improved security measures can make these spaces safer for individuals in the LGBTQ+ community. Similarly, safer and universally accessible public spaces improve the overall experience for women, who may prioritise safety and accessibility when using these areas.</p> <p>Finally, accessible public spaces offer enjoyable and affordable recreational options for low-income individuals.</p>

Transport Plan	Summary	G	FS	A	D	Ra	Re	SO	MTC	Lo	Rationale
	<p>furniture, spaces for social interactions, and improved security measures, all while ensuring universal public access. The planning and development of the city centre's public realm will consider urban design, architectural heritage, usability, and attractiveness as key factors.</p>										<p>➤ Negatives</p> <p>While the improvements in public spaces are generally positive, there can be potential negative impacts to consider. For example, despite efforts for universal accessibility, the implementation may not fully address the specific needs of all groups. Stakeholder engagement and accessibility audits should be utilised to ensure the design adequately supports individual needs. Similarly, as public spaces are developed and revitalised, there is potential for displacement of existing communities or businesses which can lead to social and economic disruption. Implementing changes gradually to allow residents, businesses, and commuters to adapt to new traffic management and open space initiatives would help to strike a balance between reducing traffic and increasing open space.</p>