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2035

Draft Transport Strategy Engagement Report

May 2026



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1. About

The Department for Infrastructure (DfI) is preparing a new Transport Strategy. The Strategy sets out a new vision and strategic priorities for our transport system through to 2035. The Strategy aims to articulate the role of transport as a social, economic and environmental enabler and will establish a set of transport priorities for the Department to deliver against.

The purpose of this report is to provide an overview of the responses to the public consultation. It is not intended to detail every response. A sample of responses have been quoted to provide a snapshot of opinions. All the responses received will be considered in the ongoing preparation of the Final Transport Strategy even if they are not quoted in this report.

The draft Transport Strategy was publicly launched for consultation by Minister Liz Kimmins on 23 June 2025.

Following the launch, the Department undertook a coordinated social media campaign to promote awareness and encourage engagement.

An online public engagement survey was made available from 24 June 2025 to 30 September 2025. In addition, targeted face-to-face engagements and presentations were held with groups and stakeholders who requested an in-person meeting, ensuring that those who preferred direct dialogue had the opportunity to discuss their views and contribute meaningfully to the process.

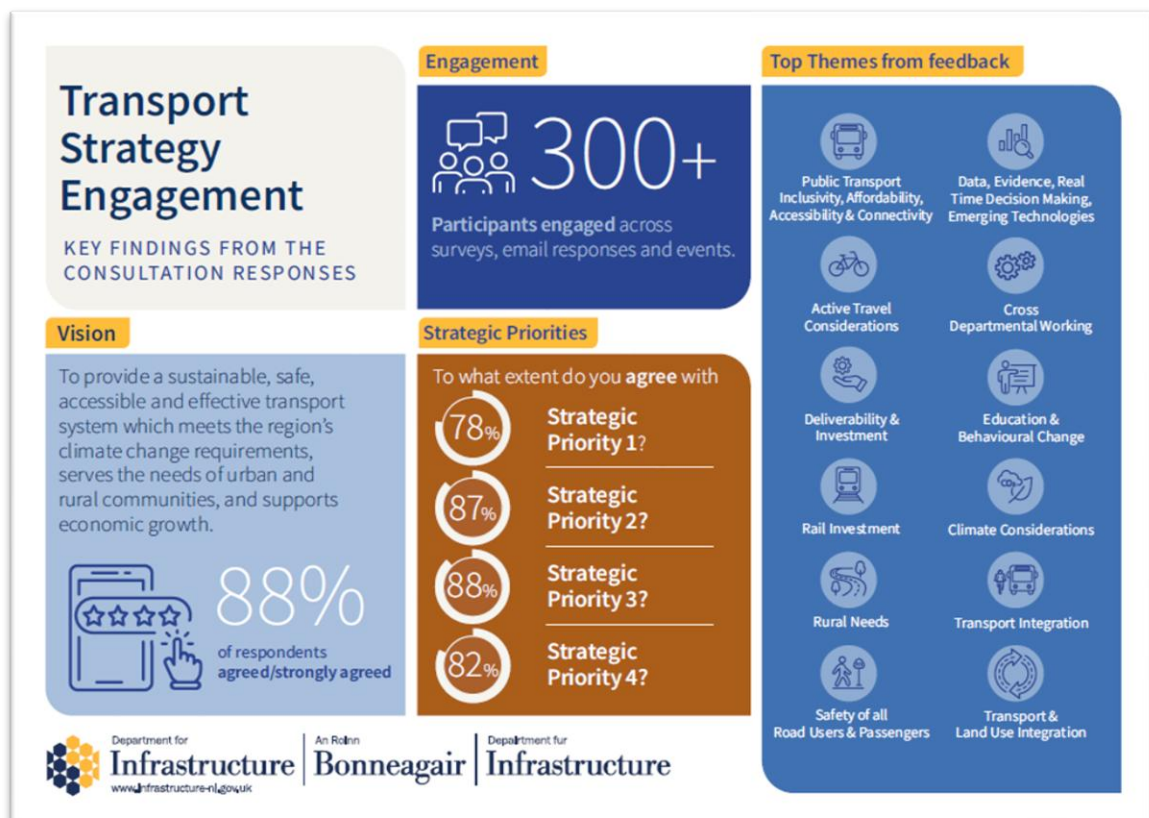
2. Executive Summary

Engagement feedback showed strong support for the Transport Strategy’s vision and its four strategic priorities, with respondents welcoming the ambition to create a more sustainable, inclusive and well-connected transport system. Overall, participants were positive about the direction of travel and offered constructive insights to help strengthen delivery.

Respondents emphasised the importance of an inclusive, affordable and accessible public transport system, informed by lived experience and responsive to the needs of all users. Many highlighted the need for balanced consideration of rural and urban areas, improved safety across the network, and better integration between transport modes, including rail, active travel and multimodal journeys.

Feedback also highlighted the importance of deliverability, investment and cross-departmental working, alongside stronger integration between transport and land use planning. Respondents recognised the key role of transport in addressing climate change, supporting decarbonisation and encouraging behavioural change, underpinned by reliable data and emerging technologies to support informed decision-making. The key themes are summarised in the infographic below, as illustrated in Figure 1.

Figure 1: Infographic Summary of Consultation Responses



3. Format of Engagement Exercise

This section details the format of the engagement exercise and the channels through which it was delivered.

Website

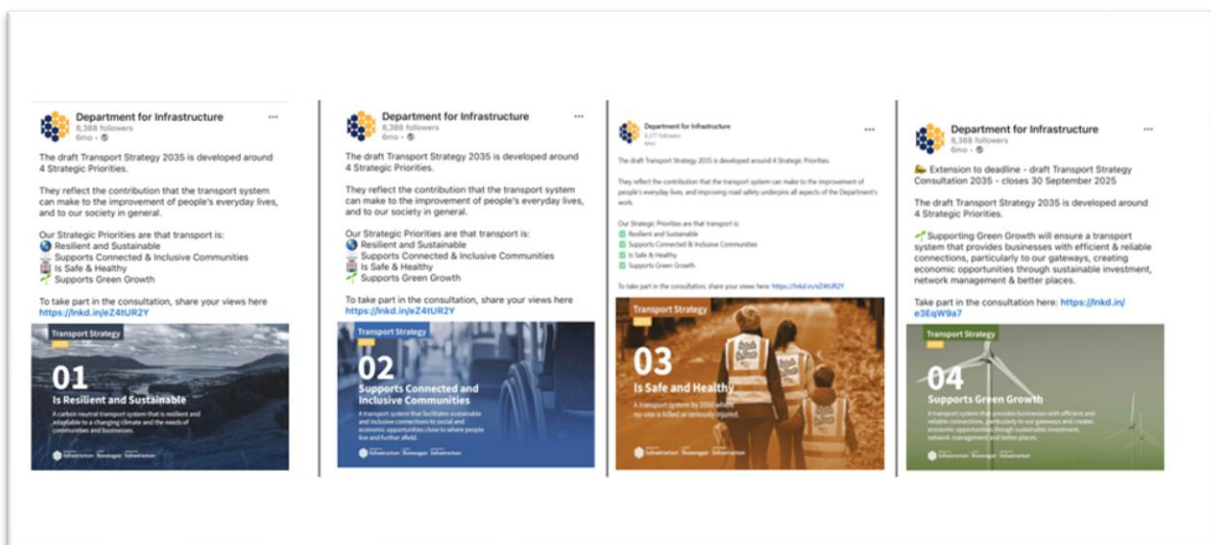
The DfI website (<https://www.infrastructure-ni.gov.uk/consultations/transport-strategy-2035>) served as the information website where the following documents were hosted: Draft Transport Strategy Consultation Document, Draft Transport Strategy Easy Read, and all associated screening documents such as the Equality Impact Assessment Screening, Rural Needs Impact Assessment, and Human Rights Assessment.

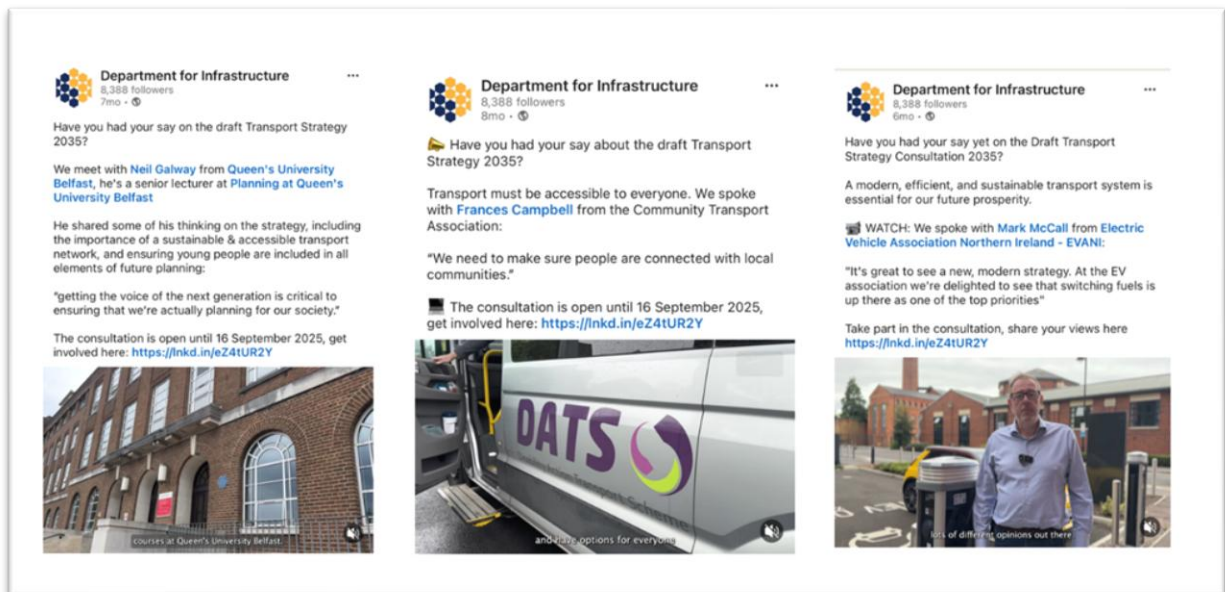
Social Media Campaign

DfI Communications Team developed and produced a social media campaign across X, Instagram, Facebook, YouTube and LinkedIn to inform audiences about the Transport Strategy and direct them to the Engagement Website where they could take the survey. Posts included short video interviews with a range of key stakeholders explaining the purpose of the Transport Strategy and encouraging participation. In addition, written posts were used to highlight key messages within the draft Strategy and draw attention to the main themes and proposals under consultation.

The videos featured contributions from Community Transport, the Consumer Council, Queen’s University Belfast, and Electric Vehicle Association Northern Ireland. These posts were published across the Department’s X, Facebook, and LinkedIn accounts (see below). In addition, partner organisations shared the content on their own social media channels throughout the engagement period, further widening reach and visibility.

Figure 2: Social Media Post Examples





Online Engagement Survey

An online engagement survey was hosted through the online consultation platform, Citizen Space. In addition, Mentimeter (Menti) was used during engagement sessions. An online engagement survey was used to collate responses, gain insights, and allow participants to share their views to help shape the future of our transport system.

Email

To ensure the engagement was accessible to all, the Transport Planning 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 other written means and/or request a hard copy of the engagement materials.

Direct Email outreach to Targeted Stakeholders

The Department contacted more than 150 targeted stakeholders by email. This ensured that a wide range of groups including those seldom heard in consultations were notified. An overview of stakeholder categories is provided in Table 1.

Table 1: Targeted Stakeholder Groups

Stakeholder Category	Example Organisations
Community & Rural Groups	Rural networks, community transport operators, rural women’s organisations, migrant support groups, local community forums and regional community networks.
Young People & Education	Youth forums, regional colleges, universities, and the Northern Ireland Commissioner for Children and Young People.
Older People, Accessibility & Equality	Advocacy bodies for older people, disability organisations, accessibility groups, equality commission, voluntary sector organisations and the Commissioner for Older People NI.
Local Government	All 11 councils across Northern Ireland, including Chief Executives and key transport, planning, and community teams.
Business & Economic Interests	Chambers of Commerce across NI, business networks, employers’ organisations and economic development representatives.
Environment, Climate & Heritage	Environmental NGOs, conservation bodies, climate networks, and organisations representing Areas of Outstanding Natural Beauty (AONBs).
Transport Operators & Regulators	Harbours, airports, freight and logistics organisations, public transport providers, taxi representatives, road safety bodies, and transport industry associations.
Public Sector & Government Agencies	Health Trusts, NI Housing Executive, statutory agencies, and multiple central government departments.

Face-to-face Targeted Engagement

In addition to online engagement, the Department undertook targeted face-to-face engagement with a range of key bodies and organisations as outlined in the Table 2 below:

Table 2: Face to Face Targeted Stakeholder Groups

Stakeholder Category	Organisations
Academic & Research Institutions	Queen's University Belfast
Community, Rural & Inclusion Stakeholders	Community Transport Association Rural Community Network Inclusive Mobility and Transport Advisory Committee (IMTAC)
Business, Industry & Economic Bodies	Confederation of British Industry (CBI) Belfast Chamber of Commerce Electric Vehicle Association Northern Ireland
Transport Bodies	Translink Department for Transport (UK)
Cross-Border Engagement	National Transport Authority (NTA), Ireland Transport Infrastructure Ireland (TII) Dublin City Council
Government, Planning & Local Authority Forums	Local Development Plan Working Group – Local Councils Internal Groups: Planning teams and Senior Leadership Team
Professional, Built Environment & Planning Bodies	Royal Town Planning Institute (RTPI) Conference Ministerial Advisory Group – Architecture and Built Environment Chartered Institute of Highways and Transportation Transport Planning Society

Figure 3: Images taken during face-to-face event.



4. Summary of Participation (All Methods)

This section summarises the level of participation received during engagement on the draft Transport Strategy. Feedback was gathered through a range of channels, including the Department's online engagement platform (Citizen Space), email submissions, and a programme of targeted engagement sessions.

Overall Engagement

Across all channels, over 300 individuals and organisations took part in the engagement process. This total reflects contributions received through online written responses, email submissions and participation in targeted stakeholder engagement sessions. This combined approach will ensure a broad and inclusive evidence base for the development of the final Transport Strategy.

Online Engagement – Citizen Space

A total of 150 written responses were submitted via the Department's Citizen Space platform, consisting of 106 responses from individuals and 44 responses from organisations.

Email Submissions

In addition to the online portal, the Department received 30 written responses via email. These were submitted by a wide range of contributors, including community groups, representative bodies, businesses, transport providers, and statutory organisations.

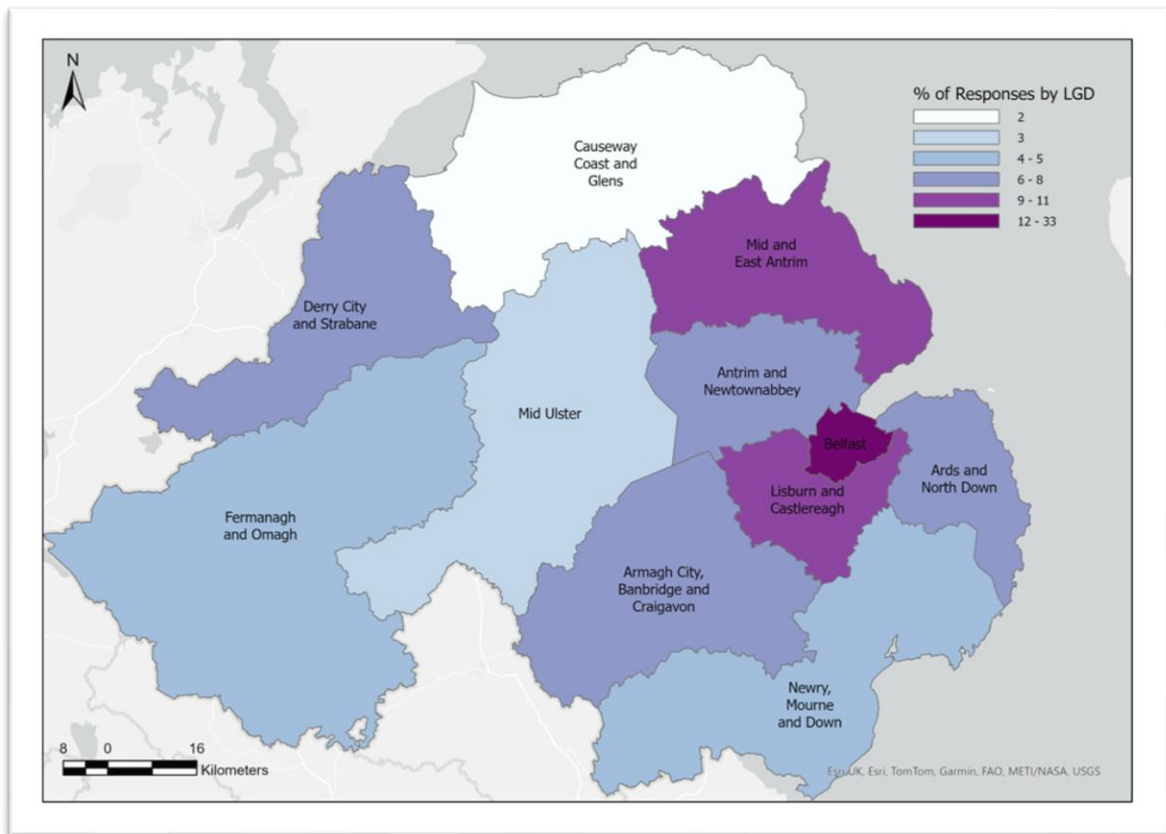
Targeted Engagement Sessions

To ensure in-depth input from key stakeholder groups, the Department delivered a series of targeted engagement workshops and roundtable discussions. 100+ stakeholders participated across these sessions. Comprehensive notes and feedback were recorded and incorporated into the overall analysis.

Online Survey - Geographic Distribution

Postcode data submitted through the online survey enabled an assessment of the geographic spread of responses. Analysis indicates that a significant proportion of responses originated from Belfast and the surrounding metropolitan area. The distribution of responses is illustrated in Figure 4. It should be noted that this analysis relates to online responses only, in-person engagement sessions included participants from across the region.

Figure 4: Consultation Response Distribution by LGD



Online Survey Demographics

Of the online survey responses, 70% of respondents were made by individuals, and 30% of all responses were made on behalf of organisations. For individual responses, participants were invited to provide basic equality information in order to allow us to understand the demographics reached through the engagement exercise. This information showed:

Figure 5: Gender

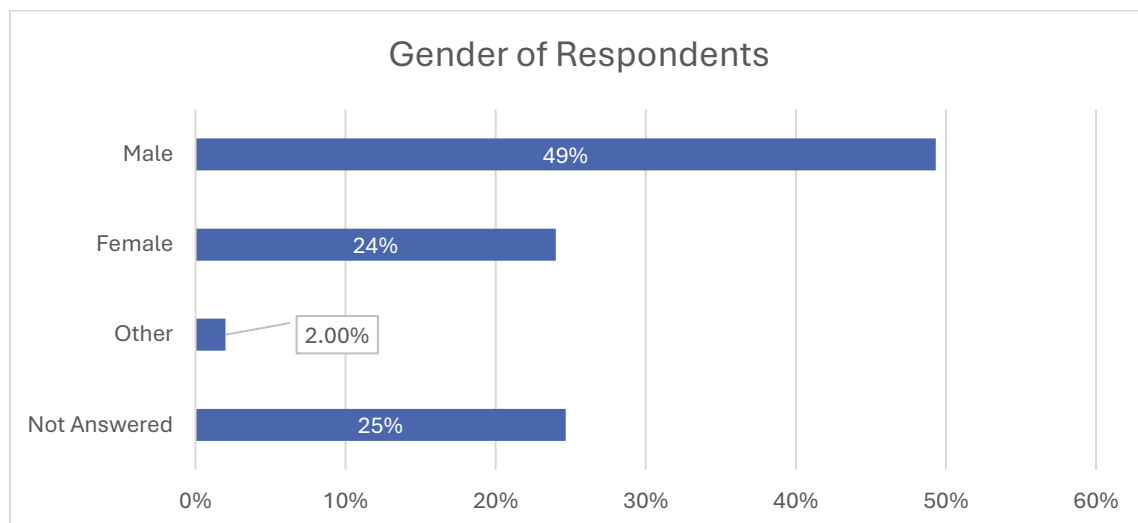


Figure 6: Age

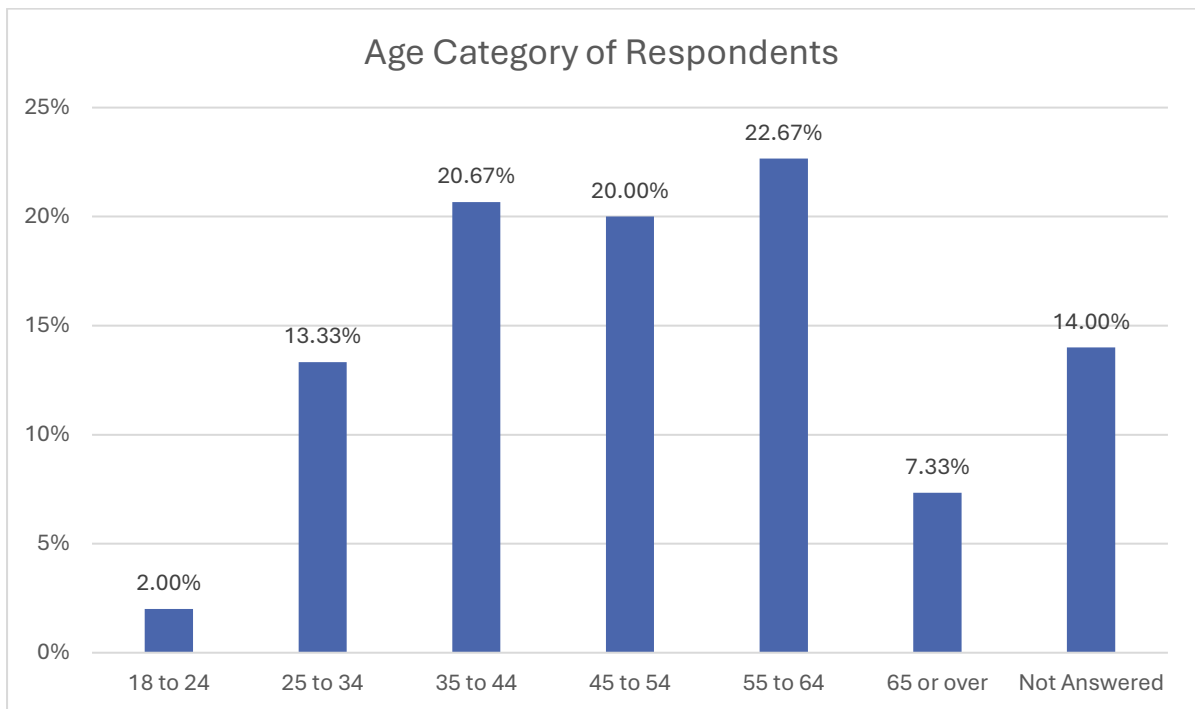
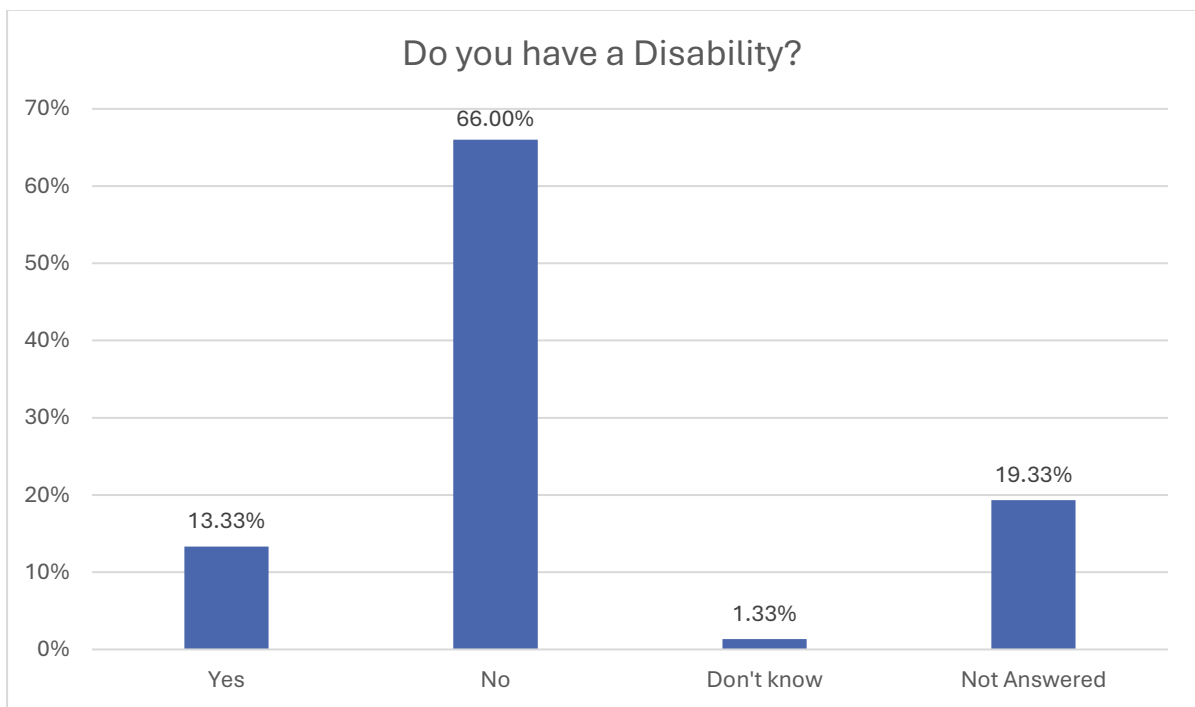


Figure 7: Disability

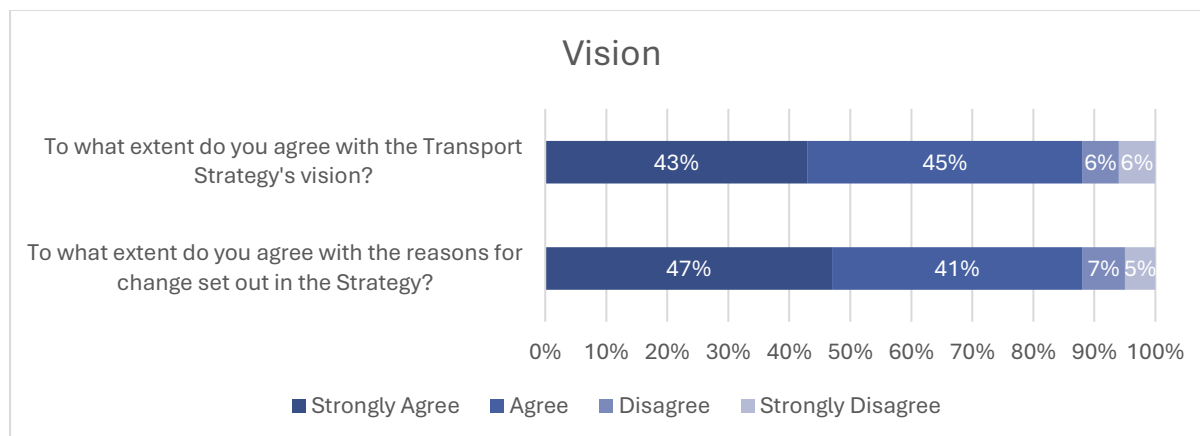


5. Analysis of Online Citizen Space Responses

This section summarises respondents' views, drawing on both quantitative and qualitative feedback received via Citizen Space.

Transport Strategy Vision

Figure 8: Vision Feedback



The quantitative feedback for this section demonstrates strong support with 88% of respondents expressing agreement, while only 12% expressed disagreement.

The qualitative feedback further reinforced support for the Strategy's vision, while also providing suggestions and considerations to strengthen the Transport Strategy. Responses were received from a broad range of contributors, with 59% from individuals and 41% from organisations.

Q.3 To what extent do you agree with the Transport Strategy's vision?

Overall, 88% of respondents expressed support for the Transport Strategy's vision and direction. Building on this support, respondents offered constructive suggestions aimed at strengthening the vision and ensuring it is both achievable and inclusive in practice, focusing on the importance of deliverability and affordability, improving access to public transport, and ensuring that the vision reflects the needs of both rural and urban communities.

Key Themes: Consideration of Rural Areas; Inclusivity, Affordability, and Accessibility; Considerations for Climate Change.

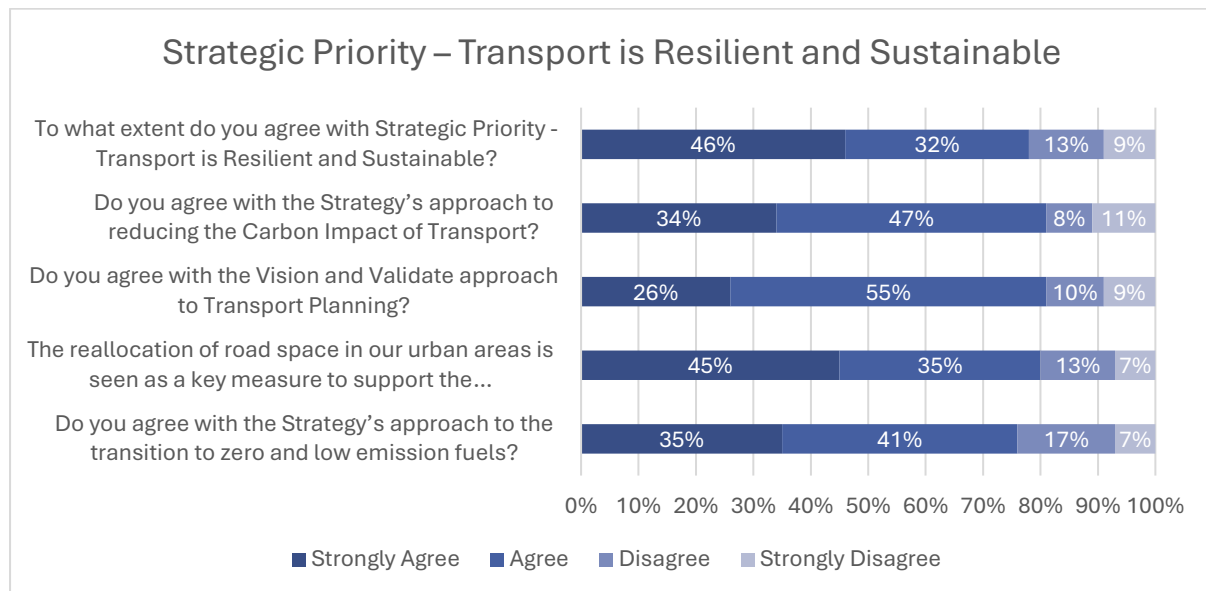
Q4. To what extent do you agree with the reasons for change set out in the Strategy?

Overall, 88% of respondents agreed with and supported the Transport Strategy's reasons for change. Qualitative feedback highlighted opportunities to further strengthen this narrative by giving greater consideration to rural isolation, the cost, frequency and reliability of public transport, and ensuring that transport policy better reflects the needs of areas beyond the main urban centres, particularly Belfast.

Strategic Priority 1 – Transport is Resilient and Sustainable

Strategic Priority 1 aims to deliver a carbon-neutral transport system that is resilient and adaptable to the impacts of climate change and responsive to the evolving needs of communities and businesses. Questions in this section focused on key aspects of the Department’s approach to reducing the carbon impact of transport, including, shifting fuels, shifting modes and reducing journeys.

Figure 9: Strategic Priority 1 Resilient & Sustainable Feedback



The quantitative feedback for this section of the Transport Strategy demonstrates strong support with 79% of respondents expressing agreement, while only 21% expressed disagreement.

The qualitative feedback further reinforced support for this strategic priority, while also providing constructive suggestions and considerations to strengthen the Transport Strategy. Responses were received from a broad range of contributors, with 65% of responses to this section from individuals and 35% from organisations.

Q5. To what extent do you agree with Strategic Priority 1?

Overall, 79% of respondents expressed support for the Transport Strategy’s strategic priority of delivering a resilient and sustainable transport system. Building on this support, qualitative feedback identified opportunities to strengthen delivery, including the need for long-term, stable funding, prioritisation of maintenance over new construction, and greater investment in flood-resilient infrastructure and reliable winter services.

Key Themes: Climate Considerations

Q6. Do you agree with the Strategy’s approach to reducing the Carbon Impact of Transport?

Overall, 81% of respondents supported the Strategy’s approach to reducing the carbon impact of transport. Qualitative feedback highlighted opportunities to strengthen delivery, including balancing fuel switching with modal shift and wider

demand management measures, improving EV charging infrastructure, particularly in rural areas and ensuring the approach remains deliverable in practice. Respondents also welcomed the Strategy's recognition of whole-system carbon impacts, noting the importance of addressing emissions associated with supporting infrastructure and transport operations.

Key Themes: Deliverability; Climate Considerations; Consideration of Rural Areas; Inclusivity, Affordability, Accessibility, and Connectivity of Public Transport.

Q7. Integrated Transport and Land Use Planning has a key role to play in supporting our transport objectives. What can the Department do to promote more sustainable patterns of transport and travel?

While no quantitative data was captured for this question, qualitative feedback indicated broad support for the Strategy's approach to integrated transport and land use planning. Respondents highlighted opportunities to strengthen delivery, including parking reform and a stronger emphasis on walkable, higher-density, mixed-use neighbourhoods focused on public transport corridors. Respondents also highlighted greater use of developer contributions to fund active travel infrastructure, public transport enhancements, mobility hubs and high-quality interchange facilities.

Key Themes: Integration of Land Use and Transport Planning.

Q8. Do you agree with the Vision and Validate approach to Transport Planning?

Overall, 81% of respondents supported the Strategy's Vision and Validate approach to transport planning. Qualitative feedback highlighted the importance of ensuring this approach reflects both urban and rural contexts, drawing on appropriate rural data and lived experience. Respondents emphasised that the approach should be grounded in real-world travel behaviour, accessibility needs and community insights to support effective and inclusive decision-making.

Key Themes: Inclusivity, Affordability, Accessibility, and Connectivity of Public Transport.

Q9. Do you have comments on the Place and Movement Framework?

While no quantitative data was captured for this question, qualitative feedback indicated broad support for the Transport Strategy's proposed Place and Movement Framework. Respondents welcomed the recognition of streets as places with wider social functions and supported the emphasis on walking, wheeling, cycling, public transport, safer streets and traffic-free routes. Feedback also highlighted opportunities to strengthen the framework by ensuring sufficient flexibility to reflect rural contexts and the specific needs of rural communities.

Key Themes: Considerations of Rural Areas

Q10. What do you consider is the best way to engage with people to encourage them to change their travel behaviours?

While no quantitative data was captured for this question, the qualitative feedback indicated overall support for the Transport Strategy's approach to engaging with people to encourage travel behaviour change. Opportunities to further strengthen the approach such as, the introduction of Northern Ireland wide behavioural change programmes, more social media campaigns and public engagement events, and more incentives to encourage public transport habits were suggested by respondents.

Key Themes: Education

Q11. What are the main Travel Demand Management measures that the framework should consider?

While no quantitative data was captured for this question, qualitative feedback indicated general support for the Transport Strategy's approach to travel demand management. Respondents identified a range of measures that could further strengthen delivery, including targeted charging mechanisms, reduced public transport costs, measures to reduce the need to travel, and enhanced park-and-ride provision. Feedback also highlighted the importance of carefully designing demand management measures to reflect the specific circumstances of rural areas, where the private car continues to play an essential role in accessing services and employment.

Key Themes: Considerations of Rural Areas; Data, Evidence, Real Time Decision Making; Inclusivity, Affordability, Accessibility, and Connectivity of Public Transport.

Q12. The reallocation of road space in our urban areas is seen as a key measure to support the Department's Strategic Priorities. Do you agree with this approach?

Overall, 80% of respondents agreed with and supported the Transport Strategy's approach to reallocation of road space. There are not qualitative insights into this question.

Q13. Do you agree with the Strategy's approach to the transition to zero and low emission fuels?

Overall, 76% of respondents expressed support for the Strategy's approach to zero and low emission fuels. Qualitative responses welcomed the ambition to transition to cleaner fuels and highlighted opportunities to strengthen delivery, including improving and future-proofing EV charging infrastructure, particularly in rural areas, and ensuring an appropriate balance between fuel switching, congestion reduction and wider demand management. Respondents emphasised the importance of a well-planned, affordable and equitable transition, with investment in charging infrastructure, grid capacity and targeted support to avoid disadvantaging rural and lower-income communities. While alternative fuels such as hydrogen, biomethane

and biofuels were recognised as having a role, these were generally viewed as interim solutions.

Key Themes: Investment; Considerations of Rural Areas

Q14. Do you have any other comments on the Resilient and Sustainable section of the Strategy?

Additional feedback focused on opportunities to strengthen the approach, including public transport affordability, reducing car dominance, and future-proofing policy and investment decisions.

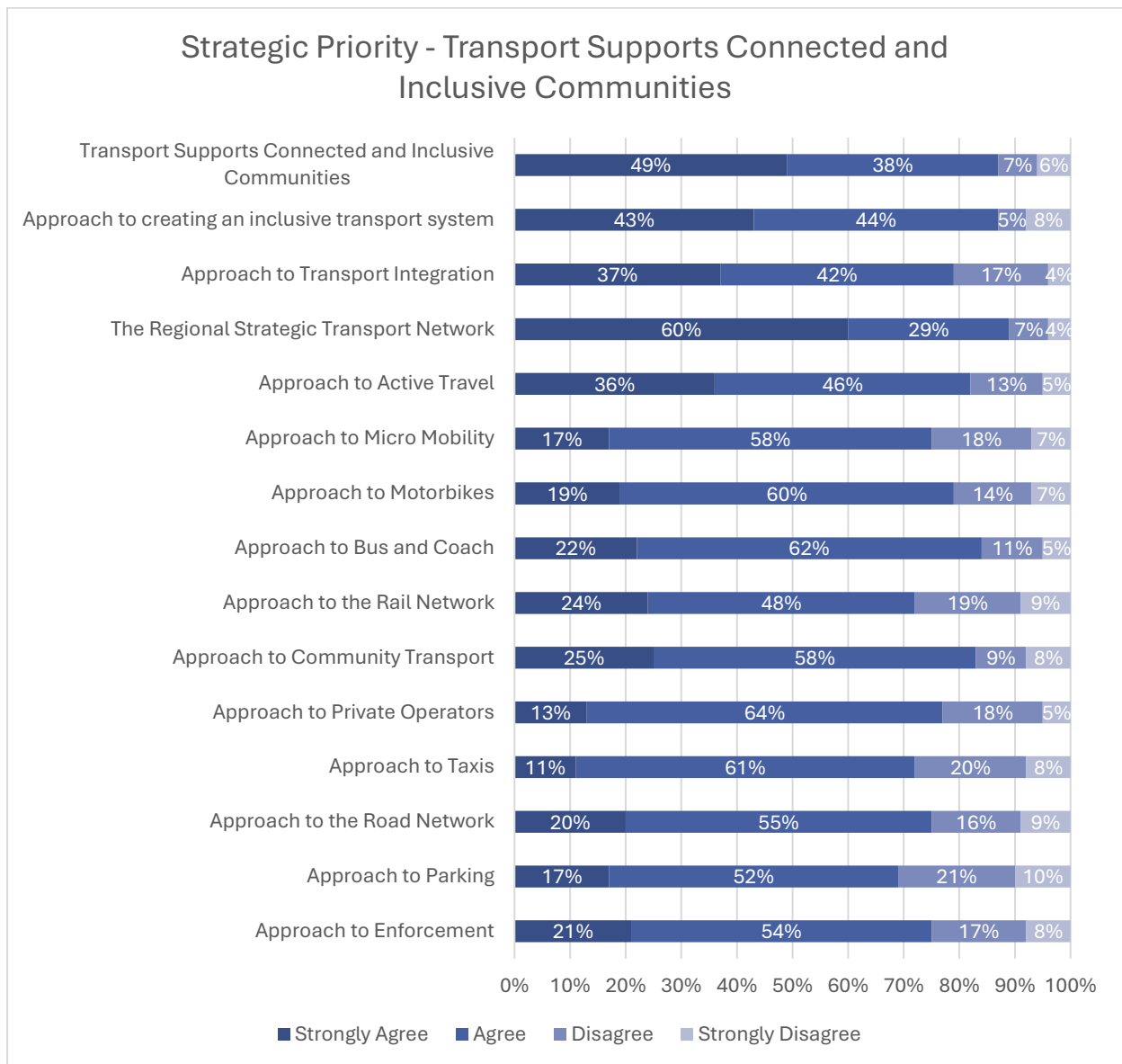
Key Themes: Investment; Inclusivity, Affordability, Accessibility, and Connectivity of Public Transport.

Strategic Priority 2 - Transport Supports Connected and Inclusive Communities

Strategic Priority 2 focuses on ensuring we have a transport system that facilitates sustainable and inclusive connections to social and economic opportunities, both locally and further afield. It also seeks to support a high-quality urban environment that people can use and enjoy, enabling everyone to participate fully in society. To achieve the ambitions set out in this section, the Department has proposed a number of measures, including promoting inclusive transport and improving transport integration.

Questions in this section explored views on inclusive transport, transport integration, and sustainable travel including active travel, public transport, shared transport, micromobility, and motorbikes as well as the road network, inconsiderate parking, and enforcement. The views of respondents on these issues are outlined below.

Figure 10: Strategic Priority 2 Connected & Inclusive Communities Feedback



The quantitative feedback for this section demonstrates strong support with 79% of respondents expressing agreement, while only 21% expressed disagreement.

The qualitative feedback further reinforced support for this strategic priority, while also providing constructive suggestions and considerations to strengthen the Transport Strategy. Responses were received from a broad range of contributors, with 54% of responses to this section from individuals and 46% from organisations.

Q15. To what extent do you agree with Strategic Priority 2?

Overall, 87% of respondents agreed with and supported the Transport Strategy’s strategic priority of ensuring transport supports connected and inclusive communities. Building on this support, respondents emphasised the importance of meaningful delivery underpinned by sufficient funding, particularly to improve the affordability of public transport. Respondents also highlighted the need to ensure that

rural communities are fully considered, noting the role of transport in addressing social isolation and improving access to opportunities.

Key Themes: Inclusivity, Affordability, Accessibility, and Connectivity of Public Transport; Considerations for Rural Areas; Deliverability and Investment

Q16. Do you agree with the Strategy's approach to creating an inclusive transport system?

Overall, 87% of respondents supported the Transport Strategy's approach to an inclusive transport system. Qualitative feedback highlighted opportunities to further strengthen delivery through clearer delivery assurances, improved accessibility within transport facilities, greater regional balance in transport connectivity, and measures to ensure accessibility for all users, including addressing the risk of digital exclusion.

Key Themes: Inclusivity, Affordability, Accessibility, and Connectivity of Public Transport.

Q17. Do you agree with the Strategy's approach to Transport Integration?

Overall, 79% of respondents agreed with and supported the Transport Strategy's approach to transport integration. Qualitative feedback highlighted opportunities to further strengthen the approach such as, greater cross modal integration, exploring additional solutions alongside park and ride, and streamlined ticketing integration with improved real-time information. Respondents also highlighted a desire for even greater focus on physical infrastructure such as mobility hubs, while also considering the cost, connectivity, and accessibility of transport.

Key Themes: Transport Integration

Q.18 Do you agree that the maintenance and improvement of the Regional Strategic Transport network (road, interurban bus and rail) should remain a key priority for the Department?

Overall, 89% of respondents agreed with and supported the Transport Strategy's consideration of maintenance and improvement of the Regional Strategic Transport Network. Qualitative responses highlighted opportunities to further strengthen the approach such as, increasing the current level of maintenance and improvements on our roads and greater investment.

Key Themes: Investment

Q19. Do you agree with the Strategy's approach to Active Travel?

Overall, 82% of respondents agreed with and supported the Transport Strategy's approach to active travel. Qualitative responses highlighted opportunities to further strengthen the approach such as, increasing the level of promotion and encouragement for active travel as a healthier choice of transportation, greater focus on safety for active travel routes, and more traffic-free routes.

Respondents also highlighted the need for regional balance of active travel routes between urban and rural areas, along with more greenways, bike parking, clutter-free pavements, and dropped kerbs.

Key Themes: Investment; Active Travel.

Q20. Do you agree with the Strategy's approach to Micro Mobility?

Overall, 75% of respondents agreed with and supported the Transport Strategy's approach to micro mobility. Qualitative responses highlighted considerations relating to pedestrian safety, interactions between users, and the regulation of e-scooters and e-bikes, alongside recognition of the role micro-mobility may play within a modern transport system.

Key Themes: Safety

Q21. Do you agree with the Strategy's approach to Motorbikes?

Overall, 79% respondents agreed with and supported the Transport Strategy's approach to motorbikes. Qualitative responses highlighted opportunities to further strengthen the approach such as, a greater emphasis on the transition toward electric motorbikes, motorbike safety, and dedicated motorcycle parking.

Key Themes: Education

Q22. Do you agree with the Strategy's approach to Bus and Coach?

Overall, 84% of respondents agreed with and supported the Transport Strategy's approach to bus and coach. Qualitative responses highlighted opportunities to further strengthen the approach such as, additional commitment to improving service frequency, coverage, and provision, a desire for greater integration between Translink and private operators, and the cost of public transport.

Respondents also highlighted the importance of co-designing bus infrastructure with user groups to ensure that practical features such as seating in bus shelters, clear timetables, and intuitive route numbering are in place to support people in travelling confidently and independently.

Key Themes: Rural Connectivity; Accessibility and Affordability; Transport Integration.

Q23. Do you agree with the Strategy's approach to the Rail Network?

Overall, 72% of respondents agreed with and supported the Transport Strategy's approach to the rail network. Qualitative responses highlighted opportunities to further strengthen the approach such as, a greater commitment towards implementing the All Island Strategic Rail Review, ensuring better rail connections to rural areas and airports.

Key Themes: Investment; Rural Connectivity; Transport Integration.

Q.24 Do you agree with the Strategy's approach to Community Transport?

Overall, 83% of respondents supported the Transport Strategy's approach to community transport. Qualitative feedback identified opportunities to strengthen the

approach through closer collaboration with Community Transport providers, clearer recognition of the vital role they play, and a more ambitious and clearly defined funding model.

Key Themes: Investment

Q25. Do you agree with the Strategy's approach to Private Operators?

Overall, 77% of respondents agreed with and supported the Transport Strategy's approach to private operators. Qualitative responses highlighted opportunities to further strengthen the approach such as, reviewing private operators' requirements for accessibility, inclusivity, and equal access, exploring the use of private operators to support modal shift, enhance visitor access to key attractions, and address local connectivity gaps.

Key Themes: Inclusivity, Affordability, Accessibility, and Connectivity of Public Transport; Transport Integration; Economy; Tourism; Rural Connectivity

Q26. Do you agree with the Strategy's approach to Taxis?

Overall, 72% of respondents agreed with and supported the Transport Strategy's approach to taxis. Qualitative responses highlighted opportunities to further strengthen the approach such as, greater clarity relating to taxi access to bus lanes, the role of taxis in the nighttime transport economy, and how taxis will transition to low and zero emission vehicles.

Key Themes: Nighttime economy; Rural connectivity; Inclusivity, Affordability, Accessibility, and Connectivity of Public Transport.

Q27. Would you like to add any further comments on public and shared transport?

Additional feedback focused on reinforcing key themes raised throughout the engagement, particularly the importance of inclusive, affordable and deliverable implementation.

Q28. Do you agree with the Strategy's approach to the Road Network?

Overall, 75% of respondents supported the Transport Strategy's approach to the road network. Qualitative feedback identified opportunities to further strengthen delivery, including addressing perceptions of urban bias in resource allocation and enhancing commitments to inclusive, pedestrian-friendly infrastructure.

Respondents also highlighted the importance of ensuring maintenance investment delivers value for money, with feedback emphasising the need for effective and well-targeted delivery to maximise the benefits of expenditure.

Key Themes: Regional Balance; Inclusivity; Deliverability.

Q29. Do you agree with the Strategy's approach to Parking?

Overall, 69% of respondents supported the Transport Strategy's approach to parking. Qualitative feedback highlighted opportunities to strengthen delivery,

including balancing demand management with equitable access for rural and mobility-impaired users, addressing pavement parking through stronger enforcement, and reducing on-street parking on main routes to support pedestrian safety and active travel. Respondents also noted the impact of larger vehicles on limited parking space sizes and the importance of considering future private coach parking provision to support tourism.

Key Themes: Education; Enforcement.

Q30. Do you agree with the Strategy's approach to Enforcement?

Overall, 75% of respondents supported the Transport Strategy's approach to enforcement. Qualitative feedback highlighted opportunities to strengthen the approach through a balanced use of enforcement and education, supported by increased public relations and awareness campaigns to encourage responsible behaviour among all road users.

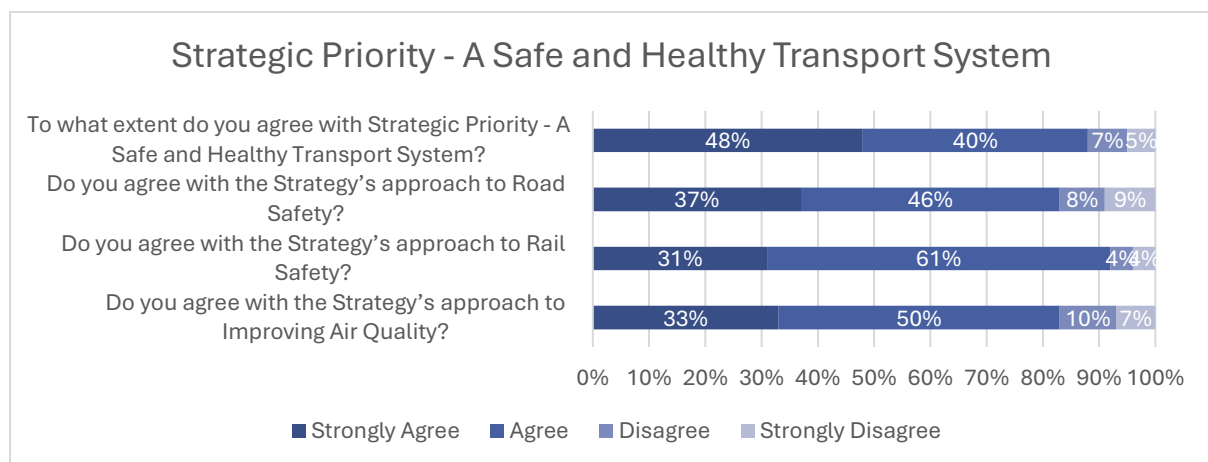
Key Themes: Education; Behavioural Change.

Q31. Do you have any other comments on the Supports Connected and Inclusive Communities section of the Strategy.

Additional comments highlighted opportunities to further strengthen this Strategic Priority, including the importance of strong Departmental commitment to delivery and better integration between land use and transport planning, particularly to ensure new housing is well connected to the transport network and supports people's ability to access services and opportunities.

Strategic Priority 3 - A Safe and Healthy Transport System

Figure 11: Strategic Priority 3 Safe & Healthy Transport Feedback



The quantitative feedback for this section of the Transport Strategy demonstrates strong support with 87% of respondents expressing agreement, while only 14% expressed disagreement.

The qualitative feedback further reinforced support for this strategic priority, while also providing constructive suggestions and considerations to strengthen the

Transport Strategy. Responses were received from a broad range of contributors, with 51% of responses from individuals and 49% from organisations.

Q32 To what extent do you agree with Strategic Priority 3? Is Safe and Healthy.

Overall, 88% of respondents supported the Transport Strategy's strategic priority of ensuring a safe and healthy transport system. Qualitative feedback highlighted opportunities to further strengthen the strategic priority such as, ensuring safe active travel routes as a key measure to deliver the ambition of a safe and healthy transport system.

Q33. Do you agree with the Strategy's approach to Road Safety?

Overall, 83% of respondents supported the Transport Strategy's approach to road safety and highlighted opportunities to further strengthen delivery such as recognising the highway as a workplace, measures to support safer active travel through lower road speeds, and enhanced enforcement of road and traffic offences to improve safety for all road users.

Key Themes: Safety; Education; Behaviour Change; Active Travel Considerations.

Q34. Do you agree with the Strategy's approach to Rail Safety?

Overall, 92% of respondents supported the Transport Strategy's approach to rail safety. Qualitative feedback highlighted the importance of continued and appropriate investment in rail infrastructure as a key means of enhancing safety, improving system resilience, and reducing long-term maintenance costs.

Key Themes: Rail Safety; Investment

Q35. Do you agree with the Strategy's approach to Improving Air Quality?

Overall, 83% of respondents supported the Transport Strategy's approach to improving air quality. Qualitative feedback highlighted opportunities to further strengthen delivery, including exploring the potential role of Low Emission Zones in cities and reinvesting any associated revenues into active travel initiatives.

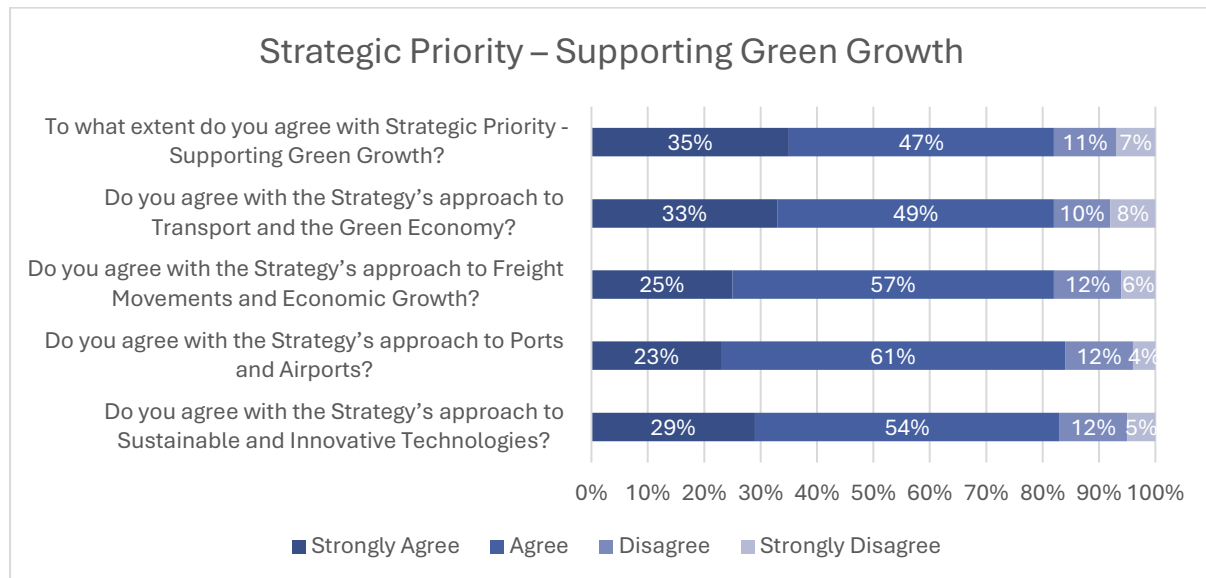
Key Themes: Climate Considerations.

Q36. Do you have any other comments on the Safe and Healthy section of the Strategy?

Additional comments highlighted opportunities to further strengthen this Strategic Priority, including the importance of considering rural access to healthcare when shaping safety and health policies, improving air quality along active travel routes to enhance their attractiveness, and maintaining a strong focus on evidence-based measures.

Strategic Priority 4 – Supporting Green Growth

Figure 12: Strategic Priority 4 Green Growth Feedback



The quantitative feedback for the Transport Strategy's Supporting Green Growth section demonstrates strong support with 83% of respondents expressing agreement, while only 17% expressed disagreement.

The qualitative feedback further reinforced support for this strategic priority, while also providing constructive suggestions and considerations to strengthen the Transport Strategy. Responses were received from a broad range of contributors, with 52% of responses from individuals and 48% from organisations.

Q37. To what extent do you agree with Strategic Priority 4? Supports Green Growth.

Overall, 82% of respondents supported the Transport Strategy's strategic priority of supporting green growth. Qualitative feedback highlighted opportunities to further enhance delivery, including a stronger focus on reducing car dominance and increased investment in sustainable and low-carbon transport options to support economic growth, alongside a more balanced approach to road network expansion.

Q38. Do you agree with the Strategy's approach to Transport and the Green Economy?

Overall, 82% of respondents supported the Transport Strategy's approach to transport and the green economy. Qualitative feedback highlighted opportunities to further enhance delivery, including providing greater clarity on delivery plans and methods, adopting a co-design approach with communities to ensure real needs are addressed, and increasing investment in technology to support innovation and sustainable outcomes.

Key Themes: Affordability and Accessibility; Investment; Integration of digital connectivity to support innovation.

Q39. Do you agree with the Strategy's approach to Freight Movements and Economic Growth?

Overall, 82% of respondents agreed with and supported the Transport Strategy's approach to freight movements and economic growth. Qualitative feedback highlighted opportunities to further strengthen the approach such as, increasing the level detail of transport integration for freight, investment in rail freight, and freight parking. Respondents also highlighted the constraints and challenges associated with decarbonising aviation and freight and highlighted the need to set realistic pathways for these sectors while still demonstrating ambition.

Key Themes: Investment; Transport Integration.

Q40. Do you agree with the Strategy's approach to Ports and Airports?

Overall, 84% of respondents agreed with and supported the Transport Strategy's approach to ports and airports. Qualitative feedback highlighted opportunities to further strengthen the approach such as, greater connectivity to ports and airports especially through rail, reviewing the affordability of transport to and from ports and airports, and enhancing regional accessibility.

Key Themes: Connectivity; Affordability.

Q41. Do you agree with the Strategy's approach to Sustainable and Innovative Technologies?

Overall, 83% of respondents supported the Transport Strategy's approach to sustainable and innovative technologies. Qualitative feedback highlighted opportunities to further strengthen delivery, including proactively considering emerging technologies, ensuring digital solutions are inclusive and do not disadvantage certain groups.

Key Themes: Investment; Emerging technologies; Data and Real time decision making; Safety; Inclusivity.

Q42. Do you have any other comments on the Supports Green Growth section of the Strategy?

Additional comments highlighted opportunities to further strengthen this Strategic Priority, including increased investment in green economies and ensuring a balanced regional distribution of new and green technologies.

Investment and Delivery

The final section of the Strategy focuses on investment and delivery, outlining how the Strategy will be implemented through a combination of new initiatives and existing transport programmes. This section seeks views on the Department's proposed approach to prioritising investment, managing delivery, and ensuring that the Strategy's ambitions are realised in practice. The feedback provided by respondents on these issues is summarised below.

Q43. Do you have any comments on the Investment and Delivery section of the Strategy?

Respondents highlighted the importance of sustained, long-term investment to support delivery of the Strategy, particularly to strengthen public transport, support the transition to electric vehicles, and address the condition of existing infrastructure. Overall, there was strong support for multi-year funding approaches that enable effective planning and prioritise inclusive and accessible transport outcomes.

Key Themes: Long-Term Investment

Q44. Do you have any comments on the Monitoring and Delivery section of the Strategy?

Respondents highlighted the importance of clear delivery commitments and robust monitoring arrangements, including indicators that reflect both urban and rural contexts and clearly demonstrate progress over time.

Key Themes: Data and Evidence; Deliverability.

6. Analysis of feedback received through written responses

Thirty organisations submitted written responses to the Department by email or post, providing additional insights to inform the development of the Transport Strategy. Feedback expressed support for the overall vision of the Strategy, alongside constructive observations on how delivery could be further strengthened, particularly in relation to funding, implementation and addressing the needs of rural communities.

Respondents highlighted the importance of strengthening transport provision in rural areas, noting opportunities to improve public transport services, active travel infrastructure and electric vehicle charging provision, and to ensure that demand management and decarbonisation measures are implemented alongside viable alternatives. Greater emphasis was placed on the integration of land use and transport planning, and on the need for sustained investment across public transport, active travel, network maintenance, digital connectivity and climate resilience.

Community Transport was widely recognised as playing a vital role, particularly for older people, disabled users and rural communities, with respondents highlighting the value of greater strategic clarity and long-term support. Across responses, accessibility, inclusivity and affordability emerged as consistent priorities, alongside calls for clearer monitoring arrangements, realistic milestones, cross-departmental working and a just transition approach to decarbonisation to support equitable and effective delivery of the Strategy.

7. Analysis of feedback received through Face-to-Face Engagement

Across the engagement sessions, participants highlighted the importance of addressing funding challenges and noted opportunities to strengthen delivery. Respondents emphasised the need for regional balance, encouraging the Strategy to reflect both urban and rural contexts.

There was strong support for prioritising modal shift, with participants identifying opportunities to enhance delivery through measures such as improved rural mobility, safer cycling infrastructure, and effective management of road space. Feedback also highlighted the value of greater transparency around decision-making, including clearer articulation of how the Strategic Priorities will be weighted and progressed.

Participants noted opportunities to strengthen implementation by advancing delivery frameworks alongside policy development and highlighted the importance of clear decarbonisation pathways for freight and heavy vehicles, aligned with wider climate plans and carbon budgets.

Accessibility, equity and inclusion were recurring themes, with respondents stressing the importance of embedding disability considerations from the outset and ensuring transport policies reflect a wide range of mobility needs. Feedback also highlighted the role of Community Transport, particularly in rural areas, and the value of strengthening its strategic positioning and use of data to better reflect lived experience.

Finally, participants emphasised the importance of strong cross-departmental coordination, encouraging closer alignment between transport, health, education, climate and disability policy to support a clear, coherent and integrated vision for the future of transport in Northern Ireland.

8. Summary and Conclusion

The engagement exercise demonstrated strong overall support for the draft Transport Strategy, including its Vision, Strategic Priorities and proposed direction of travel. Quantitative results consistently showed high levels of agreement across all sections of the Strategy, while qualitative feedback provided constructive insight into how the Strategy could be strengthened to support effective and inclusive delivery. This is illustrated in Figure 13.

Across all four Strategic Priorities, respondents expressed strong support for the ambitions set out, alongside recurring themes relating to long-term investment, integrated land-use and transport planning, modal shift, and the need for clear implementation arrangements. There was broad recognition that achieving decarbonisation, improving safety and health outcomes, strengthening inclusion, and supporting green growth will require a balanced approach that combines infrastructure investment, behavioural change, regulation, and partnership working.

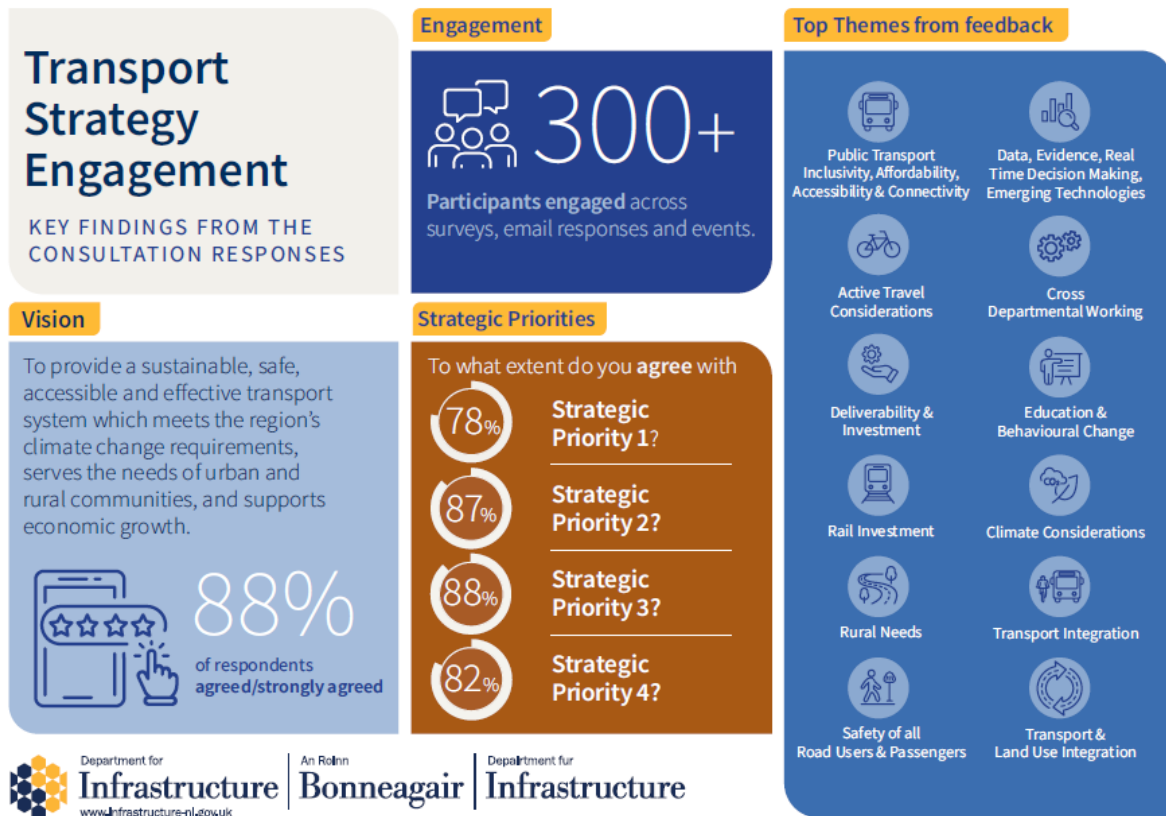
Accessibility, affordability and inclusion were also raised consistently across feedback channels, with respondents emphasising the importance of embedding these principles from the outset of implementation.

Feedback from written submissions and face-to-face engagement reinforced the Citizen Space findings and highlighted the importance of regional balance, cross-departmental collaboration, robust data and monitoring frameworks, and a just transition approach to decarbonisation to ensure that benefits are shared equitably.

Overall, the engagement demonstrates a clear mandate of support for the draft Transport Strategy and its overarching ambition to deliver a more sustainable, inclusive, safe and resilient transport system for Northern Ireland. Importantly, respondents did not seek a fundamental change in direction but rather provided constructive and actionable feedback to strengthen the Strategy's clarity, focus and deliverability.

The insights gathered through Citizen Space, written submissions and face-to-face engagement provide a robust evidence base to inform refinement of the Strategy. These views will be considered alongside ongoing policy development to ensure that the final Transport Strategy is ambitious, realistic and capable of delivering positive outcomes for people, communities and the economy across Northern Ireland.

Figure 13: Infographic Overview of Consultation Responses and Main Responses to Key Themes



Main Responses to Key Themes

