

HOW CAN CAR DEPENDENCY AND LEVELS OF CAR USE IN BELFAST BE REDUCED?

**REPORT ON THE CITIZENS'
JURY ON CAR DEPENDENCY
IN BELFAST**

January 2023



QUEEN'S
UNIVERSITY
BELFAST

involve

How can car dependency and levels of car use in Belfast be reduced? Report on the Citizens' Jury on Car Dependency in Belfast

ISBN: 978-1-913643-19-5

Citation: Involve and QUB. How can car dependency and levels of car use in Belfast be reduced. Report on the Citizens' Jury on car dependency in Belfast; February 2023.

<https://www.qub.ac.uk/sites/cardep/>

CONTENTS

- About the Citizens' Jury on Car Dependency in Belfast 4
- Executive Summary 6
- Introduction 8
- Members of the Citizens' Jury 10
- Citizens' Jury Process and outputs 11
 - Day One 12
 - Day Two 25
- Recommendations 33
- Participants' Experience of taking part 40
- Afterword 46
- Annex 49

This report has been written by Rebekah McCabe, Involve; and Ruth Hunter, Leandro Garcia, and Holly Weir from the research team at the QUB Centre for Public Health.

January 2023

About the Citizens' Jury on Car Dependency in Belfast¹

The Citizen's Jury on Car Dependency in Belfast was a group of 19 people broadly reflective of the population of the Belfast metropolitan area who came together for two days to answer the important question: **How can car dependency and levels of car use in Belfast be reduced?**

Members of the Citizens' Jury

Alison	Harry	Michael
Brigitte	Jennifer	Peter
Bronagh	Kathleen	Sean
Deirdre	Leonard	Teresa
Gary	Lila	Terry
Gerard	Melanie F	
Gerry	Melanie H	

¹ Belfast, in this context, refers to the wider Belfast Metropolitan area.

Who was involved?



Queens University Belfast Centre for Public Health

The Centre for Public Health commissioned the Citizens' Jury as part of a broader research project funded by the Medical Research Council. They helped design the Jury and write the report..



Involve

The Involve Foundation is the UK's leading public participation charity, with a mission to put people at the heart of decision-making. Involve designed and facilitated the citizens' jury process and wrote this report.



Belfast Healthy City

Belfast Healthy Cities are a member of the WHO Healthy City Network. They helped to support the Citizen Jury and disseminate findings.



LucidTalk

LucidTalk is a polling and market research company based in Belfast. It recruited the members of the citizens' jury.

Executive Summary

The Citizens' Jury on Car Dependency in Belfast comprised 19 residents from all walks of life across the Belfast Metropolitan Area. They met for one weekend in October 2022 in central Belfast to consider the question:

How can car dependency and levels of car use in Belfast be reduced?

The Jury was convened by the Queens University Belfast Centre for Public Health as part of its research into car dependency. It was organised by the QUB Centre for Public Health and Involve, who designed and facilitated the Jury to enable members to confidently deliberate on the issue.

The Jury was divided into three key stages:

1. Understanding the issue of car dependency
2. Learning about and reflecting on possible solutions
3. Developing and prioritising recommendations for what needs to happen to address the problem of car dependency

Over the course of the weekend, the Jury heard from 12 speakers, including academics and researchers, advocates, civil servants, and experts by experience. These speakers helped the Jury to understand the issue, why car dependency needs to be reduced, and some of the current thinking about how that might be achieved.

The Jury produced the following outputs:

1. A set of principles and values that the Jury members felt should underpin any approach to reducing car dependency in Belfast
2. A longlist of ideas for addressing the challenge of car dependency
3. Six specific recommendations, each with a rationale and a set of actions

All of these, as well as the process for developing them, are set out in the report. The headline recommendations in the order in which they were prioritised by the Jury members are listed below.

Recommendations of the Citizens Jury

	We strongly recommend a universally safe, accessible, reliable, affordable, and properly resourced [public] transport network
	Fast track planning decisions to support long-term, sustainable, affordable, accessible city centre housing
	Decrease car dependency for school runs
	Building a network of cycle access and dedicated cycle lanes connecting to, across and through the Greater Belfast area and integrated with other transport policies/solutions
	Educate the public about the importance of reducing car usage in the Greater Belfast area to support behaviour change
	Incentivise reducing car dependency and car usage

INTRODUCTION

Professor Ruth Hunter and Dr Leandro Garcia, on behalf of the project research team and partners, Centre for Public Health, Queens University Belfast

In Northern Ireland, an average person does over 80% of their journeys by car. This is very high compared to other parts of the UK, where 63% of journeys are made by car, and in Ireland, where the figure is just over 50%. Belfast is also one of the most congested cities in the UK. These problems are because too many people are driving too often. Being too reliant on our cars to get around leads to many detrimental impacts. For example, we walk and cycle less, our air quality worsens, and the number of road traffic collisions increases. It is, therefore, a growing issue in public health with more and more cities looking for solutions to help reduce our reliance on cars.

However, solutions to such a problem are not simple as there are many different groups involved in or affected by the transport system. If we are to find policies and programmes that help reduce car reliance long term, then these groups must work together to solve the problem.

To help to address this challenge in Belfast, Professor Ruth Hunter and Dr Leandro Garcia from the Centre for Public Health, Queen's University Belfast, led a research project to funded by the Medical Research Council Public Health Intervention Development (PHIND) (MR/V00378X/1) and HSC Research and Development Office Northern Ireland. The team included researchers from a range of disciplines including public health, systems science, urban planning, urban policy, economics, climate change and social psychology. The

team were also supported by partners including Department of Finance Innovation Lab, Department of Health, Department for Infrastructure, Belfast Healthy Cities, Belfast City Council, Translink, Public Health Agency and Sustrans.

The project aimed to co-develop sustainable and scalable policies and programmes that reduce the reliance on cars in Belfast.

The research was organised into 3 workstreams:

1. understanding the multiple layers of the system that influence the reliance on cars in Belfast;
2. exploring the current evidence and knowledge of what has worked in other cities;
3. developing possible policies and programmes with key organisations to reduce car use in Belfast.

The policies and programmes were aimed at citizens who use their car for work, school drop-off, leisure, and other activities in Belfast. But other road users also directly benefit from less cars on the road, through less air pollution and fewer road traffic collisions. The general population will also benefit from cleaner air, less noise, and potential positive impacts on climate change.

The research included the following steps:

1. A survey using a technique known as Network Analysis to help understand the network of stakeholders involved in the development, implementation and evaluation of programmes and policies to reduce car dependency and how they might best work together.
2. A review of past and present policies and programmes related to car dependency in Northern Ireland in general and Belfast in particular.
3. A review of what other places did to reduce car dependency and increase walking, cycling, and the use of public transport.
4. A survey with road users in Belfast to evaluate and rank the importance of influences on car use and on alternative travel modes, using a technique known as Discrete Choice Experiments.
5. A visual diagram of the 'system' of the various aspects that affect car dependency, using a technique known as causal loop diagram to develop agreement among stakeholders about the nature, ordering and relationships between programmes and policies of different organisations to reduce car dependency.
6. A citizens' jury with local citizens to sense-check promising intervention approaches and policies to explore and ensure the acceptability, utility,

affordability, feasibility and sustainability of new initiatives. Possible policies and programmes included, for example: improved public transport, with the introduction of a new rapid transit system; investment in urban greenways to increase walking and cycling journeys; expanding the car-free areas of the city centre; congestion charging and reducing car parking.

The research produced the following outputs:

1. Identification of stakeholders influencing car dependency in Belfast and their relationships.
2. A review of the evidence for actions to reduce car dependency, leading to identification of possible new interventions and policies to be considered by stakeholders.
3. A map identifying ongoing and planned policies and interventions and their potential interplay.
4. A suite of potential co-ordinated policies and interventions 'tested' (in terms of acceptability and feasibility) with road users and local citizens in a citizens' jury.
5. A consensual understanding of the evidence provided and implications for reducing car dependency in Belfast.
6. A roadmap for multi-sectoral action to reduce car dependency in Belfast.

Research team: Dr Holly Weir, Dr Iraklis Argyriou, Prof John Barry, Dr Claire Cleland, Prof Frank Kee, Prof Alberto Longo, Dr Gary McKeown, Prof Brendan Murtagh.

Partners: Department of Finance Innovation Lab, Department of Health, Department for Infrastructure, Belfast Healthy Cities, Belfast City Council, Translink, Public Health Agency and Sustrans.

Funders: Medical Research Council Public Health Intervention Development (PHIND) (MR/V00378X/1) and HSC Research and Development Office Northern Ireland.

For further information: <https://www.qub.ac.uk/sites/cardep/>

Members of the Citizens' Jury

Members of the citizens' jury were recruited from the pool of respondents to an earlier Discreet Choice Experiment conducted as part of the research. The recruitment was carried out by LucidTalk on behalf of the researchers at Queens University Belfast.

Respondents to that survey were contacted by email and asked to indicate if they were willing and available to participate in the citizens' jury. More than 300 people responded, of whom 20 were randomly selected to create a balanced group reflective of the population in terms of age, gender, socio-economic status, geographic area, ethnicity, and disability.

Stratification criteria		Target %	Jury %	Jury members
Gender	Female	50%	53%	10
	Male	50%	47%	9
Age	18-24	10%	11%	2
	25-44	25%	26%	5
	45-64	55%	47%	9
	65-84	10%	16%	3
Social grade	A	Less than 58% total	11%	2
	B		21%	4
	C	At least 42% total	11%	2
	D		5%	1
	E		16%	3
	F		16%	3
Geographic area	Belfast North	16%	16%	3
	Belfast East	16%	11%	2
	Belfast South	16%	32%	6
	Belfast West	16%	11%	2
	South Antrim	16%	11%	2
	East Antrim	16%	11%	2
	Strangford	11%	5%	1
Ethnicity	White	90%	84%	18
	Minority ethnicity	10%	11%	1
Disability	Yes	21%	26%	5
	No	79%	74%	14

The Citizens' Jury Process and Outcomes

Day one

Saturday 8 October 2022

Understanding
the issues and
what can be
done to
address them

The first day of the citizens' jury focused on giving jurors the opportunity to get to know each other, to build their understanding of the process and to support them to learn more about the issue of car dependency from a variety of perspectives.

The day began at 9:30am with an introduction to the process from the lead facilitator, including how it would work, who was involved and in what role, and the overall purpose of the jury. Conversation guidelines were introduced, and this was followed by an opportunity for jurors to introduce themselves to their small groups, and to add to the proposed conversation guidelines with their own ideas for what makes for a good conversation. These ideas were added to the conversation guidelines and became the agreed way of working together over the coming two days (see *box 1*).

This was followed by an introduction to the topic by one of the academic leads from QUB, who explained what is meant by the term car dependency, what the current situation is, and why addressing it is important.

Who the jury heard from during day one

Rebekah McCabe, Involve
Professor Ruth Hunter, QUB
Professor Brendan Murtagh, QUB
Ann McCusker, Belfast Healthy Cities
Dr Francesca Di Palo, Sustainable NI
Mark Hackett, Architect
Professor Geraint Ellis, QUB
Dr Águstina Martire, QUB
James Redmond, Department for Infrastructure
Mura Quigley, Belfast City Council
Stephen Wood, independent transport planner
Damien Bannon, Translink

Conversation guidelines

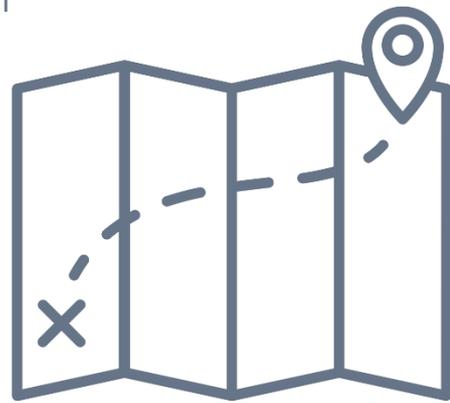
BOX 1

1. I will try to reach a shared understanding rather than win the argument
2. I will use the principle of charity: assume the best interpretation of people's statements
3. I will clarify to make sure that I genuinely understand other people's perspectives
4. I will attempt to account for my own biases and try to be humble about my views
5. I promise to be genuinely receptive to changing my mind
6. Step forward, step back
7. Respectful listening without interrupting
8. Respecting individual privacy within the group
9. Giving others the opportunity to respond
10. Focus on the task and on answering the question
11. Listen with a curious mind



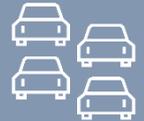
Understanding the current situation

The first panel of the day sought to give jurors an understanding of the current situation. Panellists covered the history of car dependency in Belfast, and how the development of the city has contributed to people's reliance on cars to move around; the impact that car dependency has on health, on the physical environment and the climate; and on the relationship between car dependency and inequality.



PANEL 1 – Understanding the current situation

How did Belfast become so car dependent?
Brendan Murtagh, QUB



Brendan Murtagh spoke about how Belfast became so car dependent, showing how urban planning choices made in the past decades determine how difficult it is to change mobility patterns nowadays. He raised five key challenges for Belfast to reduce car dependency: (i) the well-established strategic importance given to roads; (ii) lock-in and investment dependency to maintain established road infrastructure; (iii) roads-based interests and underinvestment in public transport; (iv) post-war urban planning and ideology centred around car use; and (v) impacts of road centred planning on communities, trust, and violence.

What we know about the impact of car dependency on health.
Anne McCusker, Belfast Healthy City



Anne McCusker spoke about the multiple ways through which urban planning and transport planning, in particular, can affect the health of those living in cities. Examples included how physical factors, like when roads separate people from places or services, and unattractive, poorly designed pedestrian routes, are linked with a number of risk factors such as air pollution and lack of physical activity, which in turn are associated with health issues such as poor mental well-being, heart diseases, and respiratory diseases. Anne also pointed to how poor urban design can negatively affect children's development and health inequalities.

What we know about the impact of car dependency on our environment.

Francesca Di Palo, Sustainable NI



Francesca di Palo showed how the move that Belfast made in the 1960s and 1970s from a human-scale city to a car-centric city had profound environmental and social impacts. Transport is the second largest emitter of greenhouse gases in Northern Ireland, after agriculture, contributing 16% to overall emissions. Beyond the environmental impact due to fuel consumption, car production and road infrastructure leaves a significant footprint too. Environmental impacts come in the form of air pollution and greenhouse gases emission, loss of biodiversity, and changes in the climate.

What we know about the impact of car dependency and inequality.

Mark Hackett, Architect



Mark Hackett used maps, photography and drawings to illustrate how road plans interrupts the build environment and creates an empty ring of space around central Belfast, generating carparks, road blight and derelict buildings. Housing was rebuilt at the same time in 'cul-de-sac' form to serve poorer communities, lacking services and green space. The blighted space is a repository for commuter cars using the city core. This restructuring hardened socioeconomic division in the city, and disconnects inner city communities from the wider city beyond. Regeneration since the 2000s has failed to address this and has exacerbated the sense of division and inequality. He illustrated the 2010-13 Forum for Alternative Belfast plans to reconnect the city, where new sensitive street-making and connections might repair the city.

The panel presentations were followed by a chance for jurors to reflect in their small groups on what they had heard, what was particularly surprising, what felt important to keep in mind as the process progressed, and any questions they wanted to ask the speakers. The jurors worked together in small groups to agree on their top priority questions for the speakers. The lead facilitator chaired a plenary Q&A. Questions that were unanswered because of time constraints were retained, and the research team answered some of them the following morning. Following a short break, the jurors

were given time in their small groups to discuss the question of what would make a good solution to car dependency in Belfast. The purpose of this exercise was to define the principles and values that should underpin efforts to address car dependency. They worked with the format of 'Reducing car dependency and car use in Belfast should be underpinned by the value or principle of... so that...!'

These principles grounded the subsequent panel and acted as a yardstick by which they could evaluate potential solutions (*box 2*).

Principles & values

BOX 2

Reducing car dependency and car use in Belfast should be underpinned by the values/principles of...

so that...

Safety

people can travel around safely.

Environmental issues

our environment is protected; it is a far more pleasant environment.

Equality and inclusivity

no-one is excluded from travel, more accountability to reduce inequality and create more equal access, affordable housing in the city centre can be created, quality of life is improved.

Community

our communities are more integrated and inclusive.

Sustainability (underpinned by investment)

we have cost effectiveness; affordability of public transport options; planning long term.

Accountability, truth and integrity

public understand policies and why, holding decision makers accountability, to justify policy decisions.

Fairness

the equality impact of any strategy reflects needs and rights.

Accessibility

city networks e.g hospitals, schools, shopping, is accessible to all and disabled people are catered for.

Consultation and engagement; co-creation

there are democratic, tangible outcomes with ring fenced finance; social justice is delivered; there is no decision about us without us.

What could be done differently?

The two remaining panels of the day focused on presenting potential solutions to the issue of care dependency in Belfast. These solutions emerged from stakeholder workshops earlier in the research process. They were not intended to be exhaustive, but they were selected because they were among the most challenging, complex, and or controversial, and the solutions to which the citizens' jury could add the most value. They were:

1. 15-minute neighbourhoods
2. Pedestrianising the city centre
3. Restricting car parking
4. Reallocation of road space
5. Car use charges
6. Improvements to public transport

The jury heard short presentations on each topic either side of lunch, before spending time with each speaker in small groups to ask questions and discuss the topic.

PANELS 2 & 3 – What could be done differently?

15-minute neighbourhoods Geraint Ellis, QUB



Geraint Ellis introduced the concept of 15-minute neighbourhoods, which shift the focus of urban planning from mobility (usually by car) to accessibility. There are three key principles behind 15-minute neighbourhoods: (i) the city designed round needs of people, not cars; (ii) every space should serve multiple uses; and (iii) we should design out commuting. Achieving 15-minute neighbourhoods requires spatial decentralization, transformation of infrastructure, new neighbourhood services, streets for bicycles and walking, and new local economies. Some criticisms that have been raised to this concept include the potential for accelerated segregation and gentrification, and the need to address core social needs first.

Pedestrianise the city centre Águstina Martire, QUB



Agustina Martire showed how Belfast lost its fabric over time, from a connected, permeable, mid-density city, to a fragmented, divided, low-density, car dependent one. She showed how the space allocated to cars is disproportionately large in relation to cost-benefit, utilisation, and safety. She argued that to reduce car dependency, the scale and space of streets should be re-designed carefully to prioritise people, not cars, in the centre. She also showed evidence demonstrating that people in Belfast support a city design that prioritizes people over cars.

Restrict car parking

James Redmond, Department for Infrastructure



James Redmond spoke about ways of restricting car parking in Belfast. He started speaking about the Climate Change Act (NI) 2022, which sets targets for the reduction of greenhouse gas emissions, and how demand management is a crucial part of local authorities' policy toolbox. Some options in terms of demand management include restraining parking supply in certain areas, increasing residents parking areas, pricing policies, improving public transport and active travel alternatives, park and ride schemes, and re-designation of carriageway space. Technological solutions could also be implemented to improve the efficiency of operation of transport systems, such as intelligent transport systems, real time passenger information, and smart city technology. Lastly, parking enforcement needs to be in place to ensure that the effectiveness of other demand management and traffic management proposals are maximized.

Reallocate road space

Mura Quigley, Belfast City Council



Mura Quigley presented on the importance of reallocating public space for walking, cycling, green space, and public transport, and how this reallocation can be done. She showed how congestion and too much space being given over to cars is contributing to many of the problems Belfast faces, from air pollution to fewer interactions with neighbours and how children experience the city. Mura then showed some evidence and examples from around the world on the benefits of reallocating road space to other uses, such as more economic activity, less road collisions, less emissions of greenhouse gases, more social interactions, and greener and healthier areas.

Car use and congestion charging

Stephen Wood, Transport Planner



Stephen Wood spoke about road user charging and its benefits and disadvantages. He explained road user charging is used with multiple purposes, including raising funds to pay for transportation alternatives and disincentivizing the use of car by increasing the associated costs of driving one. Some of the benefits raised by Stephen include the “polluter pays” principle, which is in line with equity considerations and has been proven to be effective in switching from car to public transport and cycling. It could be implemented easily with new global positioning technology which is standard in new cars. It could form part of a national system, and raise money to improve sustainable transport. Some disadvantages include that it has proven difficult to get public support; the latest global positioning technology is not in all vehicles yet; existing camera systems are costly to implement and operate; and it might have equity issues (e.g., who can afford to pay?).

Improve public transport

Damien Bannon, Translink



Damien Bannon spoke about Translink’s work and plans to provide a better public transport service to Belfast Metropolitan Region. Translink is working towards building capacity, performance, and improved customer experience to make public transport the first choice for travel. He explained some of the short- and medium-term plans in each of these dimensions, as well as some of the alternatives in discussion to improve public transport provision and service in the long term. The success of Glider was provided as an example of best practise containing all the elements which will help address car dependency in the city and nudge people towards public transport. Explaining the key features which Translink are working on rolling out across the city in conjunction with Department for Infrastructure include; high frequency services running more reliably in dedicated sustainable transport lanes, park and ride at extremities of main arterial routes, low emissions high capacity vehicles with multi door operation, innovative ticketing solutions improving journey speeds through reduced dwell time, supplemented with high quality stops and shelters and on board features such as WiFi and charging points all of which will help deliver an improved public transport offering.

Group discussions

After another short break, the remainder of the day involved discussion in small groups. Each group spent time discussing each of the potential solutions they had just heard in Panels Two and Three in turn. The three small groups rotated through each of the six topics, so that each group built on the reflections of the groups before

them. During this exercise, they were asked to think about the following:

1. What I liked about this idea
2. What is more challenging
3. How those challenges could be overcome.

This discussion was captured on flip charts.

The outputs from these discussions can be found in Annex 1.

Day two

Sunday 9 October 2022

Developing recommendations

The second day of the citizens' jury began with a recap of the previous day. Academic leads then responded to some of the questions that had remained unanswered from the Q&A sessions during day one.

Perspectives on opportunities and challenges

The final panel of the weekend was then introduced, which sought to bring underrepresented perspectives on car dependency into the conversation. Specifically, this panel offered perspectives and experiences on the following:

- A disability perspective
- A young person's perspective
- Experiences from a community impacted by car dependency
- The economic impact of car dependency

After the panel, jurors had an opportunity to reflect on what they had heard in their small groups. They discussed what was surprising, what felt particularly important, and what questions they wanted to ask the speakers. They agreed on their top priority questions, and the lead facilitator chaired the plenary Q&A.

PANEL 4 – Perspectives on opportunities and challenges

A disability perspective

Michael Lorimer, IMTAC



Michael Lorimer introduced the topic of car dependency from the perspective of people with disability. He explained that 20% of the population have one or more disabilities. Mobility becomes a challenge for people with disability when they face long walking distances, steps and gradients, obstructions, and unfamiliar environments. Michael explained that around 35% of people with disability rely on the car for mobility, but 40% of them have no access to a car, meaning that car dependency is a major contributor to social exclusion and inequalities. Many times, the alternatives to car do not work. Solutions include reducing the need for travel (e.g., 15-minute neighbourhoods), inclusive public transport, and prioritization of sustainable travel.

A young person's perspective

Finn Bryan, Secondary School Student



Finn Bryan gave his perspective on car dependency as a representative of young people. He showed how the streets and paths he needs to take to get to his school are dominated by cars, making the environment unsafe and unattractive to cyclists, particularly children and young people. Physical infrastructure, culture, and norms at the school also discourage cycling to school. For instance, there are more spaces to park cars than bicycles at his school. The uniform that the students are made to use are not comfortable for cycling, particularly for girls. There is also not sufficient storage space for students to keep their books and equipment at school, which means that students need to carry heavy or big items

A perspective from a community impacted by car dependency

Fionntán Hargey, Market Development Association



Fionntán Hargey spoke from the perspective of residents in the Market area of Belfast, one of the areas heavily affected by traffic and parking of commuter cars. He explained how this situation causes disruptions in the area, such as blocked footpaths and roads, which makes the neighbourhood inaccessible to goods, services and emergency vehicles; surface level carparks; dereliction; and health issues like lung diseases, cancers, depression, and brain development and educational outcomes. The residents in the area are advocating to stop parking by commuter cars, easing the traffic and maximising pedestrian safety.

The economics of car dependency

John Barry, QUB



John Barry spoke about the social inequalities and economic and climate impacts of car dependency in Belfast. He explained that the costs and benefits of car use are not distributed fairly amongst people, with costs borne disproportionately by those on low income. He pointed out that transport is an important facilitator of social inclusion and wellbeing, which can affect economic and social outcomes, and therefore inequality. Like "fuel poverty", there can be "car transport poverty" as households spend an increasing portion of their income on car transport needs. Moreover, there are climate, environmental, health, and economic benefits of reducing car dependency. Hence, a car-centred transport system is less inclusive, and less economically and ecologically efficient than a non-car-centred one.

The panel was the final input that the jury would hear before beginning the process of agreeing outcomes. The plenary Q&A was followed by a short break, after which the jurors had time to reflect on everything they had heard so far over the two days. They were asked to think in terms of:

- **Challenges** - what are the problems with the current situation that need to be addressed?;
- **Opportunities and solutions** - what are the opportunities and solutions to address these challenges?
- **Insights** - what are the key bits of information to keep in mind?
- **Questions** - what are the outstanding questions?

This exercise was followed by further group discussion, where jurors began to think about what kind of recommendations they wanted to make. The exercise began by asking 'imagine a future in which Belfast is no longer car dependent. How did we get there?' Jurors then began to narrow down their thinking to complete the statement 'we want to develop a recommendation focused on ... to achieve...!'

The jurors came up with eight ideas for recommendations they wanted to develop

further into recommendations. Because they had been developed in three small groups, some of the recommendations were similar to others and could be consolidated into one.



IMAGINE A FUTURE IN
WHICH BELFAST IS NO
LONGER CAR DEPENDENT.
HOW DID WE GET THERE?

After consolidating, there were seven ideas. Given the time constraints of the process, the aim was to develop a maximum of six recommendations, because a smaller number of well-thought-out recommendations is preferable to a larger number that are more vague or less developed. To eliminate one of the longlisted ideas, jurors were given four votes (in the form of sticky dots) to place on their top four ideas. The idea with the smallest number of dots did not go forward for further development into a recommendation.

Longlisted ideas



We want to develop a recommendation focussed on...	...in order to achieve...
<p>Disincentivise and restrict car usage in the city centre (e.g., Royal Avenue) and wider area</p>	<ul style="list-style-type: none"> • Return city spaces to growing vibrant communities • Improved quality of life • Improved environmental sustainability • Cleaner, greener, safer city • 15-minute city that is better connected, family friendly and economically prosperous
<p>Incentivise public transport</p>	<ul style="list-style-type: none"> • Inclusive, affordable, accessible, world class, convenient public transport system
<p>Cycle infrastructure</p>	<ul style="list-style-type: none"> • Safety, healthy, people friendly • Framework already there
<p>Build a movement for change led by children involving parents, schools, teachers, agencies to change and enable safe travel to school (more walking/cycling)</p>	<ul style="list-style-type: none"> • Affordable travel • Educating all stakeholders (e.g. on the costs and benefits) • Safe travel especially for non-care users • More car free roads • More community, car free pedestrianised zones around schools (e.g. drop off only 50 yards away)

Longlisted ideas



<p>Behaviour-change on car usage: education; enforcement; legislation <i>(Consolidated with no. 8)</i></p>	<ul style="list-style-type: none"> • Respect local communities • Open streets to people not cars • Improve safety • Awareness of driving as a public health issue • Making driving as socially unacceptable as drink driving/smoking
<p>Create cultural change and a flexible attitude to hybrid/ remote working and incentivise change*</p>	<ul style="list-style-type: none"> • Reduced car use • Less bottlenecks • Slower traffics • Reduced environmental harm
<p>Human rights-based approach to affordable housing with city centre: Long term Based on sustainable development goals</p>	<ul style="list-style-type: none"> • 15-minute cities • Reduce car dependency • Necessary amenities
<p>Improve effective education and enforcement practices aligning with current legislation and rules <i>(Consolidated with no. 5)</i></p>	<ul style="list-style-type: none"> • Addressing disrespect/lack of community consideration • Stop congested parking streets • Improve safety

*This idea received the fewest votes and did not go forward for further development into a recommendation

Shortlisting, collaborative drafting, and voting on recommendations

The longlist of eight ideas for recommendations was consolidated and then voted down to 6 broad ideas, and the impacts sought by those ideas. Two ideas were assigned to each of the three groups of jurors at random (meaning that groups did not necessarily get to draft the idea that originated with them). Jurors then began to draft recommendations using the following structure:

1. Recommendation (single sentence statement of what the recommendation is)
2. Actions (list of sub-actions for how the recommendation should be implemented (keep to a manageable number, i.e., 5)
3. Rationale (justification for why the recommendation is important).

Once each group had drafted their recommendations, the other groups had the opportunity to comment, in small group discussions with guidance and note-taking

by the facilitators, to say if they felt the recommendation did not reflect the discussions over the course of the jury, and/ or to make suggestions that would improve the recommendation.

After two rounds of feedback, the original groups returned to their recommendations to review the comments they had received from the other groups. They had an opportunity to make changes until they were content with the final wording of the recommendations.

The final activity of the weekend was the prioritisation vote. Each juror was given four votes (in the form of coloured spots), which they used to indicate the four recommendations they felt were the most important. The final wording of the recommendations and the percentage of jurors who chose to prioritise each one is presented below, in the order in which they were prioritised from highest to lowest.

**Recommendations
of the Citizens'
Jury**

Recommendation	We strongly recommend a universally safe, accessible, reliable, affordable, and properly resourced [public] transport network
Related actions	<ul style="list-style-type: none"> • Citizens' assemblies and community consultation with actionable outcomes and government accountability built-in • [Engaging with] Departments of Communities, Finance, Environment, Infrastructure, Economy, and Belfast City Council • Asking Translink for immediate night-time buses • Provide financial incentive – free at point of source for everyone or nominal payment • Increase [public] transport on high volume routes
Rationale	Because it is what is needed in communities and is connected to all nine principles
Prioritisation rank	1st (100%)

Recommendation	Fast track planning decisions to support long-term, sustainable, affordable, accessible city centre housing
Related actions	<ul style="list-style-type: none"> • Ensure that necessary amenities are locally provided • Disabled/low mobility spaces provided only • Land bank tax ring fenced for socially sustainable city centre development • Clean city centre ensuring attractive, unpaved green space • Car clubs facilitated
Rationale	<ul style="list-style-type: none"> • 15-minute city (communities created) • Reducing car volume/dependency • Satisfying housing demand whilst increasing vibrancy in city centre with increased population density
Prioritisation rank	2 nd (75%)

Recommendation	Decrease car dependency for school runs
Related actions	<ul style="list-style-type: none"> • Cycle to school schemes and work schemes, plus walking bus schemes • Have in place minimum standards in schools in simple steps and support for children walking/cycling, e.g. storage lockers, bike racks, showers etc. • Restrict school drop-off zones e.g., car drop-off in case of disability, staggered drop-off times • Use tech solutions to notify of children's safe arrival at school to help to reassure parents when children walk/cycle to school
Rationale	To reduce car dependency in school travel and promote healthy living
Prioritisation rank	3rd (74%)

Recommendation	Building a network of cycle access and dedicated cycle lanes connecting to, across and through the Greater Belfast area and integrated with other transport policies/solutions
Related actions	<ul style="list-style-type: none"> • Level the playing field with cars and cycling, e.g. Improving cycling safety, bicycle insurance, cycling enforcement, visibility.² • Create safe cycling infrastructure to connect to good planning • Ensure collaboration (public/private/community) to have a great cycling support infrastructure, e.g. storage, changing facilities, etc • Engage with relevant stakeholders and communities if/as required
Rationale	Reduce car dependency and promote well-being
Prioritisation rank	4th (68%)

² The organisers wish to note that the issue of insurance and cycling enforcement is a contested one, and the Jury had not heard arguments or evidence to support its efficacy in improving rates of cycling or reductions in car use.

Recommendation	Educate the public about the importance of reducing car usage in the Greater Belfast area to support behaviour change
Related actions	<ul style="list-style-type: none"> • Presenting evidence on the social and environmental impact and threats • Creating campaigns relevant to the target population and channels • Encouraging existing community and business organisations • Incentives and penalties (not necessarily financial) for encouraging behaviour change
Rationale	When people understand the nature of the threat and the opportunity presented, they will become supporters of change.
Prioritisation rank	5th (50%)

Recommendation	Incentivise reducing car dependency and car usage
Related actions	<ul style="list-style-type: none"> • Improve frequency of [public transport] services. • Increase pedestrian space, whilst maintaining routes for mobility cars/buses/cycles and essential services • Local amenities, schools, shops, health services
Rationale	<ul style="list-style-type: none"> • Increased pedestrian footfall, more cycling, economic benefits • Cleaner, greener, safer • 15-minute city • More connected, family friendly and healthy
Prioritisation rank	6 th (26%) ³

³ It is worth noting that this recommendation may have been prioritised by fewer Jury members because it is quite broad and overlaps with several aspects of other recommendations. Its rank should not be misinterpreted as a lack of support for incentives to reduce car dependency and car usage.

**Participants'
experience
of taking
part in the
Citizens'
Jury**

Citizens' Jury Evaluation Forms Summary

All 19 participants completed an evaluation form at the end of the final day.

Feedback on support received to take part

- How satisfied are you with the support and assistance provided by the organisers? – *all participants were satisfied or very satisfied.*
- How satisfied are you with the communication you received about the arrangements in the run up to the weekend? – *all participants were satisfied or very satisfied.*
- How satisfied are you with the organisation of the weekend? – *all participants were satisfied or very satisfied.*

"Very worthwhile and enjoyable exercise. Loved the diversity of participants."

Overall impressions of the weekend

- Overall, how would you rate the sessions? – *all participants were satisfied or very satisfied.*
- Overall, how would you rate the quality of presentations? – *all participants were satisfied or very satisfied.*
- Overall, how would you rate the facilitation team? – *all participants were satisfied or very satisfied.*

There was positive feedback about the level of engagement over the weekend and feeling a sense of accomplishment in taking part.

"I had some reservations before coming regarding time commitment involved but thoroughly enjoyed it. Time flew and I have learned a lot."

Four participants stated that they would have liked to have more time for discussion after the presentations. One participant noted that they did not hear from anyone supporting car use and another noted that there was no discussion on the use of rail. One participant thought that there was a lot of information to take in.

"Too many speakers and not enough time to discuss."

"It was hard going at times with a lot of information to take in, but it was fun and engaging and I am leaving with a sense of accomplishment."

Experience of participating in the citizens' jury

	Completely disagree #	Partially agree #	Completely agree #	Completely disagree %	Partially agree %	Completely agree %
I have had enough information to participate effectively.			19			100%
The information I have received has been fair and balanced between different viewpoints.		7	12		37%	63%
I have understood almost everything that was presented by the speakers.			19			100%
I have understood almost everything that the other members of my small group said during our discussions.		3	16		16%	84%
I had enough opportunity in the small group discussions to express my views.		5	14		26%	74%
The other members of my small group respected what I had to say, even when they didn't agree with me.		1	18		5%	95%
Overall, my experience in this Citizens' Jury was positive.			19			100%

All the participants came away with a positive experience of the event as the above responses show. There was slightly less agreement regarding the second statement, with 37% of participants only partially agreeing that they received a fair and balanced viewpoint

"I am leaving the weekend feeling informed and motivated."

One participant noted that other members of the group already appeared quite well informed on the topic and that a 'regular' car user didn't appear to be represented.

"Our groups seemed very well informed coming in and as though we're discussing some lazy phantom car user."

Participant views on car dependency

	Completely disagree #	Partially agree #	Completely agree #	Completely disagree %	Partially agree %	Completely agree %
I learned a lot from participating in this Citizens' Jury.		1	18		5%	95%
I think there will be improvements as a result of this Citizens' Jury.	1	10	8	5%	53%	42%
Taking part in this Citizens' Jury has made me want to be more involved in other aspects of decision making that affect my local area.		2	17		11%	89%
Participating in the Citizens' Jury changed my <u>perspective</u> on how we can reduce car dependency in Belfast.	1	4	14	5%	21%	74%
Participating in the Citizens' Jury increased my <u>support</u> towards actions to reduce car dependency in Belfast.		2	17		11%	89%

All of the participants agreed or partially agreed that they had learnt a lot from being a part of the jury and that it had changed their perspective on car dependency. There was an increase in support for measures to reduce car dependency as a result of participating in the jury. Out of the statements above, the one with the weakest level of agreement was for any improvements being made as a result of the jury, with over half of the participants only partially agreeing to this statement, as one participant stated:

"Without an executive as currently constituted it was a pointless exercise. Even with an executive I don't think our politicians will take notice."

Other participants were more positive, stating:

"I also now believe, after gathering the information and the panels, that it is an attainable goal."

"I feel that there is a mood for change."

Participants noted the different levels of impact that being involved in the jury had had:

"As a motorist, the information on health impact with car usage has allowed me to consider how I will change my usage"

"I am going to try to get public transport where it is available and perhaps sell my car"

"My perspective hasn't really changed, but it has been enhanced."

AFTERWORD

It is often said that 'the answers are in the room', meaning that solutions to problems can be found by listening to ordinary citizens and giving them the space, support and time to understand an issue out to them and devise ways of either coping or overcoming them. This report from the *Citizens' Jury on Car Dependency in Belfast* is a great example of this in practice and how 'people power' can be understood in a different way. When people are empowered and come together collectively to debate issues they can come up with solutions.

The problem set for the citizens who participated in this Citizens' Jury was how to reduce Belfast's dependence on cars and the 6 recommendations reached by the 19 citizens who participated in the Jury are sensible, grounded in empirical realities, feasible and would, if implemented, transform Belfast and the lives of its citizens for the better.

There are two features of the Citizen Jury's recommendations that should be highlighted. The first is that they are all connected, and that each one as well as them taken as a whole, deliver multiple and not just one benefit. For example, reducing car dependency for school runs (Recommendation 3) will not happen without some of the other recommendations being in place such as affordable and reliable public transport (Recommendation 1), a cycle infrastructure (Recommendation 4) or education around the reasons and need for reducing car dependency (Recommendation 5). Equally, we can see how the recommendations can not only reduce car dependency, but in so doing help realise other goals/benefits; such as, improved air quality, reduce our reliance on fossil fuels, thereby creating an economic benefit, enhance the physical and mental health of the population through more active forms of travel (walking and cycling), and overall improve the quality of life in Belfast.

Reading the detailed and coordinated process of the Citizens' Jury I am even more convinced of the need to 'upstream' citizens in co-creating solutions to many of the pressing difficulties and problems we face, from climate breakdown to obesity to more mental illness to, in this case, car dependency. In short, we need to involve citizens right from the start of a decision-making process rather than at the end when 'experts' or policymakers present their plans or strategies to citizens for consultation. Northern Ireland suffers from what might be called '*consultationitis*', a proliferation of often 'performative' presentations of already agreed plans to citizens, inviting them to comment and which, at best, allow for some minor modifications. In contrast, we need to move beyond this passive consultation process, to explicitly design our decision-making (especially in relation to urban planning and transport policy for example) for more active participation of citizens. The Citizens' Jury process outlined in this report, to me, offers two reasons for this move from passive consultation at the end of a procedure to the active participation of citizens from the start. The first is normative, namely that from a democratic point of view, people should have a say or voice in decisions and plans that will affect their lives. It is the right of citizens to have their voices heard and to participate. The second, but related to the first, is pragmatic. A policy or strategy is more likely to be successful, especially as in the case of reducing car dependency, the strategy's success depends not simply on technological innovations but changing perceptions, values and behaviours. An additional feature of the Citizens' Jury process that this report highlights, and why it should be integrated much more into actual policymaking (and not just as part of a research project) is that it offers an additional or new way in which knowledge and expertise

can inform policymaking. There is much talk of 'evidence based policymaking' but the 'evidence' is usually expert, often academic knowledge

The importance of this has an important, but often overlooked democratic element. One of the strongest, if not the strongest, reasons we can legitimate and agree to non-democratic decision-making is when the issue is based on expert knowledge. For example, most of us would accept that it is legitimate that the relationship and decision-making processes in the doctor-patient relationship is not democratic but hierarchical and non-democratic. The doctor possesses expert knowledge, and in possessing this (which the patient does not have) means they have the legitimate authority to make decisions and recommendations about the patient's health. This non-democratic form of decision-making while it might be deemed legitimate and justified in this case, but we have no good reason to think this medical top-down model of decision-making can be or should be extended to other areas of human life. Yet, sadly this is precisely what we see in so many areas of public policy: experts (mostly unelected, whether civil servants or academic researchers) decide what the problem is and then devise a solution. And then this solution might be put out to citizens and affected stakeholders for consultation, as pointed out above. My own view, and there is a growing body of social scientific research to back this up, is that this mode of top-down, expert-led decision and policymaking is now outdated, increasingly past the threshold of being democratically legitimate (if it ever was), and likely to deliver sub-optimal outcomes. The experiment in citizen empowerment we see in this report is itself also evidence of the benefits and need for new and more inclusive ways of decision and policymaking. In short, what this report points out is that given the complex and often 'wicked problems' that societies now face in the 21st century (perhaps the most pressing of which is the interlinked climate and biodiversity crisis), ones for which there is no easy or practical technological solution, ones for which widespread behavioural change is needed and/or more structural changes to systems (such as the economy, the urban/built environment, the transportation system etc.), these problems require that while we absolutely need expert knowledge, experts should be 'on tap not on top'. That is, those possessing knowledge that is specialised and by definition not possible for all citizens to possess, and therefore possessed by the few not the many, should inform and offer their expert views to citizens to help them in coming to an agreed understanding of the system they are addressing, identify what the problem is within with this system or domain, and use that expert knowledge together with their own views, values and insights to come to a agreed set of solutions or coping mechanisms to either 'solve' the problem or mitigate its worse negative impacts.

Perhaps what the Citizens' Jury process outlined in this report offers is a new 'division of labour' when it comes to policy making on major issues such as reducing car dependency in our cities. Citizens should be encouraged and supported in making *policy recommendations*, while politicians and civil servants (informed and aided by experts as appropriate) engage in *policy making* based on those recommendations. In this way we can say that what the report suggests is the need for a long-overdue shift from a top-down, non-democratic way of doing things to a new co-creation mode of decision-making. A new mode of policymaking where everyone can learn, new ideas and proposals proposed and stress tested and, especially in participative elements of this process such as the Citizens' Jury, people can change their minds, be persuaded by someone with a different perspective, and have mistaken or partial views corrected. All those involved in the Citizens' Juries are pioneers, scoping out a new terrain or horizon of collaborative, democratic and participative collective problem solving.

I would like to thank all those who participated in the Citizens' Jury, for citizens who gave up their time to engage in the process, to debate with one another, listen to experts and together propose an agreed set of recommendations. And I would also like to thank and recognise the work of those who organised it, and all the outside speakers from a variety of backgrounds who presented to the Jury. While urgency is often, and quite rightly, prioritised in developing solutions to problems, collaborative and collective processes are also needed, since many of these problems require large-scale structural changes, transformations of complex systems, and changes in practices and behaviours of large numbers of people. As the African has it: 'If you want to go fast, go alone. If you want to go far, go together'.

Professor John Barry

Co-Chair, Belfast Climate Commission

Annex

Group discussions on potential solutions to car dependency

15-minute neighbourhoods	page 50
Pedestrianize the city centre	page 51
Restrict car parking	page 52
Reallocate Road Space	page 53
Charging for car use	page 54
Improve public transport	page 55

15-minute neighbourhoods

I liked...

- Ability to build communities.
- More money spent in the local area with local businesses.
- I like a 15 minute neighbourhood – more walking, support local business, better community spirit.
- Village/communal building.
- Reduce need for most vehicle and transport usage.
- Convenience- would not take much persuasion to introduce.
- Encourage small and local businesses – improve employment prospects.
- Walkability.
- Access to basic amenities such as food, entertainment and education.
- Creates a community; convenient; more relaxing; healthier.
- Convenience – everything you need is close.
- Greater opportunity to build community and reduce loneliness (a huge risk to health).
- Community involvement in decision-making.
- Becomes a destination in itself – promotes tourism, family trips, festivals etc.
- Community hubs.

What is more challenging?

- Staff issues; shortage of skilled staff.
- Easy to gentrify; privatised spaces become inaccessible; drives up house prices.
- Lack of variety.
- Could lead to more segregated communities.
- Needs to create new structures (e.g., shops, facilities) where there are none.
- Communities can become isolated and exclusive – wealth concentrating services.
- Could end up in Disney "celebration" style community.
- Requires those living in the neighbourhood to work in the neighbourhood.
- Railway network to bring visitors into the city.
- Cheap supermarkets create more traffic and heavy shopping.
- Only so much housing can be built within a short walking distance.
- New Translink Hub at Weavers Court – housing/where are the people we need to support this transit?

How could these challenges be overcome?

- Careful planning of demographic housing.
- Careful not to have a situations where we only allow the "Mexicans" to come in and cut our grass.
- Decentralise access to healthcare.
- Community bus service for cheaper super markets.
- Empower local communities with debate, engagement, action and funding.
- Regulated housing to combat gentrification.
- Re-purpose empty buildings in Belfast to create new multi-purpose buildings.
- Reduce rates to create opportunities for more small, local businesses.
- Connecting different communities.
- Planning, looking at what is already there.
- Workplace hubs for those in 15-minute cities to connect to their own workplace.
- Community groups to shape the makeup of neighbourhood shop types/public spaces as needed.
- Training opportunities and local apprenticeships.
- Policy limits at local level – e.g., investment in social housing, greenspace etc.

Pedestrianize the city centre

I liked...

- Parklets – e.g., the Ormeau Road.
- Putting more soul in the city centre.
- Creating a sense of community.
- Reduction in fumes and toxicity.
- Health and safety.
- Possibility of further “café society”.
- Catalyst for regeneration.
- Donegall Sq West – permanent.
- Linenhall St – good example of balance.

What is more challenging?

- Inclusivity for those with mobility issues.
- Parked cars still in residential areas.
- Lack of independent businesses.
- Licensing laws/anti-social behaviour/drug use.
- Need balance.
- Rates?

How could these challenges be overcome?

- Golf type buggies.
- Signs of enforcement.
- Preferential rates to local businesses.
Encourage pop-ups at affordable rates.
- Security.
- Need space for buggies.
- Need more benches and toilets.

Restrict car parking

I liked...

- Residents' parking permits extending – restricting cars to one lane across Northern Ireland.
- Restricting parking to improve air quality by reducing pollution.
- Less traffic in neighbourhoods.

What is more challenging?

- “Nimbyism” – people not wanting others to park in their “posh” areas but park elsewhere.
- Attitudinal – will park somewhere else if I could afford it.
- Multiple occupancy houses – multiple cars.
- Prices of parking for visitors and getting it right.
- People feeling nervous about the concept of residents-only parking.
- The need to facilitate visitors and people who are staying over – cannot be 100% residents only.
- Enforcing parking on junctions, pavements etc.
- Depending the size of your street, are car-parking restrictions not potentially discriminatory?
- Young professionals.
- Emotional response – no sense of shame parking anywhere.
- People take the chance to park anywhere with no consequences.

How could these challenges be overcome?

- Remove dead space such as car parks and build more housing.
- Car clubs; book/rent a car when you need it.
- Community car clubs subsidised by government (e.g., pool of retired people who could be drivers).
- Relax planning regulations to facilitate more mixed-use.
- Create more inconvenience – tow more cars.
- Educate people on parking – campaigns.
- Better transport links to encourage dropping cars.
- Measures of residents' parking needs to set in a wider context – e.g., making other transport options more attractive.
- Restrict cars on street in multiple-occupancy scenarios.
- Expand community transport options.
- Use evidence to identify where the “hot spots” are and employment hubs to build more transport links.
- Remove vehicles after a time parked.
- Expand enforcement operations across Northern Ireland.

Reallocate Road Space

I liked...

- Better street furniture/art.
- Room for a street theatre – e.g., live cooking outlet, Christmas market.
- More space for pedestrians.
- Better for environment.
- Improves health.
- Smaller car spaces makes remaining drivers more cautious.
- Equality of use of car space – segregated car lanes.
- Wider footpaths and cycle lanes.
- Greener = healthier
- Less traffic = aesthetically more pleasing.
- Environmentally more pleasing to the eye if there are less cars on the road.
- Improve the city image and profile – young, fun, more equal.
- Dedicated disabled parking hubs – linked to arterial transport routes.
- Creating space to stop, meet, and communicate – better mental health.
- Cleaner environment.
- Safer environment for all car users.
- More efficient and equitable use of space.
- Less noise for residents.
- More enjoyable cycling experiences.
- Less noise pollution for recreation.
- More money spent in small businesses.

What is more challenging?

- Belfast is not a grid system – difficult to choose where to close.
- Label of "vulnerable" road users reinforces danger caused by cars.
- Changing public perception re: convenience of taking the car.
- Changing attitudes – car drivers are reluctant to share road space.
- Changing existing infrastructure.
- Financing.
- Backlash if not used or underutilised.
- Changing car use culture.
- Time + planning challenges.
- Needs complete re-design to make it functional, not just empty spaces.
- Delivery services access.
- Physical space restrictions.
- Creating more congestion elsewhere.
- Creating out of town parking.
- Green public spaces – strategy to promote communities, work, health, family, education.
- Getting government departments/councils to work together.
- Convincing businesses of the benefits before the data are available.
- Motor industry lobbying is too strong and widespread.
- Ensuring re-allocated spaces are accessible to everyone.
- People throw rubbish in the street.

How could these challenges be overcome?

- Advertise positive examples in Belfast.
- Allocated delivery times.
- Cover over the West Link.
- Lobby politicians.
- Ensure the correct locations are allocated to be parklets.
- Education needed – promote more open-mindedness.
- Bring more residents into city centre.
- Re-use and multi-use of buildings.
- Empower civic society to demand change (involve lobbying/advocacy groups).
- Lobby government for more unified planning.
- Create a campaign for people to be proud of in their city.
- The evidence is already there to show that businesses benefit.
- Revenue-based ratings.

Table 1: Charging for car use

I liked...

- It will make people think twice about using the car and plan journeys better.
- Reduced congestion, more space for pedestrians.
- Charging for car parking space necessary.
- Could it be a charge for single occupancy to encourage car-sharing?

What is more challenging?

- Would it work here?
- Who gets the money?
- Some people absolutely need a car.
- Might hurt businesses outside of the city centre.
- Affordability – creates division.
- Relies on people knowing the roads.
- Class division.

How could these challenges be overcome?

- More exemptions needed.
- Shuttle bus around inner ring.
- Needs an integrated transport system.
- Could it be incentivised instead of penalised?
- Memberships of car sharing clubs.

Improve public transport

I liked...

- Comfort factor; ability to relax, read etc.
- Wi-Fi and phone charging.
- Brings more fluidity to links between parts of the city; builds connections and relationships.
- Green and planet-thinking.
- Bus lanes pushes car drivers out.
- People need educated that you can pay by card.
- Stress-free; healthy.
- Savings with weekly tickets.
- Free public transport at point of use for everyone.
- More frequent buses; more space for passengers and their belongings.
- More trains needed; extend networks; and look at connectivity.
- Free, clean, and easy to get currently.

What is more challenging?

- Cost of tickets for a family.
- Time schedules are too restricted to reflect actual use.
- Not aligned with pressured worker travel times.
- Price fixing.
- Parents picking up children – buses are not family-friendly.
- Cancelled buses.
- Not enough taxis.
- Better links to feeder routes to encourage use.
- Extended night-time services.
- Who picks up the bill for free transport-for-all?

How could these challenges be overcome?

- Review "attractive" ticket pricing.
- More drivers for public transport.
- Making it easy to connect e.g., Glider.
- More bus stops outside shops.
- Maximum 5-minute wait for any public transport service.
- More tech/digital solutions.
- More support to help or touch screens to help with access issues.
- A maximum of 20 minutes wait for public transport.
- Route could be criss-crossed or circular.
- On-demand bus stops on bus lanes (e.g., for disabled passengers).
- More competitive prices.
- Free public transport financed by congestion charges and other taxes.



QUEEN'S
UNIVERSITY
BELFAST

involve