# EASTERN TRANSPORT PLAN

# Launch Engagement Report
July 2024

Department for
**Infrastructure**

An Roinn
**Bonneagair**

Depairtment fur
**Infrastructure**

www.infrastructure-ni.gov.uk

# Contents

# 1. Introduction

## 1.1. Background

The Department for Infrastructure (DfI) has identified a need to prepare a new Eastern Transport Plan (ETP) which encompasses the following 'five councils':

- Antrim and Newtownabbey Borough Council (ANBC);
- Ards and North Down Borough Council (ANDBC);
- Belfast City Council (BCC);
- Lisburn and Castlereagh City Council (LCCC); and
- Mid and East Antrim Borough Council (MEABC)

**The ETP area and each of the council boundaries are shown in the map below:**



DfI undertook a public engagement exercise to launch the ETP between 4th September and 30th October 2023. The Launch Engagement exercise introduced the draft Vision, Objectives and Guiding Principles of the Plan to stakeholders and the general public. It also requested feedback on these, as well as seeking information about transport challenges and future travel behaviours.

This report summarises the Launch Engagement exercise and the feedback received.

# 2. Overview of Engagement Exercise

## 2.1 Introduction

The ETP project was publicly launched on Monday 4th September with a social media campaign linked to the ETP website[1] and an online public engagement survey. The website featured the approach to be taken in developing the ETP alongside the draft Vision, Objectives and guiding principles of the plan. The survey ran for an eight-week period and closed on Monday 30th October 2023.

## 2.2 Format of Engagement Exercise

The engagement exercise was undertaken virtually however hardcopies of relevant materials were also provided on request. This section details the format of the engagement exercise and the channels through which it was delivered. The Public Launch Engagement was delivered through the following channels:

- **Engagement Website:** The DfI website served as the information website where the following details were shared:
  - An overview of the ETP, it's Vision, Objectives and Guiding Principles.
  - The Next Steps and Timescales for the Plan
- **Social Media Campaign:** the DfI Strategic Comms unit developed and produced a social media campaign across X, Facebook, and LinkedIn to inform audiences about the ETP and direct them to the Engagement Website where they could take the ETP survey.
- **Online Engagement Survey:** Through the Northern Ireland (NI) Government's online consultation platform, Citizen Space, an online engagement survey was hosted, which included a link to the Engagement website.
- **Freephone Telephone:** Provided a mechanism for the general public and stakeholders to:
  - Contact DfI and leave verbal feedback.
  - Request hard copy of online engagement survey.
- **Email**: Provided a mechanism for the general public and stakeholders to:
  - Contact DfI and leave written feedback.
  - Request hard copy of online engagement survey.

## 2.2.1 Engagement Website

DfI created a dedicated webpage to provide information about the Eastern Transport Plan (ETP) 2035 as shown in Figure 2-1. The webpage outlined:

- An overview of the ETP;
- DfI's approach to the ETP;
- Challenges identified;
- Draft Vision, Objectives and Guiding Principles; and
- Next steps of the ETP (in alignment with each of five local council's Local Development Plan and respective timescales).

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1  Eastern Transport Plan (ETP) 2035 | Department for Infrastructure (infrastructure-ni.gov.uk)

### Figure 2-1 – DfI Engagement Website



## 2.2.2  Social Media Campaign

A social media campaign was developed and designed to inform and direct people to the engagement website and the online survey. Posts included video interviews with DfI officials to explain what the ETP was and why it was being developed. Interviews were also carried out with consultancy project teams; Atkins, The Paul Hogarth Co and Sustrans, who explained why it was important for residents who lived in the relevant council regions to get involved. Two animation posts were also developed to highlight how the ETP is looking at alternative, sustainable modes of transport, and to encourage public engagement. The posts were published on the DfI X, Facebook and LinkedIn accounts, as well as the NICS intranet pages.

In addition, a request was made to the key project stakeholders, including the five councils, asking them to promote and share the posts on their organisation's social media pages.

## 2.2.3  Online Engagement Survey

An online engagement survey was used to collate responses to the identified Challenges and draft Vision and Objectives. This survey was provided through the consultation platform, Citizen Space, and included a summary of all the information provided in the online engagement website, as shown in Figure 2-2.

**Figure 2-2 – Online Engagement Survey**

## Eastern Transport Plan Engagement Survey

### Overview

The Department for Infrastructure (DfI) is currently preparing a new transport plan which will set the framework for making transport policy and investment decisions up until 2035. The Eastern Transport Plan (ETP) 2035, previously known as the Belfast Metropolitan Transport Plan (BMTP), covers five council areas and will also support the preparation of the Local Policy Plans for these councils:

- Antrim and Newtownabbey Borough Council
- Ards and North Down Borough Council
- Belfast City Council
- Lisburn and Castlereagh City Council
- Mid and East Antrim Borough Council

ETP 2035 aims to ensure that the transport network meets the needs of the people and businesses living, working and visiting the ETP area, both now and into the future. More information on ETP 2035 can be found on the project website here.

At this early stage of ETP 2035 development, we want to understand your views on:

- The problems we need to solve (challenges)
- The end goal we want to achieve (our vision)
- How we will get there (our objectives)

Please note that for individual responses, postcode data will be gathered as part of the survey. Postcode data will only be held for a maximum of 6 weeks after the survey closes and will be deleted at this stage following aggregation in line with the Data Protection impact Assessment (DPIA).

More information on the Department's Privacy policy and the privacy statement can be found by clicking here.

### Why your views matter

Your feedback is important so that we can use it to inform the development of the ETP. Following receipt of your feedback, the draft vision and objectives may be refined as we continue to develop ETP 2035.

You can provide your views here between 4th September and 30th October 2023 closing at 17:00.

**Closed 30 Oct 2023**
Opened 4 Sep 2023

**Contact**
DfI Transport Planning & Modelling Unit
0800 0541 875
TPMU@infrastructure-ni.gov.uk

## 2.2.4 Freephone and Email

To ensure the engagement was accessible to all, a dedicated freephone number was set up and the Transport Plan and Modelling Unit's (TPMU) email address TPMU@infrastructure-ni.gov.uk was provided. This offered an option for individuals who were unable to access the online engagement website, to share their feedback through spoken or written means and/or request a hard copy of the engagement materials.

# 3. Engagement Respondents

## 3.1 Overview of Responses

This section will consider the demographic and geographical context of respondents to the engagement.

As outlined above, participants were able to provide feedback on the engagement content via a range of channels. A total of 518 responses were received:

**Table 3-1 – Overview of Responses**

| Response Type | Individuals | Organisations | Total |
|---|---|---|---|
| Online Survey | 478 | 23 | 501 |
| Email | 2 | 15 | 17 |
| Total | 480 | 38 | 518 |

### 3.1.1 Online Survey Respondents

A total of 501 responses were received from the engagement survey (478 from individuals and 23 from organisations). The below histogram shows the response distribution over the 8-week engagement period.

**Figure 3-1 - Engagement Response Frequency over the 8-week period**
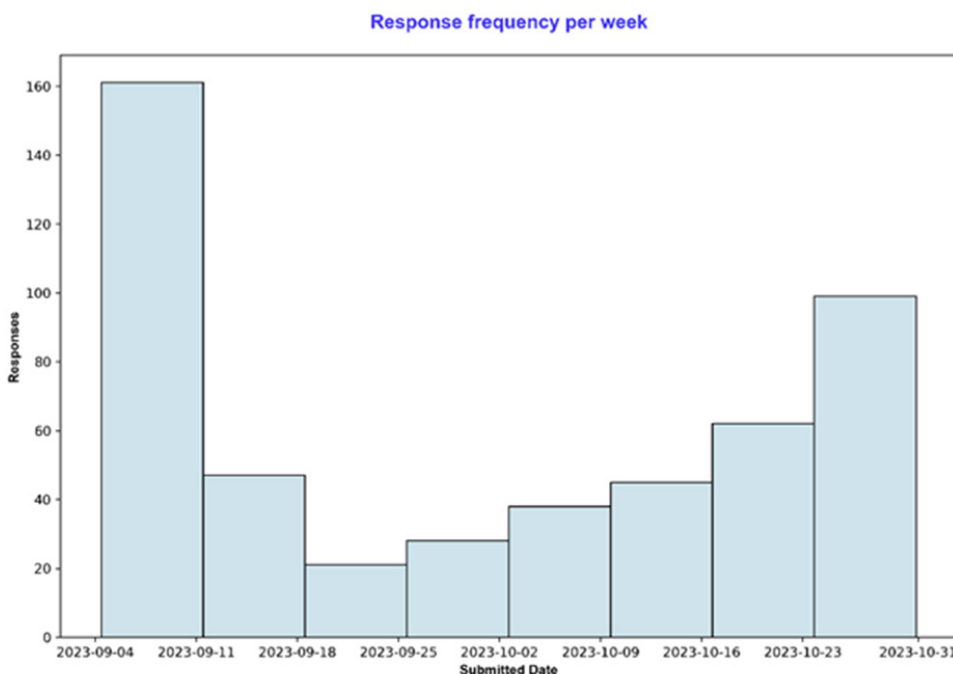


Following the initial launch of the engagement, there was a peak in responses with 32% of responses within the first week. In order to encourage further responses, a series of promotional videos were shared on social media which may explain the increase in responses towards the latter end of the engagement period.

### 3.1.1.1 Geographic distribution

Of the 501 responses received through the online survey, 87% were received from within the ETP area (five council region). The table below (Table 3-1) represents the proportion of responses for each of the five council areas compared to the Census 2021 populations of the respective regions. This comparison has been carried out to ensure a representative survey sample was received for each council area.

Table 3-1 shows that there is a broad correlation between the proportion of population and origin of survey respondents.

### Table 3-2 – Number of Responses in 5 Council Regions, compared to Census populations

| Region Name | Responses | Census Population | Proportion of Responses | % of total ETP Population in Council Area |
| --- | --- | --- | --- | --- |
| Belfast | 158 | 345,400 | 36.2% | 36.6% |
| Ards and North Down | 100 | 163,700 | 22.9% | 17.4% |
| Lisburn and Castlereagh | 80 | 149,100 | 18.3% | 15.8% |
| Antrim and Newtownabbey | 60 | 145,700 | 13.8% | 15.5% |
| Mid and East Antrim | 38 | 139,000 | 8.7% | 14.7% |
| Total | 436 | 942,900 | | |

Figure 3-2 shows a heatmap of the responses received from the ETP region and beyond. This and Table 3-1 shows that the majority (36%) of survey responses were received from the most populated region of the Belfast City Council area. The council area which returned the fewest responses (9%) was Mid and East Antim Borough Council, which is also the least populated council area, home to 15% of the ETP area population.

## Figure 3-2 – Responses Breakdown by ETP Area
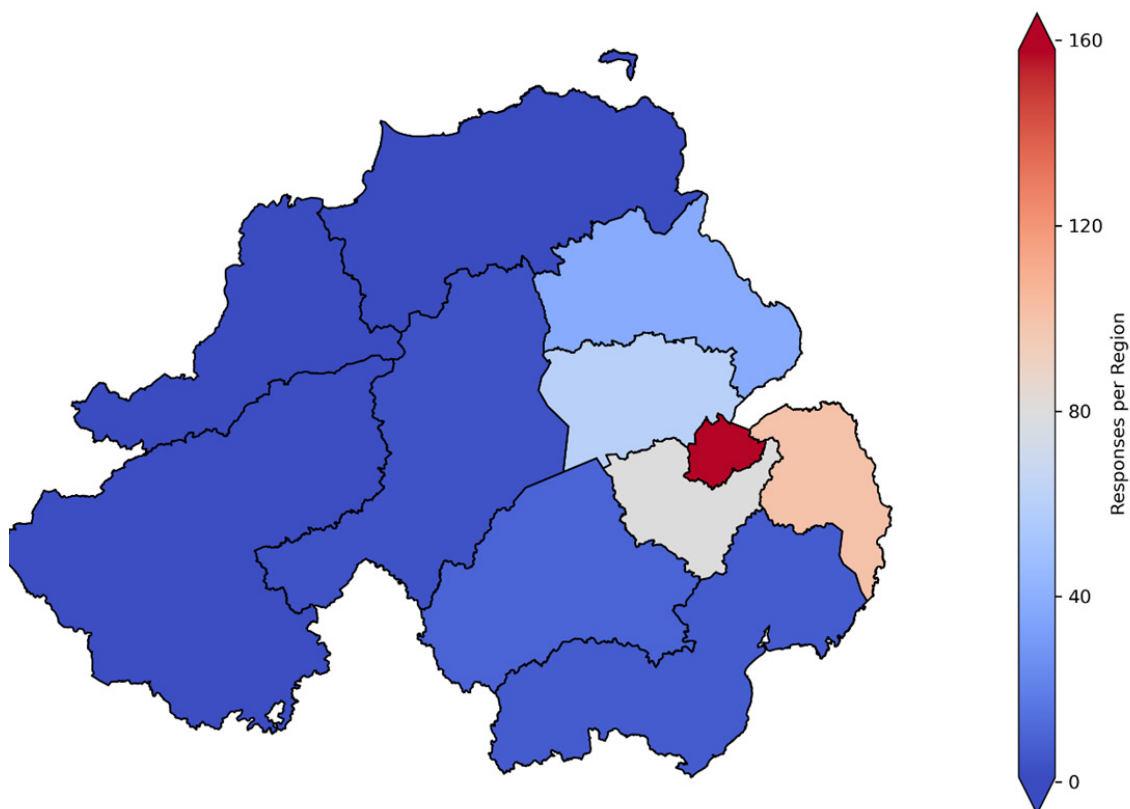


Based on the postcode data[2] received, an analysis of the urban / rural distribution of responses was also undertaken. This found that the majority of responses came from urban areas (80%) compared to 20% from rural areas, which closely compares with the urban / rural population distribution of the ETP area at approximately 79% / 21%[3].

### 3.1.1.2   Demographics

Of the 501 online survey responses, 478 respondents were made by individuals and 23 responses were made on behalf of organisations. For individual responses, participants were invited to provide basic equalities information[2] in order to allow us to understand the demographics reached through the engagement exercise. This information showed:

- **Gender**: 61% of individual survey respondents were male and 30% were female (9% had no answer).
- **Age**: the most common age group of individual respondents was 35-49 (40.8%). Only 4.7% of respondents were aged 16-24 and 7.0% were aged over 65.
- **Disability**: 13% of individual respondents had stated they had minor disabilities or illnesses and 4% stated they had major disabilities/illnesses.

2 Note that this data is covered by a Data Protection Impact Assessment (DPIA)
3 https://www.nisra.gov.uk/publications/urban-rural-geography-documents-2015

# 4. Analysis of Individual Responses

## 4.1 Overview

Individual responses received through the online survey represent the majority of received feedback, with a total of 478 responses. This section presents the analysis of this feedback.

## 4.2 Wider Societal Challenges

In the first section of the survey, questions 1-8 aimed to understand the level of agreement or disagreement on the wider societal challenges identified as key drivers for the Plan. Specifically the need to:

- Tackle climate change
- Protect the built and natural environment
- Drive sustainable economic growth
- Support healthy, safe and inclusive communities.

For questions 1-7, respondents were asked to select a response from the following ranges:

- Strongly agree;
- Agree;
- No Strong View/Unsure;
- Disagree; and
- Strongly Disagree

Figure 4-1 shows that across all seven questions, the majority of individual respondents either 'strongly agreed' or 'agreed' with the statements relating to the wider societal challenges. The levels of disagreement ('disagree' or 'strongly disagree') exhibited across the seven questions ranged from 5-17%. Question 2, which regarded the link between climate change and private car use, received the highest level of disagreement (17% of respondents), but still received a majority of respondents in agreement, in line with the other six questions.

## Figure 4-1 – Summary of individual feedback on ETP's identified Wider Societal Challenges



**Tackle climate change**

Question 1: To what extent do you agree that the travel choices made by Individuals in the ETP area can contribute to achieving the draft target identified by DAERA?
46% | 33% | 7% | 6% | 8%

Question 2: To what extent do you agree that, in conjunction with improving sustainable modes, reducing reliance on private cars is necessary to reduce the carbon emissions from transport?
62% | 17% | 4% | 6% | 11%

**Protect the environment**

Question 3: To what extent do you agree that any major new transport infrastructure must be designed and constructed such that it improves air quality and the natural and built environment?
63% | 21% | 7% | 4% | 6%

**Drive sustainable economic growth**

Question 4: To what extent do you agree that ensuring the transport network operates in a sustainable and efficient manner influences the economic performance of the region?
57% | 29% | 6% | 4% | 4%

Question 5: To what extent do you agree that land use planning (e.g. building of new homes and employment infrastructure) needs to be linked with the provision of suitable sustainable transport options?
76% | 15% | 3% | 1% | 4%

**Support communities**

Question 6: To what extent do you agree that access to opportunities (e.g. jobs, services, social activities) should be possible by convenient, safe and affordable public transport (bus and rail services)?
74% | 17% | 4% | 1% | 3%

Question 7: To what extent do you agree that access to opportunities (e.g. jobs, services, social activities) should be possible by convenient, safe and affordable active travel (walking, wheeling and cycling options)?
60% | 21% | 8% | 6% | 6%

■ Strongly agree  ■ Agree  ■ Neither agree nor disagree  ■ Disagree  ■ Strongly disagree

Question 8 was an open question allowing respondents the opportunity to share their sentiments on the identified wider challenges and suggest further societal challenges. This question was optional with a total of 251 responses from individuals received.

The majority of comments (57%) expressed agreement with the overarching challenges already identified. 15% explicitly expressed disagreement with the identified challenges. The remaining responses were further comments, most commonly related to delivery and governance.

A summary of the comments received are presented in the following figures.

### Figure 4-2 – Q8: Expressed themes of agreement



Climate change
- Upgrades to public transport provision – particularly rail
- Upgrades to active travel provision – particularly cycle network

Built and natural environment
- Modal shift away from private car usage
- Development cannot be at the expense of the natural environment

Sustainable economic growth
- Need for affordable transport options
- Transport infrastructure to support development

Support communities
- Networks need to be safe, reliable and effective
- Improved rural connectivity

### Figure 4-3 – Q8: Expresses themes of opposition



Climate change
- Skepticism about the existence of climate change
- Minimal impact of measures on global picture

Built and natural environment
- Opposition to shift from private car usage
- Opposition to '15-minute neighbourhood' concept

Sustainable economic growth
- Concerns over the cost of schemes
- Perception that changes will mean reduced trade for businesses

Support communities
- Users should have the freedom to make their own transport choices
- Perceived negative impacts to accessibility

### Figure 4-4 – Q8: Additional comments



Delivery
- Need for rapid implementation of proposals
- Need to implement proposals in a joined-up way, both in terms of intervention consistency and organisational collaboration

Governance
- Requirement for strong leadership from Ministers

## 4.3 Transport Challenges

This part of the survey asked one closed question and one open question. For the closed question, the respondents were provided seven key transport challenges identified during the ETP 2035 development, informed by baselining work, and were asked to select the following responses to each of the transport challenges based on their opinion on how relevant the challenges were to their local area.

- Strongly agree;
- Agree;
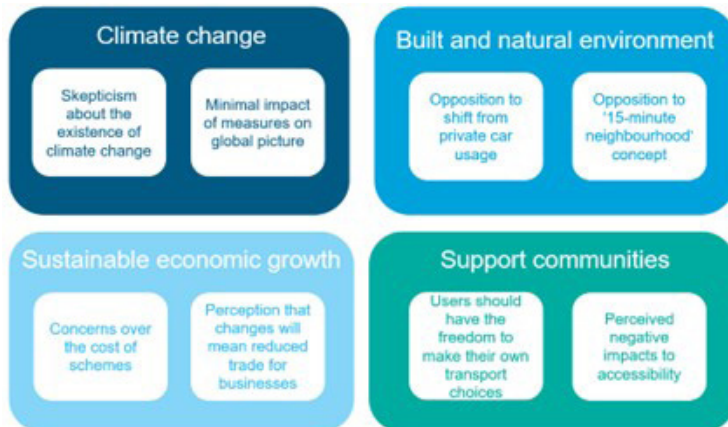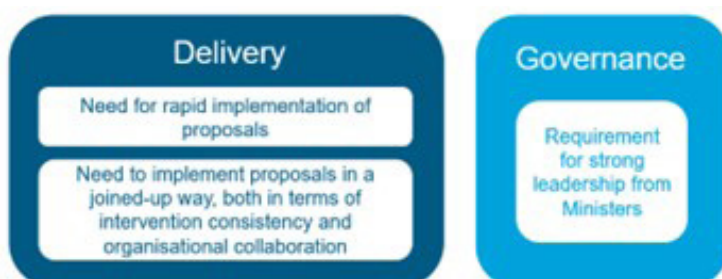- No Strong View/Unsure;
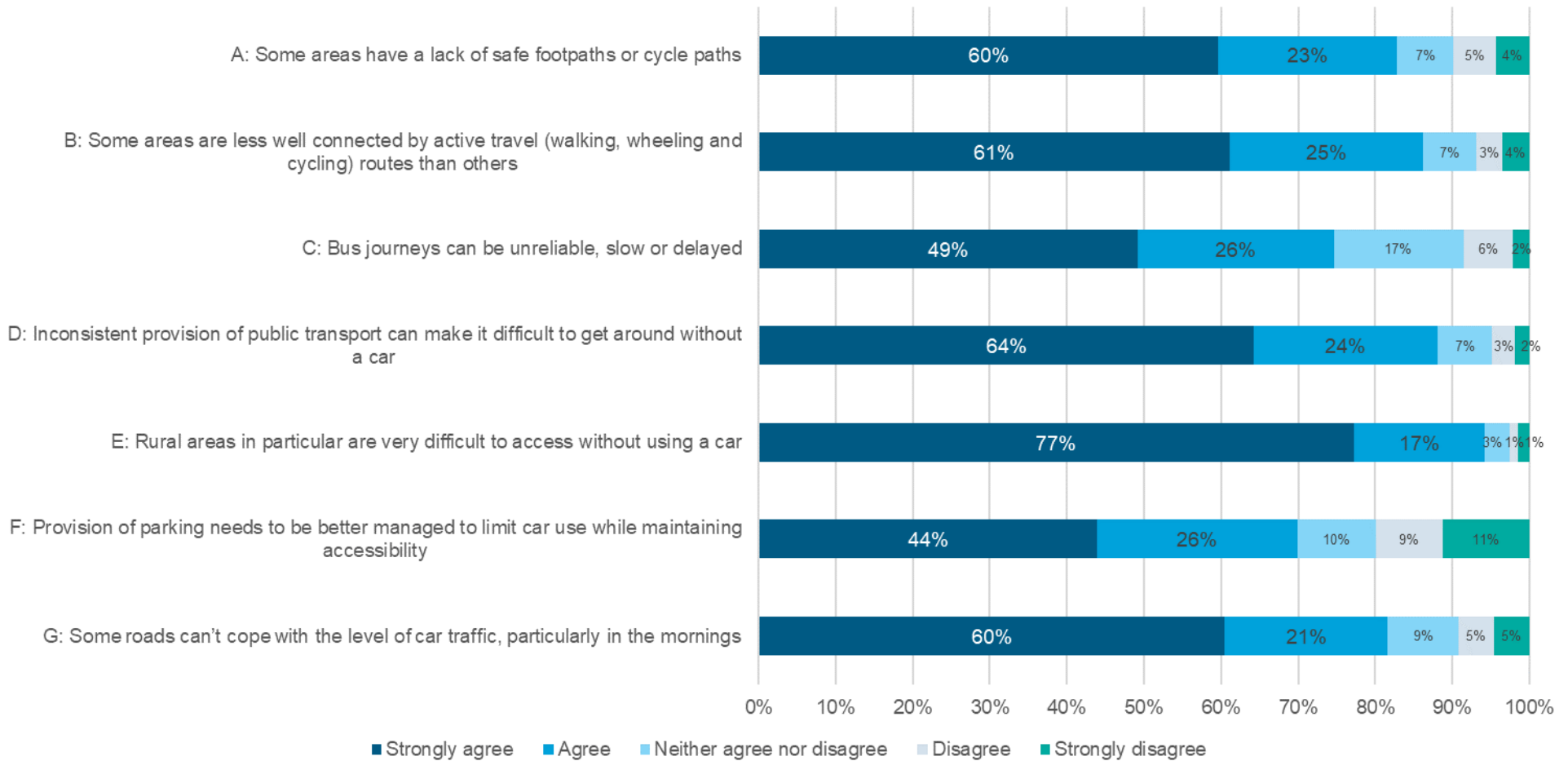- Disagree; and
- Strongly Disagree

Figure 4-5 shows that the majority of responses against each transport challenge either 'strongly agreed' or 'agreed'. Levels of disagreement ('disagree' or 'strongly disagree') ranged from 3% against transport challenge E (Rural areas in particular are very difficult to access without using a car) and 20% against transport challenge F (Provision of parking needs to be better managed to limit car use while maintaining accessibility).

In order to understand how transport challenges may vary by location, a cross-tabulation exercise to analyse the responses by council area has also been undertaken. As a general trend, respondents living within Mid and East Antrim (MEA) Borough Council, an area with a high proportion of rural residents, consistently expressed the lowest percentage of agreement with the identified transport challenges. However, only one of the transport challenges received an agreement percentage of 50% or under. This was for transport challenge F, which refers to measures to manage parking provision. Respondents from the MEA Borough Council area posted a disagreement percentage of 37%. In contrast, respondents within the MEA Borough Council area posted a 97% support percentage of transport challenge E, which reinforces the theme of reliance of private car usage in rural areas.

Conversely, respondents from within Belfast City Council (BCC) area posted an agreement percentage of 83% to transport challenge F, indicating that residents of the more urban council area of BCC are considerably more supportive of measures to manage parking provision.

The percentages of agreement and disagreement were fairly consistent across the other four council areas.

## Figure 4-5 – Summary of individual feedback on ETP's identified Transport Challenges



A: Some areas have a lack of safe footpaths or cycle paths — Strongly agree 60%, Agree 23%, Neither agree nor disagree 7%, Disagree 5%, Strongly disagree 4%

B: Some areas are less well connected by active travel (walking, wheeling and cycling) routes than others — Strongly agree 61%, Agree 25%, Neither agree nor disagree 7%, Disagree 3%, Strongly disagree 4%

C: Bus journeys can be unreliable, slow or delayed — Strongly agree 49%, Agree 26%, Neither agree nor disagree 17%, Disagree 6%, Strongly disagree 2%

D: Inconsistent provision of public transport can make it difficult to get around without a car — Strongly agree 64%, Agree 24%, Neither agree nor disagree 7%, Disagree 3%, Strongly disagree 2%

E: Rural areas in particular are very difficult to access without using a car — Strongly agree 77%, Agree 17%, Neither agree nor disagree 3%, Disagree 1%, Strongly disagree 1%

F: Provision of parking needs to be better managed to limit car use while maintaining accessibility — Strongly agree 44%, Agree 26%, Neither agree nor disagree 10%, Disagree 9%, Strongly disagree 11%

G: Some roads can't cope with the level of car traffic, particularly in the mornings — Strongly agree 60%, Agree 21%, Neither agree nor disagree 9%, Disagree 5%, Strongly disagree 5%

Legend: ■ Strongly agree ■ Agree ■ Neither agree nor disagree ■ Disagree ■ Strongly disagree

Question 10 was an open question offering participants the opportunity to highlight further transport challenges of relevance to their area. 219 individuals provided a comment against this question. Figure 4-6 represents a summary of the different challenges not mentioned in ETP 2035 from the responses received.

**Figure 4-6 - Challenges not mentioned in ETP 2035**
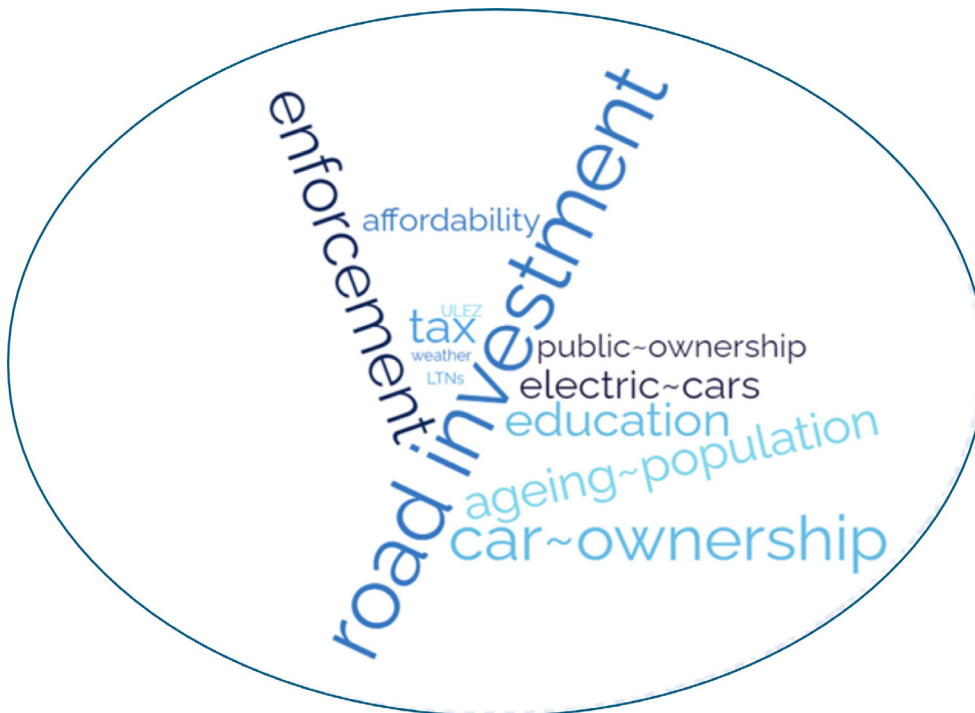


The most commonly mentioned transport challenges, in addition to those that were already identified through ETP, were 'road investment' and 'enforcement'. Comments relating to 'road investment' referred to:

- desired improvements to the existing capacity and maintenance of the road network
- a reduction of speed limits
- more action against illegal parking

Comments on 'enforcement' related to general monitoring of user behaviour on each of the modes of transport.

A large number of responses to this question did not suggest further challenges but instead, referred to previously mentioned challenges with a reinforced opinion. The more commonly reiterated challenges were related to the need for active travel infrastructure improvements, a review of parking restrictions, and improvements required to the public transport network.

## 4.4 Draft Vision

In the third section of the survey, the respondents were asked to select a response from the following, in relation to the content of the vision statement:

- Strongly agree;
- Agree;
- No Strong View/Unsure;
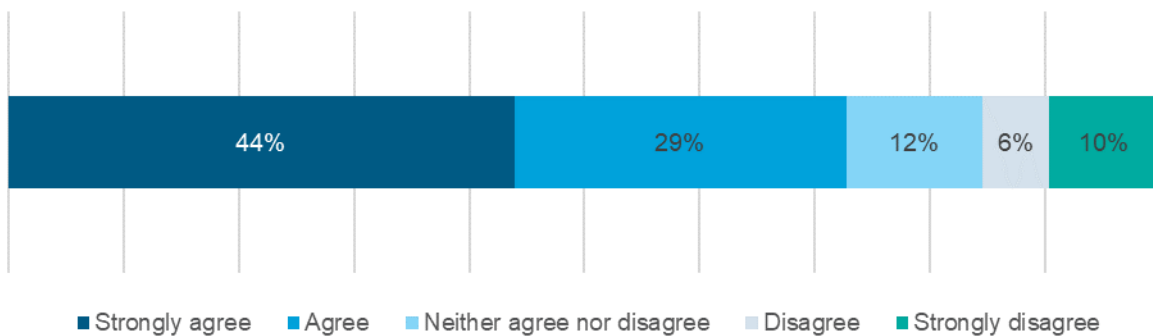- Disagree; and
- Strongly Disagree

The vision statement is presented in Figure 4-7 below.

**Figure 4-7 – ETP 2035 Draft Vision Statement**

> **Deliver an integrated Plan to enhance and re-balance transport network in favour of sustainable, efficient modes, which connect communities creating an attractive, inclusive and safe economic region for all by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.**

Figure 4-8 shows that 73% of the respondents agree with the Vision statement. Overall, 16% of respondents expressed that they either 'disagree' or 'strongly disagree' with the proposed Vision.

**Figure 4-8 – Individual responses regarding the proposed Vision statement**



| Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree |
| --- | --- | --- | --- | --- |
| 44% | 29% | 12% | 6% | 10% |

## 4.5 Draft Objectives

In the fourth part of the survey, the respondents were provided with a series of seven questions about the proposed objectives and were asked to select to what extent they agreed with each proposal:
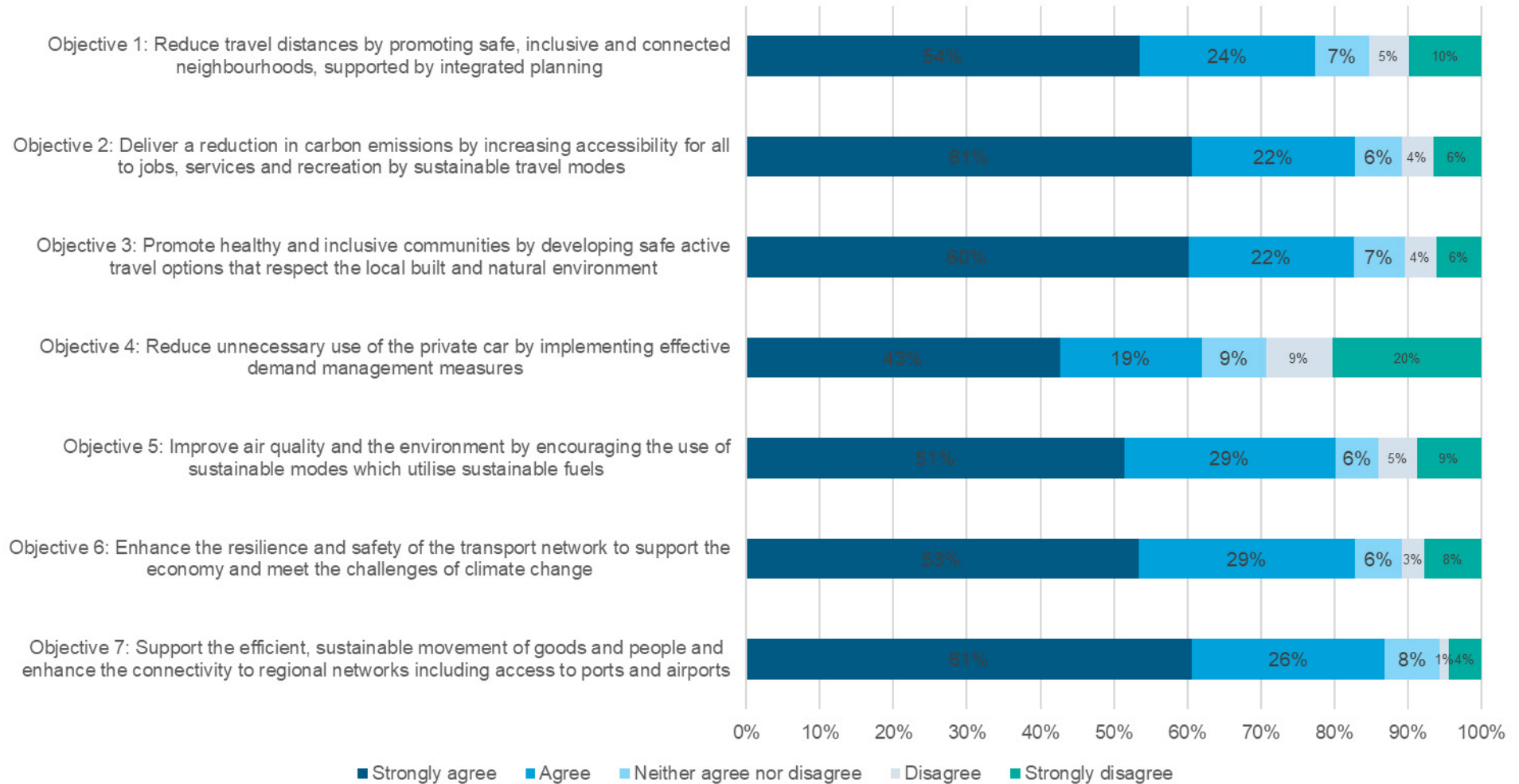
- Strongly agree;
- Agree;
- No Strong View/Unsure;
- Disagree; and
- Strongly Disagree

Figure 4-9 shows that a majority of individual respondents either 'strongly agree' or 'agree' with all seven proposed objectives.

The objective with the highest level of support (87% strongly agree/agree) is *Objective 7: Support the efficient, sustainable movement of goods and people and enhance the connectivity to regional networks including access to ports and airports.*

The objective with the lowest level of agreement (29% strongly disagree/disagree) is *Objective 4: Reduce unnecessary use of the private car by implementing effective demand management measures*.

## Figure 4-9 – Individual responses regarding the proposed Objectives



Objective 1: Reduce travel distances by promoting safe, inclusive and connected neighbourhoods, supported by integrated planning — 54% Strongly agree, 24% Agree, 7% Neither agree nor disagree, 5% Disagree, 10% Strongly disagree

Objective 2: Deliver a reduction in carbon emissions by increasing accessibility for all to jobs, services and recreation by sustainable travel modes — 61% Strongly agree, 22% Agree, 6% Neither agree nor disagree, 4% Disagree, 6% Strongly disagree

Objective 3: Promote healthy and inclusive communities by developing safe active travel options that respect the local built and natural environment — 60% Strongly agree, 22% Agree, 7% Neither agree nor disagree, 4% Disagree, 6% Strongly disagree

Objective 4: Reduce unnecessary use of the private car by implementing effective demand management measures — 43% Strongly agree, 19% Agree, 9% Neither agree nor disagree, 9% Disagree, 20% Strongly disagree

Objective 5: Improve air quality and the environment by encouraging the use of sustainable modes which utilise sustainable fuels — 51% Strongly agree, 29% Agree, 6% Neither agree nor disagree, 5% Disagree, 9% Strongly disagree

Objective 6: Enhance the resilience and safety of the transport network to support the economy and meet the challenges of climate change — 53% Strongly agree, 29% Agree, 6% Neither agree nor disagree, 3% Disagree, 8% Strongly disagree

Objective 7: Support the efficient, sustainable movement of goods and people and enhance the connectivity to regional networks including access to ports and airports — 61% Strongly agree, 26% Agree, 8% Neither agree nor disagree, 1% Disagree, 4% Strongly disagree

Legend: Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree

Question 19 was presented as an open question allowing respondents to provide further suggestions or comments relating to the objectives and guiding principles. Of the 192 responses received, 50% were in general agreement with the objectives and 25% were outlining reasons for disagreeing with the proposals. General observations made up the remainder of the comments. Figure 4-10 illustrates the objectives which received the most related comments and the level of agreement expressed within these.

**Figure 4-10 - Distribution of Responses received in Question 19 by Opinion for each objective**
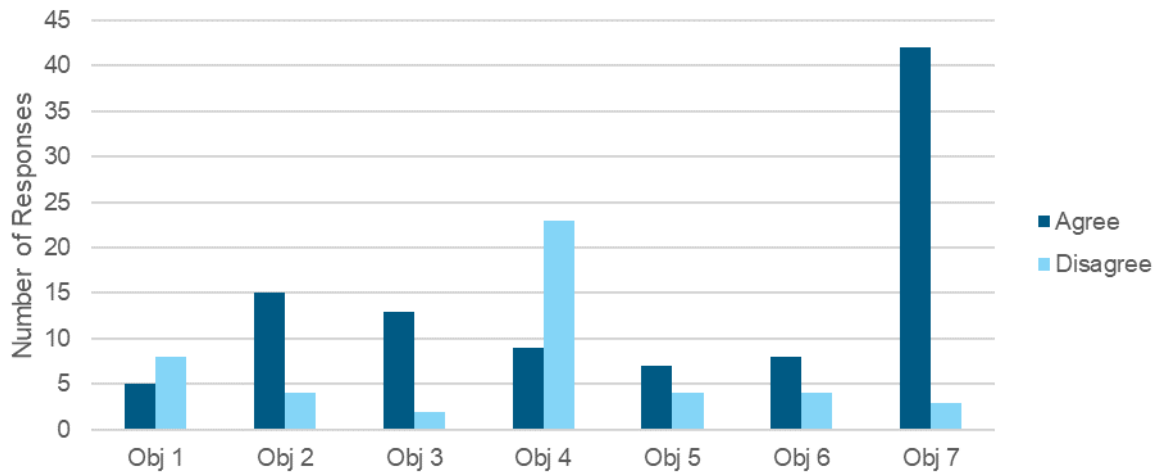


Most respondents to question 19 took the opportunity to agree with the need to support regional connectivity (Objective 7), to support the need to make public transport improvements (Objective 2) or to voice concern over the potential introduction of demand management measures (Objective 4).

Comments related to the need to improve regional connectivity highlighted the importance of rail and air travel; several comments cited the example of the 'Circle Line' rail proposal as a potential enhancement for consideration. There was also recognition of the importance of freight connectivity to the ports of the region.

Those who responded to this question but did not comment specifically on the objectives re-iterated previously mentioned topics, with concerns on the delivery, governance, clarity and cost impacts of the schemes reintroduced.

## 4.6 Travel Choice

In the fifth part of the survey, respondents were given two closed questions relating to travel choice and were given the option of checking boxes next to each response. These questions aimed to understand the existing barriers to use of active and public transport modes and identify measures that would help to increase uptake.

**Question 20 asked "Which of the following would encourage you to walk, wheel or cycle for short trips more often?".** Figure 4-11 shows that most of the respondents chose both new or improved footways and crossings as well as traffic-free cycle paths connecting to local amenities and transport services (67%) as an attractive option that would encourage them to use active travel for short trips more often.

- 51% of the respondents picked the 'Secure, well-located cycle parking' as an encouraging option.
- 34% of the respondents selected the 'Access to shared electric or manual bikes' option, 29% ticked against the 'A reduction in car parking availability at your destination' option and 26% felt that an increased cost of parking at their destination would encourage them to choose active travel.
- 16% of the respondents recorded that that none of the above or no measures could encourage them to walk, wheel or cycle for short trips and 7% chose the 'Other' option to state other measures.

### Figure 4-11 - Responses received in Question 20
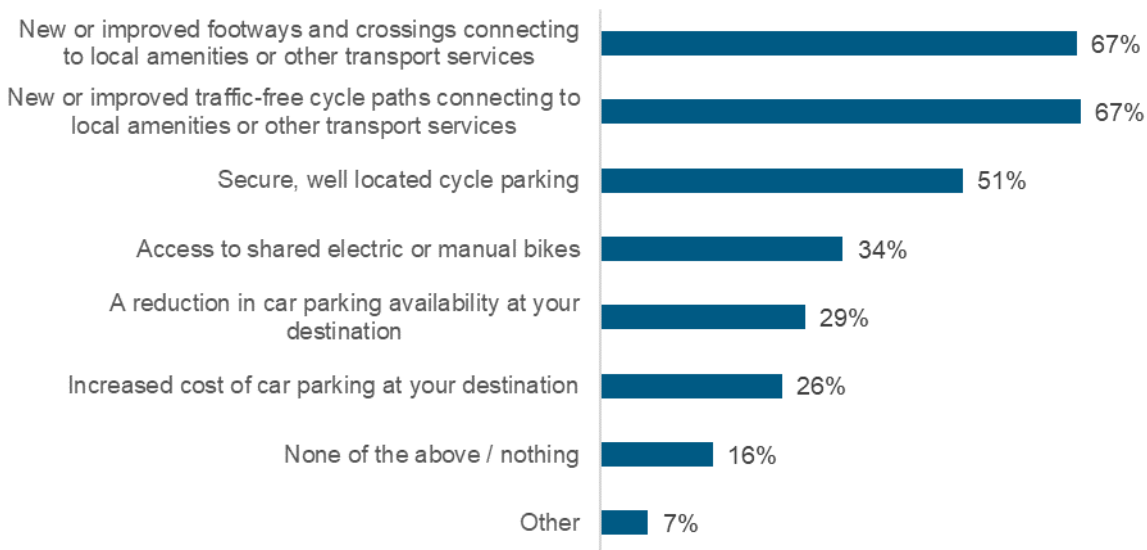


Some common themes emerged from responses to the 'Other' option. These are shown in Figure 4-12

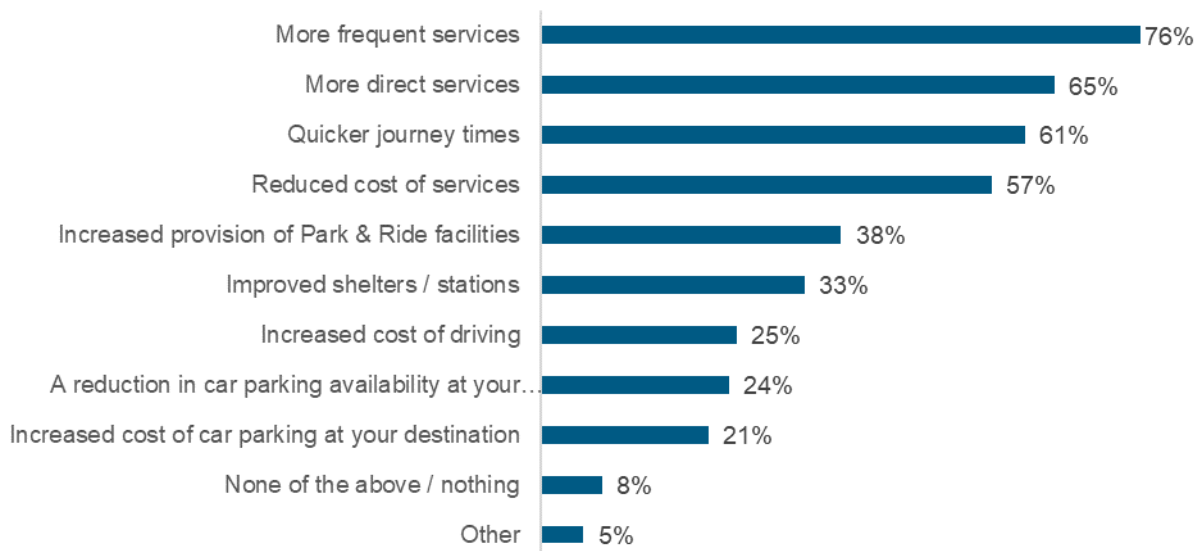### Figure 4-12 - Themes Identified in the 'Other' responses

**Question 21 asked "Which of the following would encourage you to use bus for more of your regular trips?".** Figure 4-13 show that a majority of the respondents (76%) chose 'More frequent services' as an effective measure that would encourage them to use public transport more.

Other more popularly selected measures were 'More Direct services' (65%), 'Quicker journey times' (61%) and 'Reduced cost of services' (57%).

38% and 33% of the respondents chose 'Increased provision of Park & Ride facilities' and 'Improved shelters/stations' respectively.

21-25% of the respondents chose options that increase the cost of driving, parking and a reduction of parking availability as measures that would encourage them to use Public Transport. 8% responded that no measures or none of the above measures would encourage them to use the Public Transport and 5% used the 'Others' option to give more comments.

### Figure 4-13 - Responses received in Question 21



Some of the common themes mentioned in the 'Others' responses are shown in Figure 4-32.

### Figure 4-14 - Themes identified in the 'Other' responses

## 4.7 Travel Behaviours

In the last part of the survey, individual respondents (as distinct from organisational responses) were asked three questions regarding mode choices that they would use for travel for different purposes in the future; travel for work, travel to school or education, and travel for leisure.

The options for each of the three questions were as follows:

• Walking/Wheeling

• Cycling

• Bus

• Train

• Car/Van – Electric/Hybrid

• Car/Van – Petrol/Diesel

• Other

• Work from Home

• Not in Work/Not applicable

• Not Answered

Table 4-1 presents the responses and shows that for:

• Trips to work, cycling and train were identified as the most desirable mode for future trips.

• Trips to education, cycling and walking were most popular and for other trips, train and car (petrol or diesel) received the most responses.

### Table 4-1 - Preferred travel mode for future trips

|  | Work | Education | Other |
|---|---|---|---|
| Walking (or wheeling) | 4.5% | 22.5% | 2.5% |
| Cycling | 23.6% | 24.8% | 16.1% |
| Public Transport - Bus | 14.8% | 19.3% | 15.0% |
| Public Transport - Train | 20.9% | 12.2% | 32.3% |
| Car (or van/taxi) – petrol or diesel | 12.5% | 16.1% | 21.1% |
| Car (or van/taxi) – electric/hybrid Electric | 6.4% | 4.5% | 12.3% |
| Other (inc Motorbikes/electric scooters | 1.6% | 0.3% | 0.0% |
| No travel (I work mostly from home) | 9.0% | 0.0% | 0.0% |
| Not applicable (I don't work) | 6.4% | 0.0% | 0.0% |
| Not Answered | 0.4% | 0.3% | 0.6% |

# 5. Analysis of Organisation Responses

## 5.1 Overview

As outlined above, participants were able to provide feedback on the engagement content via a range of channels. A total of 39 responses were received from organisations, 23 via the online survey and 15 written responses via email.

This section first presents analysis of the responses received via the online survey, then presents key themes identified from the responses submitted via email.

## 5.2 Wider Societal Challenges

In the first section of the survey, questions 1-8 aimed to understand the level of agreement or disagreement on the wider societal challenges identified as key drivers for the Plan. Specifically the need to:

- Tackle climate change
- Protect the built and natural environment
- Drive sustainable economic growth
- Support healthy, safe and inclusive communities.

For questions 1-7, respondents were asked to select a response from the following range:

- Strongly agree;
- Agree;
- No Strong View/Unsure;
- Disagree; and
- Strongly Disagree

Figure 5-1 shows that the majority of organisation respondents (90-100%) either agree or strongly agree with the seven statements relating to the wider societal challenges. Only 4% of respondents disagreed with any of the statements; *To what extent do you agree that ensuring the transport network operates in a sustainable and efficient manner influences the economic performance of the region?*.

**Figure 5-1 – Summary of organisations feedback on ETP's identified Wider Societal Challenges**
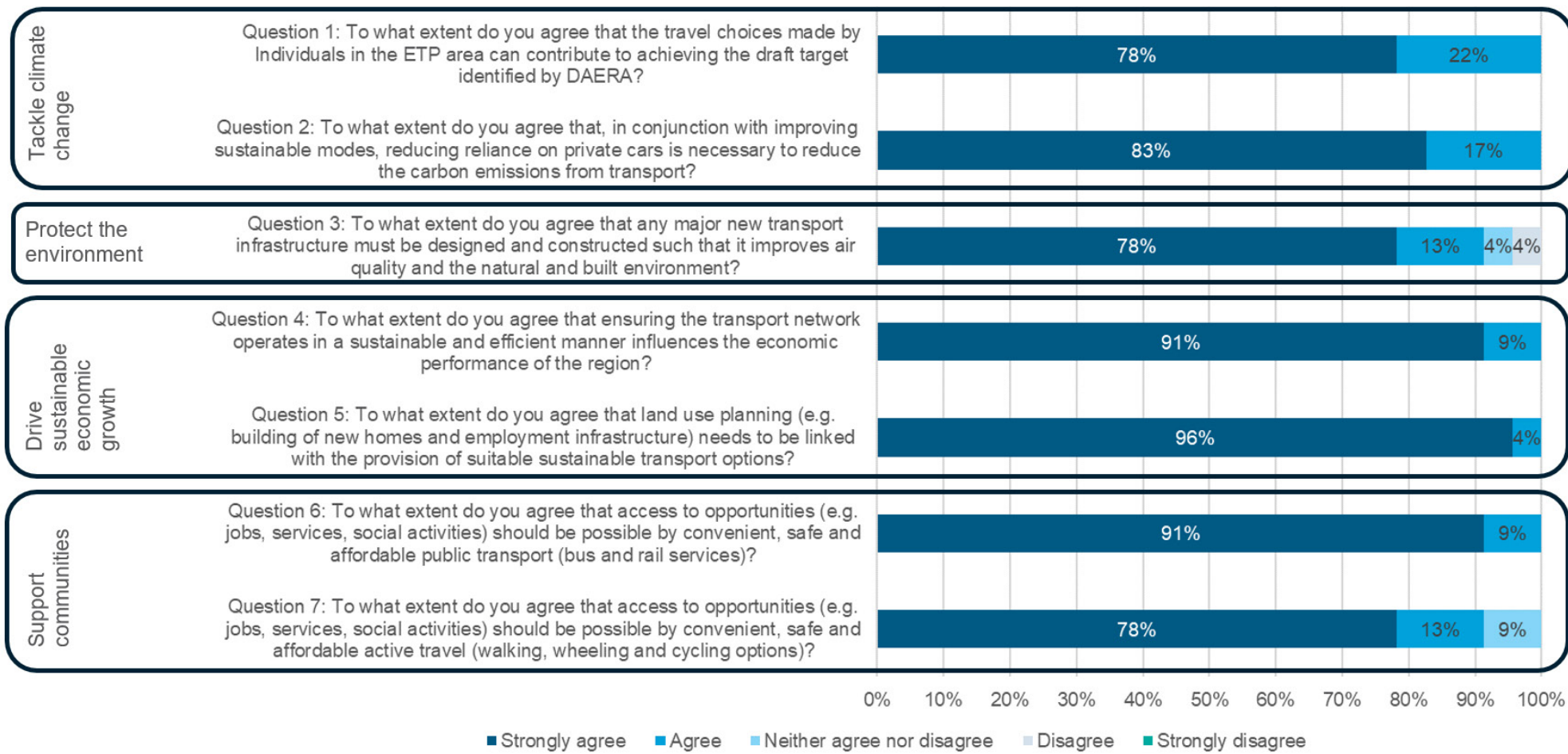
**Question 8** was an open question allowing respondents the opportunity to share their sentiments on the identified wider challenges and suggest further societal challenges. Only four organisations left a further comment against this question. The responses reiterated the importance of integrated land use and transport planning, ensuring that the transport network works for all regions, not just Belfast, and identified some specific schemes or initiatives for consideration through ETP.
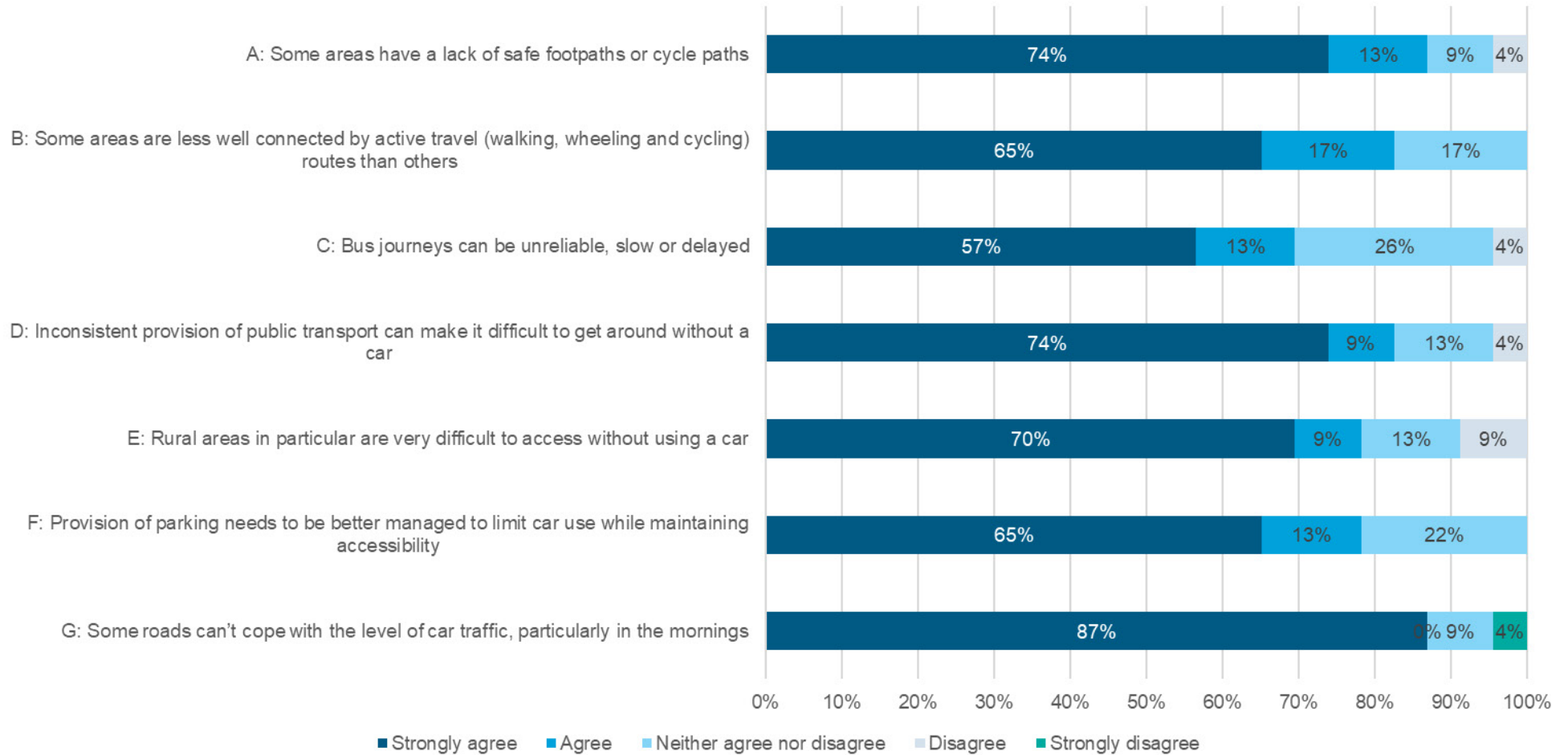
## 5.3 Transport Challenges

This part of the survey asked one closed question and one open question. For the closed question, the respondents were given seven key transport challenges identified during the ETP 2035 development, informed by baselining work, and were asked to select the following responses to each of the transport challenges based on their opinion on how relevant the challenges were to their local area.

- Strongly agree;
- Agree;
- No Strong View/Unsure;
- Disagree; and
- Strongly Disagree

Figure 5-2 shows that the majority of respondents (75-90%) strongly agree or agree with all seven challenges. Between 4-9% of respondents disagreed or strongly disagreed with any of the challenges. Transport challenge B (*Some areas are less well connected by active travel (walking, wheeling and cycling) routes than others*) and F (*Provision of parking needs to be better managed to limit car use while maintaining accessibility*) did not receive any negative feedback.

**Figure 5-2 – Summary of organisations feedback on ETP's identified Transport Challenges**



| Challenge | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree |
|---|---|---|---|---|---|
| A: Some areas have a lack of safe footpaths or cycle paths | 74% | 13% | 9% | 4% | |
| B: Some areas are less well connected by active travel (walking, wheeling and cycling) routes than others | 65% | 17% | 17% | | |
| C: Bus journeys can be unreliable, slow or delayed | 57% | 13% | 26% | 4% | |
| D: Inconsistent provision of public transport can make it difficult to get around without a car | 74% | 9% | 13% | 4% | |
| E: Rural areas in particular are very difficult to access without using a car | 70% | 9% | 13% | 9% | |
| F: Provision of parking needs to be better managed to limit car use while maintaining accessibility | 65% | 13% | 22% | | |
| G: Some roads can't cope with the level of car traffic, particularly in the mornings | 87% | 0% | 9% | | 4% |

Question 10 was an open question offering participants the opportunity to highlight further transport challenges of relevance to their area; 4 organisations provided their views. Additional challenges identified included speed limits and the need to reduce rat running in residential areas, a need for increased motorcycle and scooter facilities and the need to improve education related to transport choice.

## 5.4 Draft Vision

In the third section of the survey, the respondents were asked to select a response from the following, in relation to the content of the vision statement:

- Strongly agree;
- Agree;
- No Strong View/Unsure;
- Disagree; and
- Strongly Disagree

The vision statement is presented in Figure 5.3 below.

### Figure 5-3 - ETP 2035 Draft Vision Statement

Deliver an integrated Plan to enhance and re-balance transport network in favour of sustainable, efficient modes, which connect communities creating an attractive, inclusive and safe economic region for all by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.

Figure 5-4 showed that the majority of respondents (87%) agreed or strongly agreed with the proposed Vision. 4% neither agree or disagree and 9% disagree.

### Figure 5-4 - Organisation responses regarding the proposed Vision statement



Strongly agree 61% | Agree 26% | Neither agree nor disagree 4% | Disagree 9% | Strongly disagree 0%
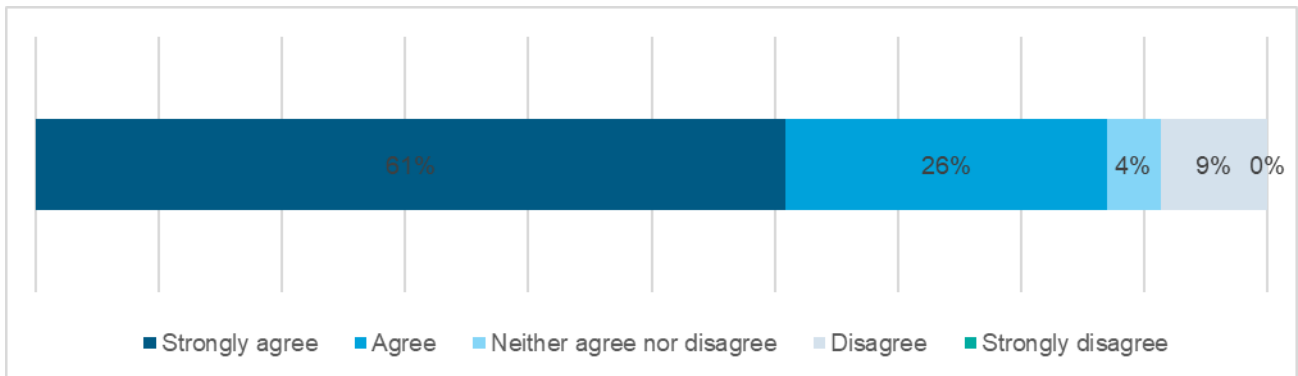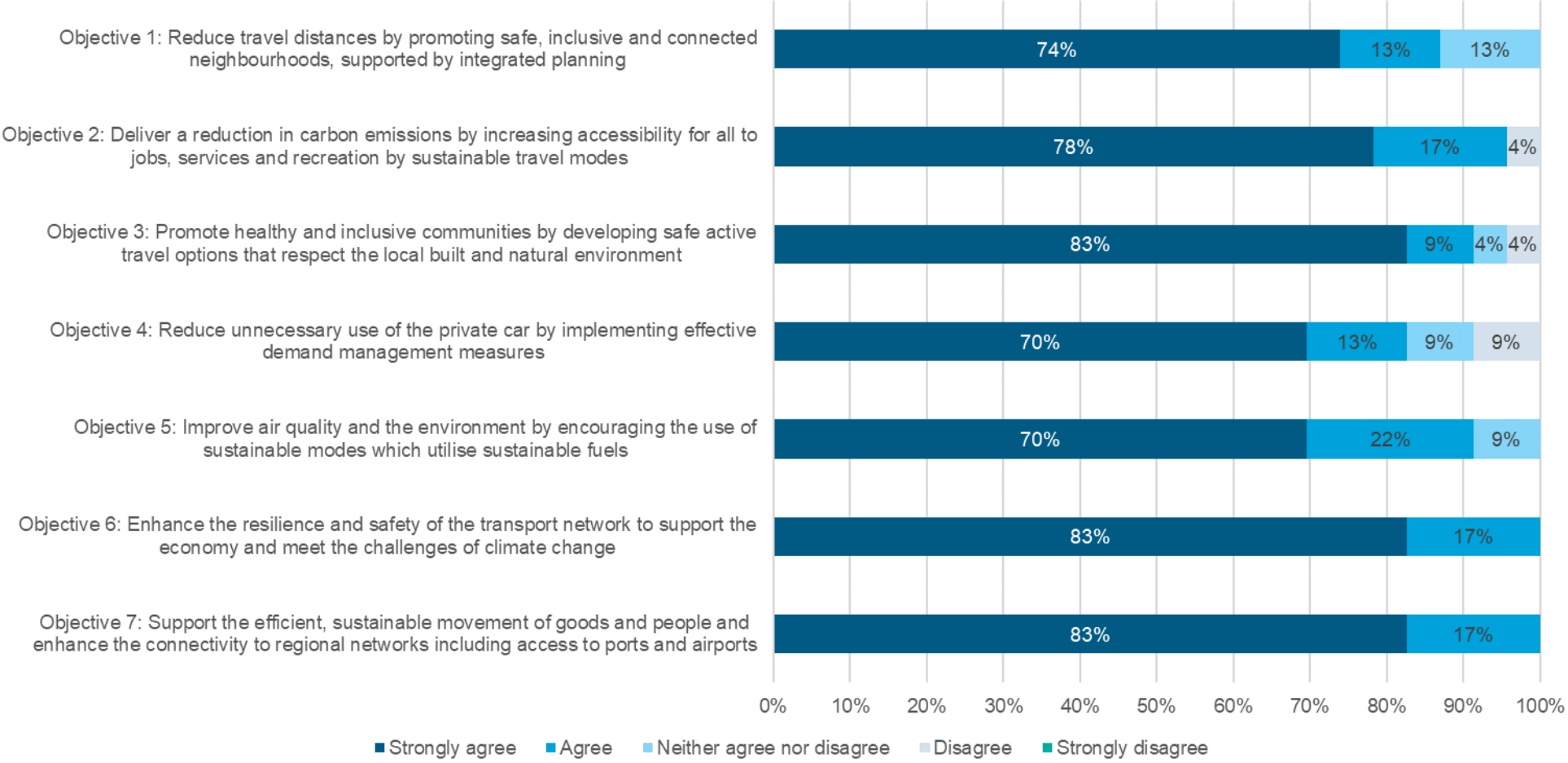
## 5.5 Draft Objectives

In the fourth part of the survey, the respondents were given a series of seven questions about the proposed objectives and were asked to select to what extent they agreed with each proposal:

- Strongly agree;
- Agree;
- No Strong View/Unsure;
- Disagree; and
- Strongly Disagree

Figure 5-5 shows that the majority of respondents (80-100%) strongly agreed or agreed with each objective. ***Objective 4: Reduce unnecessary use of the private car by implementing effective demand management measures*** was the objective with the highest proportion of disagreement at 9%.

**Figure 5-5 – Organisation responses regarding the proposed Objectives**



Objective 1: Reduce travel distances by promoting safe, inclusive and connected neighbourhoods, supported by integrated planning — Strongly agree 74%, Agree 13%, Neither agree nor disagree 13%

Objective 2: Deliver a reduction in carbon emissions by increasing accessibility for all to jobs, services and recreation by sustainable travel modes — Strongly agree 78%, Agree 17%, Neither agree nor disagree 4%

Objective 3: Promote healthy and inclusive communities by developing safe active travel options that respect the local built and natural environment — Strongly agree 83%, Agree 9%, Neither agree nor disagree 4%, Disagree 4%

Objective 4: Reduce unnecessary use of the private car by implementing effective demand management measures — Strongly agree 70%, Agree 13%, Neither agree nor disagree 9%, Disagree 9%

Objective 5: Improve air quality and the environment by encouraging the use of sustainable modes which utilise sustainable fuels — Strongly agree 70%, Agree 22%, Neither agree nor disagree 9%

Objective 6: Enhance the resilience and safety of the transport network to support the economy and meet the challenges of climate change — Strongly agree 83%, Agree 17%

Objective 7: Support the efficient, sustainable movement of goods and people and enhance the connectivity to regional networks including access to ports and airports — Strongly agree 83%, Agree 17%

Legend: Strongly agree, Agree, Neither agree nor disagree, Disagree, Strongly disagree

Question 19 was presented as an open question allowing respondents to provide further suggestions or comments relating to the objectives and guiding principles; 4 organisations left responses. The responses included the need for improved education to encourage a mode shift away from cars and reference to specific rail schemes that should be introduced.

## 5.6 Travel Choice

In the fifth part of the survey, respondents were given two closed questions relating to travel choice and were given the option of checking boxes next to each response. These questions aimed to understand the existing barriers to use of active and public transport modes and identify measures that would help to increase uptake.

Question 20 asked "Which of the following would encourage you to **walk, wheel or cycle** for short trips more often?". As for the individual responses, Figure 5-6 shows that the most common responses were both new or improved footways and crossings as well as traffic-free cycle paths connecting to local amenities and transport services (74% and 70%).

**Figure 5-6 – Organisation responses received in Question 20**
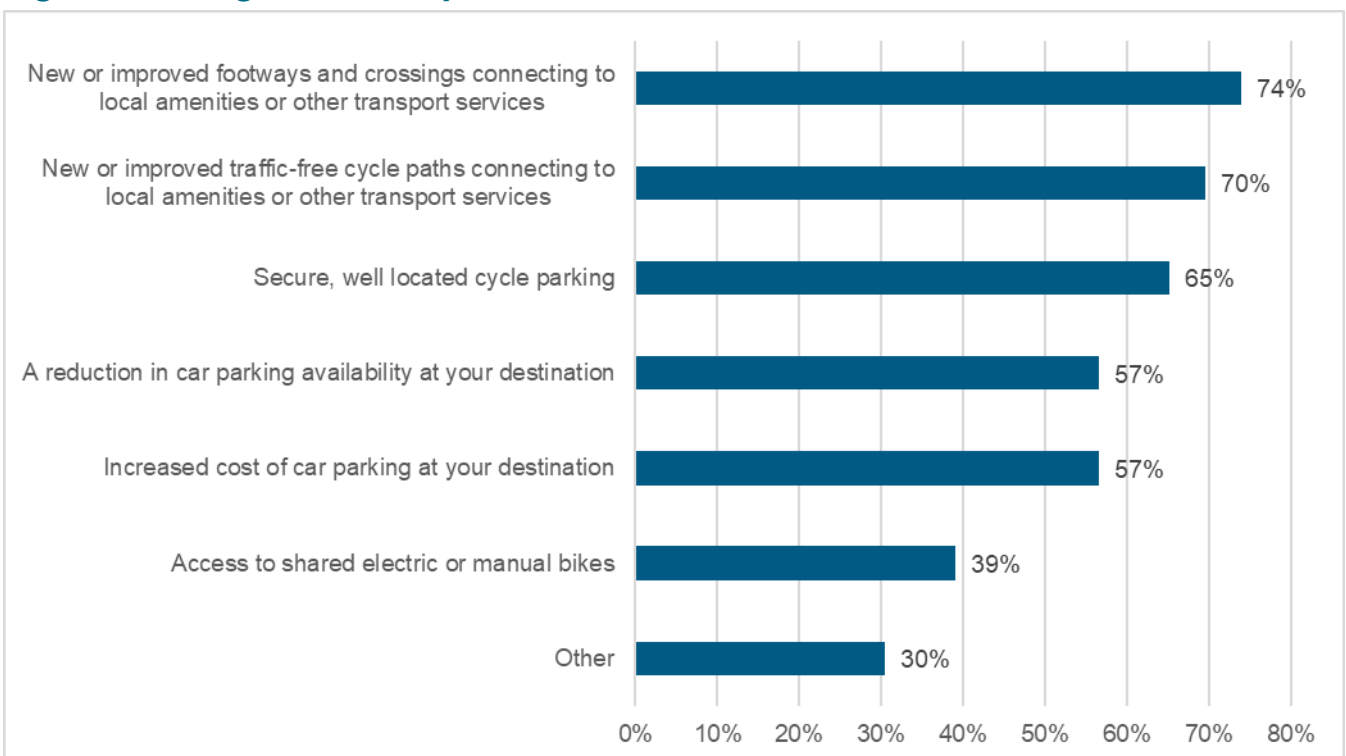
Question 21 asked "Which of the following would encourage you to use **bus** for more of your regular trips?". As for the individual responses, Figure 5-7 shows that the most common responses were more frequent services (78%), quicker journey times (70%) and reduced cost of services (70%).

**Figure 5-7 – Organisation responses received in Question 21**
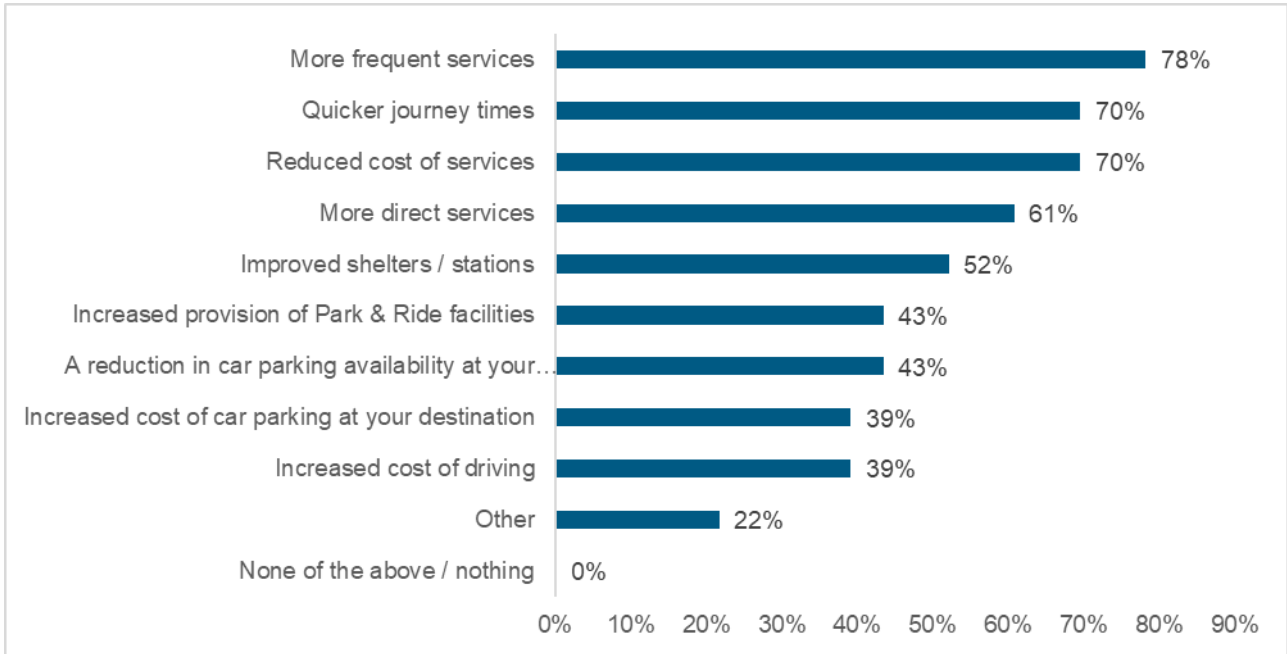


## 5.7 Further feedback received through written responses

15 organisations wrote to DfI directly via email or post in order to express their views. Two of these organisations also completed the online survey. A summary of the feedback received is presented below.

### Wider Societal Challenges

Overall, feedback on the identified societal challenges were well received, however it was observed that budgetary pressures is a key consideration.

### Transport Challenges

Additional transport challenges identified included:

- Making transport inclusive to vulnerable, disabled and reduced mobility users.
- The need for an affordable, equal and simple transport system.
- Lacking alternative transport options in rural areas.
- Physical accessibility to transport modes and streets.
- Safety and security on public transport.
- The need to revisit legacy road protections and consider alternative uses.

## Draft Vision

Overall, all feedback received reflected positively on the proposed Vision statement.

Some organisations called for consideration to affordability, accessibility and inclusivity to be made within the Vision, as well as commenting on the need to be ambitious with environmental improvements.

One organisation suggested that the Vision should reflect an end goal to the ETP 2035 programme, rather than focusing on how it will be delivered.

## Draft Objectives and Guiding Principles

Similarly, feedback on the draft Objectives was positive. However, some organisations emphasised the need to consider flexibility in application dependent on local needs, for instance, applying different measures in rural areas.

# 6. Outcomes from Engagement

## 6.1 Overview

This section presents a summary of the key themes arising from the engagement and resulting outcomes. Key themes recorded include:

- Under-representation from demographic and geographic groups;
- Broad agreement with identification of:
  - Wider societal challenges;
  - Transport Challenges;
  - Vision; and
  - Objectives.
- Understanding of the level of interest individuals have in their future travel mode for various uses.

## 6.2 Underrepresented samples

### 6.2.1 Consideration

As noted in Section 3, the proportion of responses for some geographic areas, namely Antrim and Newtownabbey and Mid and East Antrim, were under-represented. In addition, the percentage of female respondents, as well as those under 25 and over 65 were not reflective of the population.

### 6.2.2 Conclusion

At subsequent public engagement opportunities, these categories of respondents will be considered and targeted exercises will be implemented. Where possible, existing Council engagement channels and mailing lists will be used.

## 6.3 Wider Societal Challenges

### 6.3.1 Consideration

The wider societal challenges, which were set out in the engagement survey, were broadly agreed with. Challenges were mentioned relating to:

- Climate change;
- Built and natural environment;
- Sustainable economic growth;
- Community support;
- Delivery; and
- Governance.

### 6.3.2 Conclusion

The wider societal challenges identified ahead of the engagement survey are accepted as representative of the opinions of the residents and organisations of the ETP area. The additional challenges raised have been considered and will be reflected throughout the development of the ETP.

## 6.4 Transport Challenges

### 6.4.1 Consideration

The transport challenges, which were set out in the engagement survey, were broadly agreed with. Challenges were mentioned relating to:

- Safe footways and cycle paths;
- Connections to active travel routes;
- Unreliable, slow or delayed bus journeys;
- Inconsistent provision of public transport;
- Rural connectivity;
- Management of parking provision;
- Car traffic;
- Road investment; and
- Enforcement

### 6.4.2 Conclusion

The transport challenges identified ahead of the engagement survey are accepted as representative of the opinions of the residents and organisations of the ETP area. The additional challenges raised have been considered and will be reflected throughout the development of the ETP. Notably, additional transport challenges raised were largely related to car usage and investment in roads. Whilst these challenges have been noted, the ETP remains focused on the need to promote the use of sustainable modes of travel and reduce the reliance on private car use in response to the climate emergency.

## 6.5 Vision

### 6.5.1 Consideration

The draft vision statement was also broadly agreed with. Within the organisation responses, a few small variations in phrasing were suggested, including:

- Inclusive;
- Affordable;
- Accessible;
- Natural Environment; and
- Economic growth

### 6.5.2 Conclusion

Following consideration of the responses shared in the engagement survey and through wider feedback, the vision has been updated to be:

"Deliver an **integrated** and re-balanced transport network in favour of sustainable, efficient modes, which connects communities creating an **accessible**, inclusive, safe and **prosperous** economic region by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel."

The minor refinements to the vision add emphasis to the importance of ensuring that the future transport network operates in an inclusive, integrated manner which supports the economic growth of the region.

## 6.6 Objectives and Guiding Principles

### 6.6.1  Consideration

The majority of respondents agreed with each of the draft objectives, however the level of support did vary, with objective 4 (demand management) receiving the lowest overall level of support. This theme was echoed throughout other responses across the survey.

In addition, several areas or themes were suggested for consideration through the Plan objectives, including:

- EV charging;
- Rail, freight and air travel connectivity;
- Economic development;
- Reduction of private vehicle movements;
- Regional connectivity; and
- Public transport improvements

### 6.6.2  Conclusion

Following consideration of the responses shared in the engagement survey the Plan objectives have remained largely unchanged, with minor consistency changes made to ensure 'sustainable travel modes' is referenced across objectives 2, 3 and 5. Reinforced by the majority positive feedback received against each proposal, these objectives present a good foundation upon which the Plan can be built.

However, the feedback received through the survey, including against ***Objective 4: Reduce unnecessary use of the private car by implementing effective demand management measures***, will continue to be considered as ETP develops. Careful consideration will be given to the recommendation of interventions through the Plan, including demand management measures, to ensure that adverse impacts are avoided. Further information relating to this can be found within the FAQs at www.infrastructure-ni.gov.uk/articles/eastern-transport-plan-etp-2035.

## 6.7  Summary of Outcomes from Engagement

The following are the key outcomes which have been derived from the engagement exercise:

- Continued collaboration with each Council in order to disseminate information about future surveys, including targeted engagement to improve response rates amongst previously under-represented Councils;
- Additional emphasis will be placed on engaging with under 25's and over 65's, as well as females;
- Wider societal challenges have been taken forward as:
  - Climate change;
  - Built and natural environment;
  - Sustainable economic growth;
  - Community support;
  - Delivery; and
  - Governance.

- Transport challenges have been taken forward as:
  - Safe footways and cycle paths;
  - Connections to active travel routes;
  - Unreliable, slow or delayed bus journeys;
  - Inconsistent provision of public transport;
  - Rural connectivity;
  - Management of parking provision;
  - Car traffic;
  - Road investment; and
  - Enforcement

- The Vision has been updated to be:

> **Deliver an integrated and re-balanced transport network in favour of sustainable, efficient modes, which connects communities creating an accessible, inclusive, safe and prosperous economic region by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.**

- The Objectives have been taken forward as:
  - Reduce travel distances by promoting safe, inclusive and connected neighbourhoods, supported by integrated planning.
  - Deliver a reduction in carbon emissions by increasing accessibility for all to jobs, services and recreation by sustainable travel modes.
  - Promote healthy and inclusive communities by developing safe sustainable travel modes that respect the local built and natural environment.
  - Reduce unnecessary use of the private car by implementing effective demand management measures.
  - Improve air quality and the environment by encouraging the use of sustainable travel modes and vehicles which utilise sustainable fuels.
  - Enhance the resilience and safety of the transport network to support the economy and meet the challenges of climate change.
  - Support the efficient, sustainable movement of goods and people and enhance connectivity to regional networks including access to airports and ports.

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