



ACTIVE TRAVEL DELIVERY PLAN ENGAGEMENT REPORT

Notice

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Executive Summary

The Department for Infrastructure (DfI) undertook a public engagement exercise on its draft Active Travel Delivery Plan (ATDP) between November 2024 and February 2025. The consultation invited feedback on proposed active travel routes across 42 settlements in 10 council areas, alongside the Plan's overarching design principles, prioritisation framework, and delivery strategy. The engagement was designed to be inclusive, with multiple accessible participation channels including an online survey, interactive mapping tools, regional drop-in events, a public webinar, and direct submissions via email and telephone.

This section considers the demographic and geographical context of respondents to the engagement. As outlined previously, respondents were able to provide feedback on the engagement content via a range of channels.

A total of 346 responses were received, comprising 312 online survey submissions and 34 email responses. Of these, 293 were submitted by individuals and 53 by organisations, reflecting strong public and stakeholder interest in the future of active travel infrastructure. Citizen Space responses were predominantly from individuals (91.03%), while email responses were largely submitted by organisations (73.53%).

Respondents expressed broad support for the Plan's emphasis on improving connections to schools, public transport hubs, and town centres, seen as essential for encouraging modal shift and making active travel a viable option for everyday journeys. These priorities were consistently endorsed across all engagement channels and reinforced by feedback from focus groups with key user groups including IMTAC, university students, and the Chartered Institution of Highways and Transportation (CIHT).

In addition to endorsing these priorities, respondents submitted several comments on the Plan. Key themes included:

- **Integration and Prioritisation:** Strong calls for better alignment with public transport, land use planning, and local development plans.
- **Infrastructure Development and Quality:** Emphasis on segregated, continuous, and well-maintained infrastructure, with inclusive design for all users.
- **Connectivity and Safety:** Support for coherent networks linking residential areas to key destinations, with safety as a core design principle.
- **Funding, Investment and Ambition:** Concerns about delivery timelines and scale, with calls for more ambitious targets and transparent funding mechanisms.
- **School Travel and Walking Infrastructure:** Prioritisation of safe routes to schools and improved pedestrian infrastructure, especially in underserved areas.
- **Environmental Protection and Sustainability:** Advocacy for nature-based design, biodiversity protection, and climate resilience.

- **Urban vs. Rural Balance:** Calls for equitable investment and rural-proofing to ensure smaller settlements are not excluded.
- **Education and Community Engagement:** Recognition of the need for behaviour change campaigns and ongoing, meaningful stakeholder involvement.
- **Economic and Tourism Considerations:** Support for active travel as a driver of local economic vitality and tourism.

The consultation also tested support for the Plan's design principles, which received high levels of agreement. Over 90% of respondents endorsed the idea that infrastructure should be people-centred, welcoming, and accessible to all, with safety at its heart. Respondents emphasised the importance of ensuring that infrastructure reflects the needs of users and local communities, and called for ongoing engagement throughout the design and delivery process.

Route-specific feedback was provided for each settlement, with respondents offering detailed suggestions for alternative alignments or enhancements. These comments reflected strong local knowledge and a desire to shape infrastructure that is practical, inclusive, and responsive to community needs. DfI will continue to engage with communities as routes are designed and delivered, ensuring that local priorities and lived experience continue to inform the development of active travel infrastructure.

Overall, the consultation demonstrated strong public engagement and broad support for the ATDP's vision. Respondents welcomed the opportunity to shape the future of active travel in Northern Ireland and provided constructive feedback to help refine the Plan.

Introduction

Overview

The Department for Infrastructure (DfI) has developed a draft Active Travel Delivery Plan (ATDP) to support the rollout of high-quality pedestrian and cycling infrastructure across Northern Ireland. Covering 42 urban settlements in 10 council areas (Belfast is separately addressed through the Belfast Cycling Network Delivery Plan), the Plan provides a strategic framework for investment in active travel routes that will encourage as many people as possible to consider walking, wheeling or cycling for many of their shorter everyday journeys, with a particular emphasis on improving connections to schools, town centres, and public transport hubs.

The Plan recognises that meaningful prioritisation is essential to successful delivery. While many routes and connections are important, the Department acknowledges that if everything is treated as a priority, then nothing truly is. The prioritisation framework is therefore designed to focus investment where it can deliver the greatest impact, supporting modal shift, improving safety, and enabling inclusive access, while ensuring that decisions are evidence-based, locally informed, and aligned with broader policy goals.

It aims to promote sustainable modal shift by making active travel a more viable and attractive option for everyday journeys, underpinned by inclusive design principles and a phased delivery model to scale infrastructure investment over the next decade. Aligned with broader policy goals such as climate action, public health, and placemaking, the ATDP is designed to complement Local Development Plans and regional transport strategies to provide a basis for the development of connected future active travel networks. To inform its refinement, DfI held a public consultation from 13 November 2024 to 28 February 2025. Public feedback was gathered through an online survey and written submissions, providing valuable insights into priorities, concerns, and expectations. These insights form the basis of this consultation report.

Format of Engagement Exercise

A public event led by Infrastructure Minister John O'Dowd marked the formal launch of the draft ATDP consultation and the start of a multi-format engagement campaign. The launch event was attended by approximately 150 people including local elected representatives, community representatives, transport professionals, departmental representatives and other key stakeholders, aiming to foster collaboration and support for the Plan's implementation and encourage participation in the consultation.

Running from 13 November 2024 to 28 February 2025, the campaign included in-person and online events, accessible consultation materials, and targeted outreach to underrepresented groups, ensuring that voices from all communities, including older people, younger people and those with disabilities were heard and considered.

Website

DfI created a dedicated webpage to provide information about the consultation. The webpage served as the central platform for public engagement and included:

- An overview of the ATDP;
- The Department's approach to prioritising and delivering active travel infrastructure;
- Key documents including the consultation paper, council-specific appendices, EQIA screening form and environmental assessments;
- A link to an interactive mapping tool to explore proposals across 42 settlements; and
- Details on how to participate in the consultation, including an online survey, contact information, and dates for regional engagement events and a public webinar.
- Guidance on how to participate, as well as instructions for requesting paper copies of the document and questionnaire.
- Interactive Storyboard: A digital version of the consultation, featuring interactive maps, was provided via ArcGIS StoryMaps to help users explore proposals in a visual and accessible format.

Engagement Events:

To build awareness and secure stakeholder buy-in for the draft Active Travel Delivery Plan (ATDP), the Department for Infrastructure (DfI) hosted a series of engagement events designed to outline the Plan's ambitions and gather feedback on how active travel infrastructure should be delivered across Northern Ireland over the next decade and beyond.

A series of regional drop-in events took place throughout January and February 2025, typically scheduled during weekday afternoons and early evenings to maximise accessibility. These events were held in civic centres, town halls, and leisure venues across Northern Ireland, providing opportunities for the public to view local proposals, speak directly with DfI representatives, and share feedback on the draft Active Travel Delivery Plan.

- Lisburn Civic Centre – Tuesday 7 January 2025
- Causeway Coast & Glens Borough Council area - Coleraine Town Hall - Thursday 9 January 2025
- Clotworthy House, Antrim – Monday 13 January 2025
- The Guildhall, Derry Londonderry– Thursday 16 January 2025
- Burnavon Centre, Cookstown – Monday 20 January 2025
- Craigavon Civic and Conference Centre – Tuesday 21 January 2025
- Downshire Civic Centre, Downpatrick – Wednesday 29 January 2025
- The Braid, Ballymena – Monday 3 February 2025
- Omagh Leisure Centre – Thursday 6 February 2025
- Bangor Castle – Monday 10 February 2025
- Lakeland Forum, Enniskillen – Tuesday 11 February 2025

These in person events allowed the public to view local proposals and speak directly with DfI representatives, ask questions, and provide feedback to help shape the final Active Travel Delivery Plan.

A hybrid workshop was held to engage with older people and people with disabilities, facilitated by IMTAC, and an online public webinar was held on 20 February 2025. Other sessions were held with Ulster University on 19 February 2025 and the Chartered Institution of Highways and Transportation on 24 February 2025.

Social Media Campaign

As part of its public engagement strategy for the ATDP, the Department for Infrastructure (DfI) launched a coordinated social media campaign to raise awareness and encourage participation in the consultation. The campaign began with the official launch on 13 November 2024 and continued throughout the consultation period. DfI used its official accounts on X (formerly Twitter), Facebook, and LinkedIn to share updates, promote the consultation materials, and highlight key dates and regional engagement events. Posts included links to the consultation webpage, reminders to complete the online survey, and announcements about the public webinar and drop-in sessions. This targeted digital outreach broadened the campaign's reach and encouraged wider public involvement.

Online Survey

An online engagement survey was used to collate responses to the consultation. This survey was provided through the consultation platform, Citizen Space, and included a summary of all the information provided in the online engagement website as well interactive mapping to encourage comments at a settlement level.

Telephone and Email

To ensure accessibility for all respondents, DfI provided both a telephone number (028 9054 0540) and an email address (activetravel@infrastructure-ni.gov.uk) as part of the consultation. These contact options allowed individuals to request information, ask questions, or obtain paper copies of the consultation materials, and were promoted alongside the online survey and in-person events to support inclusive participation.

Overview of Responses

Overview of Responses

This section considers the demographic and geographical context of respondents to the engagement. As outlined previously, respondents were able to provide feedback on the engagement content via a range of channels.

A total of 346 responses were received, comprising 312 online survey submissions via Citizen Space and 34 email responses. Of these, 293 were submitted by individuals and 53 by organisations, reflecting strong public and stakeholder interest in the future of active travel infrastructure.

Table 1 – Overview of Consultation Responses

Response Type	Individual	Organisation	Total
Citizen Space	284	28	312
Email	9	25	34
Combined Total	293	53	346

- Citizen Space responses were predominantly from individuals, who accounted for 91.03% of submissions (284 out of 312), with organisations making up 8.97%.
- Email responses were largely submitted by organisations, representing 73.53% of that channel (25 out of 34), while individuals accounted for 26.47%.

This distribution highlights the strong public interest in the consultation, alongside meaningful engagement from stakeholder organisations. It reflects a strong level of public engagement from both individuals and organisations, with individuals in particular favouring the online platform.

Prioritisation

As part of the consultation, respondents were asked to consider whether the Plan had prioritised the right types of connections to support everyday active travel. The consultation materials outlined three key connection types: to local schools, to town centres, and to public transport hubs. Participants were invited to indicate how strongly they agreed that these priorities had been appropriately emphasised.

Connections to local schools

There were 313 responses to the question “Do you agree that we have emphasised the right things? - Connections to local schools”. 57.83% of respondents strongly agreed 25.88% agreed.. A smaller portion, 8.31%, remained neutral, while 3.83% disagreed and 4.15% strongly disagreed.

Figure 1 - Do you agree that we have emphasised the right things? - Connections to local schools

Option	Total	%
Strongly Agree	181	57.83%
Agree	81	25.88%
Neutral	26	8.31%
Disagree	12	3.83%
Strongly Disagree	13	4.15%

An additional 166 written comments were received regarding schools and school travel. Respondents strongly supported prioritising safe, accessible routes to schools, citing benefits for health, congestion, and long-term travel habits. Responses supported prioritising routes that connect residential areas to schools, citing benefits such as reduced traffic congestion, improved air quality, and healthier habits for children.

Connections to public transport

There were 313 responses to this part of the question, “Do you agree that we have emphasised the right things? - Connections to public transport.” The responses were similarly positive. Out of 313 respondents, 86.9% in total agreed, with 58.47% who strongly agreed, 28.43% agreed. Neutral responses accounted for 6.39% of the total, while 3.19% of respondents disagreed and 3.51% strongly disagreed.

Figure 2 - Do you agree that we have emphasised the right things? - Connections to public transport

Option	Total	%
Strongly Agree	183	58.47%
Agree	89	28.43%
Neutral	20	6.39%
Disagree	10	3.19%
Strongly Disagree	11	3.51%

Respondents expressed strong support for integrating active travel with public transport, emphasising the need for seamless connections, secure bike storage, improved signage, and infrastructure that enables multi-modal journeys. There was a clear desire to reduce car dependency by making public transport more accessible, attractive, and better connected to walking, wheeling and cycling routes.

Concerns were raised about limited public transport service frequency, coverage, and affordability, particularly in rural areas, with calls for more direct routes and subsidised fares. While some infrastructure upgrades, such as wider bus lanes and improved stop design, fall outside the scope of the Active Travel Delivery Plan (ATDP), they were nonetheless seen as vital to supporting active travel uptake.

The design of bus stops was a recurring issue, with respondents highlighting the need for safe bypasses and clear separation between cyclists and pedestrians to prevent conflict. Maintaining bus access during road space reallocation was considered critical, alongside improvements to pedestrian crossings near stops.

Translink’s support for active travel integration was noted positively, and respondents urged that active travel infrastructure be treated as a core component of multi-modal transport planning. There were also calls for more flexible policies allowing bicycles on trains and for all interchange points to be designed with universal accessibility in mind, serving people of all ages and abilities.

A recurring theme was the importance of connecting active travel routes directly to bus and train stations, ensuring that sustainable transport options are viable beyond city centres. Respondents stressed the need to shift away from car-centric planning and toward inclusive, accessible design that supports everyday journeys for all communities.

Connections to town centres

There were 313 responses to this part of the question. When asked about the emphasis on connections to town centres, “Do you agree that we have emphasised the right things? - Connections to town centres”. A total of 85.63% respondents were in agreement with 58.47% who strongly agreed, 27.16% agreed, bringing Neutral responses were given by 6.39% of respondents, while 4.15% disagreed and 3.83% strongly disagreed.

Figure 3 - Do you agree that we have emphasised the right things? - Connections to town centres

Option	Total	%
Strongly Agree	183	58.47%
Agree	85	27.16%
Neutral	20	6.39%
Disagree	13	4.15%
Strongly Disagree	12	3.83%

Comments received in relation to town centres asked for improve access to GP surgeries and hospitals via active travel routes, particularly in urban centres. There was strong support for a strategic, networked approach to route planning, with emphasis on linking homes, schools, transport hubs, and town centres. Respondents also called for enforcement of existing regulations and for clearer design standards to prevent vehicles from obstructing footpaths and cycle lanes in town centres. There were calls to prioritise areas with high potential for modal shift. Urban centres like Derry were cited as needing faster, more focused delivery. Respondents highlighted that well-

designed active travel routes can increase footfall in town centres and boost local economies, while also raising property values in areas with good walking and cycling infrastructure.

What Else Should be prioritised? Other Active Travel Connections

A total of 215 responses were received to the question “Are there other types of journey or connections that you think should have more influence on where we focus investment in active travel infrastructure?” The responses revealed a wide range of priorities, reflecting the diverse needs of communities across Northern Ireland. While a significant majority of respondents supported the existing focus on schools, town centres, and public transport, many also identified additional journey types and destinations such as healthcare facilities, rural settlements, and leisure amenities, that they believe warrant greater attention. This thematic breakdown provides a clear indication of where public interest lies and can inform future planning and investment decisions.

Table 1 - Key themes of answers to Are there other types of journey or connections that you think should have more influence on where we focus investment in active travel infrastructure?

Theme	Number of Responses
Rural Connectivity	66
Leisure and Recreation	60
Greenways and Blueways	56
Workplaces and Employment Zones	52
Healthcare Access	47
Tourism and Scenic Routes	45
Out-of-Town Retail and Amenities	39
Education Beyond Schools	31

Respondents highlighted a significant urban bias in the Active Travel Delivery Plan (ATDP), noting that rural areas are underserved despite their potential for transformational change. Concerns included the exclusion of smaller settlements due to population thresholds, limited public transport, and poor infrastructure that reinforces car dependency. There were calls for safe rural routes to schools, healthcare, and leisure, alongside investment in greenways and better connectivity between rural communities and larger hubs. Contributors urged fair and inclusive investment, rural-proofing of the plan.

There was strong support to connecting active travel routes to leisure destinations like parks, greenways, and coastal paths to promote physical activity, mental wellbeing, and tourism. Scenic and recreational routes were valued but should not compromise practical connectivity. Infrastructure quality, such as smooth surfaces, visual appeal, and separation from traffic, was seen as key to encouraging use. Some groups also highlighted the role of leisure routes in promoting mental wellbeing and encouraging outdoor activity.

Respondents stressed the importance of connecting residential areas to employment centres, high streets, and local businesses through safe, accessible active travel routes. Active travel was recognised for its economic and environmental benefits, with calls for strategic planning and integration with public transport. Respondents urged collaboration across government and councils to support vibrant, pedestrian-friendly commercial zones and reduce car dependency. Respondents noted that active travel infrastructure should support commuting to workplaces, especially in urban areas, and that business districts should be integrated into route planning to encourage modal shift for daily travel.

Other Comments

In addition to journey-based priorities, respondents highlighted a range of cross-cutting issues that they believe should shape future investment in active travel infrastructure. Safety and infrastructure quality emerged as a key concern, with calls for well-maintained, segregated routes that protect vulnerable users and encourage uptake. Accessibility and inclusion were also strongly emphasised, with respondents urging designs that accommodate disabled people, older adults, and families with children.

Environmental and climate action featured prominently, with support for nature-based design and infrastructure that contributes to carbon reduction and biodiversity. Respondents also stressed the importance of integrating active travel with broader urban planning, ensuring that land use decisions support walkable, connected communities.

Maintenance and quality assurance were seen as essential to long-term success, with concerns about deteriorating paths and inconsistent standards. Equity and deprivation were raised as important considerations, with calls for investment to be targeted at underserved areas and communities. Finally, behaviour change and education were identified as critical enablers, with respondents advocating for campaigns and school programmes to build a culture of active travel.

Design Principles

As part of the consultation, respondents were asked to comment on the design principles guiding the Active Travel Delivery Plan. These principles aim to ensure that infrastructure is people-centred, inclusive, and accessible. Feedback highlighted strong support for these aims, alongside calls for clearer definitions and practical standards to ensure they are meaningfully applied.

To what extent do you agree with these Design Principles? - Design will be people-centred, with the aim of creating places that are welcoming and accessible to all.

For the design principle “Design will be people-centred, with the aim of creating places that are welcoming and accessible to all,” there were 313 responses. Of these, 292 respondents (93.29%) agreed with the principle, while 21 respondents (6.71%) disagreed. All respondents answered this part of the question.

Respondents who disagreed with the principle raised concerns about its vagueness and the risk of it being applied superficially. Several highlighted that while the intention is positive, the term “people-centred” lacks clarity and must be underpinned by specific, enforceable standards. They stressed the need for inclusive design that explicitly considers the needs of women and girls, people with disabilities (including those with visual, mobility, and cognitive impairments), neurodivergent individuals, and parents with prams. One respondent referenced the “Safer Parks” guidance developed in England, advocating for features such as clear sightlines, good lighting, and visible entrances to enhance safety and inclusivity. Others emphasised that inclusive design must be informed by ongoing engagement with vulnerable road users and community groups, rather than being led solely by technical consultants. There was also a call for gender mainstreaming in transport policy, warning that focusing only on safety risks reinforcing stereotypes and missing broader opportunities for cultural change. Overall, the feedback urged the Department to move beyond aspirational language and ensure that inclusive design is embedded through meaningful consultation, robust standards, and a commitment to equity in practice.

To what extent do you agree with these Design Principles? - Design will focus on the provision of high-quality infrastructure, appropriate to the situation, with safety at its heart

For the design principle “Design will focus on the provision of high-quality infrastructure, appropriate to the situation, with safety at its heart,” there were 313 responses. Of these, 290 respondents (92.65%) agreed with the principle, while 23 respondents (7.35%) disagreed. All respondents answered this part of the question.

Respondents who disagreed with this principle raised a range of concerns, primarily around the lack of clarity in what constitutes “high-quality” and “appropriate” infrastructure. Several respondents emphasised that infrastructure must be continuous, fully segregated, and free from obstructions to ensure safety and usability, particularly for cyclists and pedestrians. There was criticism of existing infrastructure that runs alongside high-speed roads, which was described as unpleasant, unsafe, and underused. Respondents called for a shift away from relying on major vehicular routes and instead advocated for the use of quieter tertiary roads and green routes, supported by landscape-led design. Others stressed the importance of integrating active travel with public transport, including secure bike storage at park-and-ride sites.

A strong theme was the need for inclusive design that considers the needs of children, older people, and people with disabilities. Some also highlighted the importance of gender-sensitive and child-friendly planning, referencing guidance such as “Designing Places for Children & Young People” and work on 20-minute neighbourhoods. Overall, the feedback urged the Department to adopt a more ambitious, inclusive, and context-sensitive approach to infrastructure design, supported by meaningful stakeholder engagement and clear, enforceable standards.

Do you have any comments on these overarching design principles?

There were 155 responses to this part of the question, with a wide range of feedback. Many respondents expressed strong support for the principles, while offering constructive suggestions for improvement.

Table 2 – Design Principles Comments

Theme	Comments
Infrastructure Needs	<ul style="list-style-type: none"> - Segregated infrastructure for cyclists and pedestrians - Safer alternatives to shared-use paths
Inclusive Design	<ul style="list-style-type: none"> - Consider needs of older people, disabled users, neurodivergent individuals, and children
Design Features	<ul style="list-style-type: none"> - Tactile and audible signage - Resting places and shaded areas - Clear sightlines and intuitive layouts
Environmental Concerns	<ul style="list-style-type: none"> - Nature-first approaches - Avoidance of habitat destruction
Maintenance & Enforcement	<ul style="list-style-type: none"> - Adequate lighting - Regular cleaning - Protection from misuse (e.g. illegal parking)
Best Practice Guidance	<ul style="list-style-type: none"> - Reference to LTN 1/20 - London Legacy Development Corporation’s Inclusive Design Standards - Encouraged adoption in Northern Ireland
Public Transport Integration	<ul style="list-style-type: none"> - Better integration with public transport - More frequent services - Improved connections to rural areas
Scepticism & Recommendations	<ul style="list-style-type: none"> - Prioritise routes that deliver greatest modal shift - Early and genuine community engagement in design

Road Space Allocation and Traffic Management

To what extent do you agree with these principles - Rebalancing the Street

Figure 4 - To what extent do you agree with these principles - Rebalancing the Street

Option	Total	%
Strongly Agree	192	61.34%
Agree	66	21.09%
Neutral	29	9.27%
Disagree	10	3.19%
Strongly Disagree	16	5.11%

Respondents who disagreed or strongly disagreed with the design principle “Rebalancing the Street” expressed a range of concerns. Some felt that the principle unfairly prioritised walking and cycling over public transport, which they argued is also a sustainable mode of travel, particularly important for older people and those with mobility challenges. They cautioned against traffic management measures that might make public transport less accessible, such as relocating bus stops or introducing one-way systems that increase journey times. Others were sceptical about the practical impacts of rebalancing, citing past projects that had led to increased congestion or failed to deliver meaningful improvements. A few respondents raised concerns about the removal of car access and parking, particularly in areas where alternative transport options are limited. There were also calls for better enforcement of pavement parking rules and for designs that consider the needs of visually impaired users, such as avoiding reliance on colour-based wayfinding. Overall, while some acknowledged the intent behind the principle, they stressed the need for a balanced, inclusive approach that supports all users and avoids unintended negative consequences.

To what extent do you agree with these principles - Rethinking Traffic Management

Figure 5 - To what extent do you agree with these principles - Rethinking Traffic Management

Option	Total	%
Strongly Agree	206	65.81%
Agree	58	18.53%
Neutral	24	7.67%
Disagree	10	3.19%
Strongly Disagree	15	4.79%

Respondents who disagreed or strongly disagreed with the design principle “Rethinking Traffic Management” raised several key concerns. A common theme was the potential negative impact on public transport. Some felt that the principle risked prioritising walking, wheeling and cycling at the expense of buses, which are also sustainable and essential for people with mobility issues or those living in rural areas. They cautioned against relocating bus stops or introducing one-way systems that could increase journey times and reduce accessibility.

Others expressed concern about unintended consequences, such as increased traffic speeds on one-way streets, which could endanger cyclists. They cited examples from cities like London, where one-way systems have been removed to improve safety. There were also calls for more inclusive design, with specific attention to the needs of visually impaired users, such as avoiding reliance on colour-based wayfinding, and ensuring adequate seating for older pedestrians.

Some respondents were sceptical about using active travel, particularly in rural areas where car use remains essential due to limited public transport. They emphasised the need for a balanced, integrated approach that supports all users and avoids disadvantaging those who rely on cars for essential travel.

Do you have any additional comments on the principles for Designing the Network?

There were 163 responses to this part of the question, offering a wide range of insights presented below:

Table 3 – Network Design Feedback

Theme	Summary of Feedback
Greater ambition, clarity, and inclusivity	Respondents urged the Department to be more ambitious, clearer in its design principles, and inclusive in its application.
Future-proofing the network	Suggestions included planning for long-term shifts in transport and urban development.
Inclusive design	Referenced standards like LLDC Inclusive Design, and called for features such as clear sightlines, tactile signage, resting places, and intuitive layouts.
Safety and accessibility	Concerns included lighting, street furniture placement, and integration of green spaces.
Segregated infrastructure	Respondents called for separate walking and cycling paths and designs that avoid unsafe environments.
Gender-sensitive planning	Highlighted that women and girls adapt travel behaviour for safety and should be considered in design.
Integration with public transport	Suggestions included reopening disused train halts and improving rural connectivity and links to bus/rail services.
Environmental considerations	Emphasised biodiversity preservation and use of green routes.
Implementation and enforcement	Called for delivery of proposed infrastructure and protection from misuse.
Overall vision	Desire for a network that is functional, safe, inclusive, attractive, and responsive to community needs.

□ .

Delivering the Network

As part of the consultation, participants were invited to comment on the 39 settlements within the Plan that had priority routes identified. Respondents could choose to engage with as few or as many routes as they wished, allowing for both broad regional feedback and detailed local insights. This flexible approach enabled people to share their views based on lived experience, helping to shape a network that reflects community priorities and everyday travel needs.

Antrim and Newtownabbey Council

Table 4 - Priority Routes for Antrim

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Antrim	1	Castle to Stiles Way/B518 via Fountain Street/Fountain Hill	10	1
Antrim	2	Greystone Roundabout Along Greystone Road (B95) to Fountain Hill	9	2
Antrim	3	High Street along Railway Street to Stiles Way	9	2

Do you have any alternative routes that you feel may bring more benefit to the local community and should be prioritised above those identified?

- One suggestion was to upgrade the future route between Springfarm and Stiles Way to a priority route. This upgrade was recommended due to significant new housing development in the area, as well as the presence of a primary school and a football pitch.
- A respondent highlighted the need for safe crossings over Ballymena Road, which was described as a major barrier to active travel because of its car-centric design.
- A proposed route from Millhouse to local schools via the Round Tower was suggested as a low-cost, high-impact improvement.
- Another submission highlighted the need for improved lighting, particularly along Allen Park access road and Castle Road.

Do you agree with the Priority Routes for Ballyclare? - Route 1: Ballyclare Western Relief Road/B95 Roundabout to The Square via Doagh Road

Table 5 - Priority Routes for Ballyclare

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Ballyclare	1	Ballyclare Western Relief Road/B95 Roundabout to The Square via Doagh Road	10	1

Do you have any alternative routes that you feel may bring more benefit to the local community and should be prioritised above those identified?

- One respondent questioned the delays in completing the Larne–Doagh Greenway, expressing frustration at the slow pace of delivery.
- Another respondent highlighted their view that Ballyclare was noted to already have a substantial footpath network the need to prioritise connections to more rural areas, such as Ballyrobert and Burnside, which currently lack footpath infrastructure.
- A third respondent suggested that Rashee Road should be treated as a priority due to its safety concerns for cyclists and pedestrians, citing regular encounters with aggressive drivers and poor road conditions.

Do you agree with the Priority Routes for Crumlin? -

Table 6 - Priority Routes for Crumlin

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Crumlin	1	Lurgan Road to Main Street/Ballydonaghy Road	9	1

Do you have any alternative routes that you feel may bring more benefit to the local community and should be prioritised above those identified?

- One respondent expressed strong support for the inclusion of a route through Crumlin, highlighting its potential to connect people and strengthen community ties.
- Another emphasised the importance of ensuring that cycling infrastructure links directly to Crumlin Train Station, reinforcing the need for integrated transport options.
- A third respondent proposed a footpath from Lurgan Road to Cherryvalley Road, citing scenic value and the opportunity to encourage walking.

The most detailed submission raised concerns about the exclusion of the railway line from the plan, questioned the feasibility of prioritising Main Street due to space constraints, and advocated for safe access to Ballymacrickett Primary School in Glenavy, which serves Crumlin residents.

Table 7 - Priority Routes for Newtownabbey

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Newtownabbey	1	Carnmoney Road North/Mossley West to Church Road/Valley Retail Park via Prince Charles Way, Church Road and Longwood Road	12	1
Newtownabbey	2	Manse Road (B90) to Mallusk Road (B95) via Ballyhenry Road and Scullions Road	11	1

Do you have any alternative routes that you feel may bring more benefit to the local community and should be prioritised above those identified?

- Several respondents highlighted the need for better integration with existing infrastructure, including reinstating the Greenisland to Monkstown Greenway, improving bike lanes in

Monkstown, and ensuring safe, accessible crossings near Abbey Centre, which was described as a high-risk area for pedestrians.

- There were calls to improve access to the Loughshore path, address dangerous slip roads like the one at Greencastle, and enhance connectivity through Valley Park and surrounding residential areas.
- Respondents emphasised the need for segregated infrastructure, lower speed limits, and better enforcement to ensure safety and usability. Others called for protected cycle lanes along Antrim Road, citing its width and strategic importance for commuters travelling into Belfast.
- Additional suggestions included
- Prioritising Old Manse Road due to traffic and safety concerns for schoolchildren and ensuring that cycling infrastructure supports future developments like the Abbey Centre Train Station.
- Connecting proposed routes to Newtownabbey’s existing cycle network. One respondent expressed strong support for this.
- Reinstating the Greenisland to Monkstown greenway and improving bike lane connectivity in Monkstown.
- Considering a protected cycle lane on Antrim Road due to its width and strategic role as a main arterial route into Belfast.
- Integrating Valley Park into the network by connecting Elmfield Road, widening paths, and improving links to the retail park and foreshore via Glas na Braden.
- Widening paths and adding segregated lanes along O’Neill Road (west), and installing a pedestrian crossing at Elmfield Road.
- Reducing speed limits on Prince Charles Way and O’Neill Road. Current limits were described as excessive and unsafe.
- Upgrading Doagh Road, which was described as unsafe due to traffic levels and poor surface conditions.

Table 8 - Priority Routes for Randalstown

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Randalstown	1	Randalstown Viaduct to Castle Road (via Shanes Street and Station Road	9	1

Do you have any alternative routes that you feel may bring more benefit to the local community and should be prioritised above those identified?

- One respondent raised a serious concern about the lack of safe crossing infrastructure for cyclists coming from Antrim across the motorway, describing it as a potential safety hazard.
- Another respondent, questioned the prioritisation of Castle Road, noting that it lacks schools and has lower residential density compared to other parts of the town. They suggested that New Street, Portglenone Road, Church Road, and Station Road would be more impactful alternatives, as they serve multiple schools and more densely populated areas.

Additional comments about the proposals for Antrim and Newtownabbey Borough Council

Do you have any additional comments about the proposals?

- Seven respondents provided additional comments on the proposals for Antrim and Newtownabbey Borough Council.
- Several comments focused on the need for improved safety and accessibility, particularly around high-traffic areas such as Stiles Way, Ballymena Road, and Allen Park, where concerns were raised about congestion, limited crossings, and inadequate infrastructure for pedestrians and cyclists.
- Respondents highlighted the importance of integrating active travel with public transport, noting that bike parking at Antrim Station is minimal and that hourly train services limit the effectiveness of active travel connections.
- In Newtownabbey, suggestions included routes through Glengormley, reinstating the Greenisland Greenway, and enhancing bike parking and regulation along the Shore Road.
- A route through Glengormley town centre is strongly encouraged to support local access and reduce car dependency.
- The Greenisland Greenway should be reinstated and integrated into the active travel network to improve connectivity between residential areas and transport hubs.
- Traffic calming measures are needed along Antrim Road in Glengormley, where high vehicle speeds and poor pedestrian infrastructure have created an unsafe environment for walking and cycling.
- The recent junction upgrade at Church Road/Antrim Road has reduced pedestrian and cyclist safety by removing cycle boxes and increasing crossing complexity; this location should be revisited for active travel improvements.
- The Randalstown Road/Castle Road corridor between Antrim and Randalstown should be prioritised due to high footfall at Allen Park Sports Hub and the potential for modal shift if safer infrastructure is provided.
- Access to Allen Park is currently constrained by poor entrance design and traffic congestion, particularly during peak times when children are being dropped off for training; improvements to crossings and traffic flow are needed.
- With 750 new homes and 1,200 new jobs planned in Antrim, urgent upgrades are needed to Stiles Way and Ballymena Road, including signalised crossings to address current safety concerns.
- The hourly train service at Antrim Station limits the effectiveness of active travel integration; without increased frequency, infrastructure improvements may not achieve intended modal shift.

Ards and North Down Borough Council

Table 9 - Priority Routes for Bangor

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Bangor	1	Newtownards Road Roundabout to Newtownards Road	23	13
Bangor	2	East Circular Road to West Circular Road via South Circular Road	24	19
Bangor	3	Bloomfield Road Roundabout to Gransha Road	26	16

Do you have any alternative routes?

- Of the respondents who commented on the proposed priority routes for Bangor, 25 individuals suggested alternative routes, while 5 respondents both agreed with the proposed routes and offered alternatives.
- Frequently proposed routes included Gransha Road and Castle Street, which were seen as vital for linking major schools such as Bangor Grammar, Glenlola Collegiate, Bangor Academy, and Bangor Central Primary to the city centre and transport stations.
- Respondents suggested:
 - Adopting a hub-and-spoke model for Bangor, connecting residential areas beyond the ring road to the city centre. Several submissions criticised the current plan for focusing on orbital routes and failing to address key spoke roads such as Donaghadee Road, Groomsport Road, Bryansburn Road, and Clandeboye Road.
 - Prioritising Gransha Road/Castle Street as a key corridor linking schools (Bangor Grammar, Glenlola, Bangor Academy, SERC, Bangor Central Primary), leisure facilities, and the city centre. This route was supported by multiple submissions and the ANDCC.
 - Creating a route along Abbey Street/Main Street/Queens Parade to connect the Newtownards Road junction with the seafront and transport hubs. This was seen as vital for regeneration and tourism.
 - Upgrading Clandeboye Road to link a major residential area with the city centre and local industries.
 - Enhancing Bryansburn Road to connect high-density housing with the city centre.
 - Extending Newtownards Road to link with the Bangor–Newtownards Greenway and improve access to the train station.
 - Developing a route along the Old Belfast Road to connect Bangor Cycle Park with Bangor West train station and surrounding residential areas.
 - Including Skippingstone Beach and Marine Gardens in the priority network to support family-friendly leisure cycling.
 - Improving Castle Park and Ward Park connections using existing off-road paths to link schools, leisure centres, and the train station.
 - Extending Route 2 to Bangor West train halt and St Columbanus College, and Route 3 to Balloo Road.
 - Creating a safe and segregated cycle route between Bangor and Belfast alongside the A2.

- Upgrading the North Down Coastal Path where appropriate, though some respondents felt it should not be prioritised due to limited connectivity to schools and residential areas.
- Improving cycle lane enforcement, particularly on Abbey Street where lanes are often blocked by parked cars.
- Including park and ride facilities and better links to public transport hubs.
- Connecting Bangor Central Integrated Primary School at Balloo Road to the network.
- Considering routes through Balloo Industrial Estate to link housing areas.
- Enhancing Seacliff Road as a scenic and practical route to Ballyholme and Groomsport.
- Including back roads and peninsula routes used by local cycle clubs.
- Ensuring routes are continuous and joined up, avoiding disjointed segments that end abruptly.
- Linking to existing Greenways, including the Bangor–Newtownards Greenway and Comber Greenway.
- Considering Castle Park Road, Bloomfield Road, and Castle Street as key connectors.
- Including routes to Queens Parade, a major regeneration site.
- Connecting to Aurora Leisure Centre, Bangor Library, North Down Museum, and Bloomfield Shopping Centre.
- Reducing speed limits and improving crossings on dangerous roads such as the Circular Road and Broadway.

Table 10 - Priority Routes for Comber

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Comber	1	Ballygowan Road to High Street/Killinchy Steet Junction	23	9
Comber	2	The Square/Killinchy Street Junction to Newtownards Road/Cherryvalley Line Roundabout	26	7

Do you have any alternative routes?

- There were 11 responses to the question .

- Additional suggestions included extending active travel links to Strangford Lough, improving maintenance and safety along the Greenway, and ensuring that routes are continuous and realistic given Comber’s spatial constraints.
- One respondent also proposed a route following the Enler River, connecting the leisure centre to the town square and the Greenway, with secure bike parking at the town centre. These comments reflect a desire for a more connected and practical network that supports both commuting and local access.
- Among the few who did respond, there was a clear consensus around the importance of linking the existing Comber–Belfast Greenway with the proposed Comber–Newtownards Greenway via the town centre.
- Several respondents endorsed the routes proposed by ANDCC, which include:
 - Route 1: From the end of the existing Greenway to the town centre via Old Belfast Road and Mill Street.
 - Route 2: From the town centre to the new Comber–Ards Greenway along the A21.
- Additional suggestions included extending active travel links to Strangford Lough, improving maintenance and safety along the Greenway, and ensuring that routes are continuous and realistic given Comber’s spatial constraints..

Table 11 - Priority Routes for Donaghadee

Settlement	Priority Route	Description	Responses:	
			Agree	Disagree
Donaghadee	1	Killaughey Road to High Street via Northfield Road	25	7

Do you have any alternative routes?

- Alternative route suggestions were as follows:
- Extend a coastal route from Ballyholme Road through Ballyholme Esplanade and Groomsport Road, continuing to Groomsport, Orlock, and Donaghadee. This scenic corridor is already well-used by cyclists and walkers and passes key destinations including Ballyholme Primary School and several beaches.
- Upgrade the A2 Millisle Road to a Priority Route (not just a Future Route), extending it fully to Millisle. The current 40mph section is narrow, poorly surfaced, and hazardous for cyclists due to frequent close passes.
- Include Crannyreagh Road as a priority route, connecting the town centre past two schools and into quieter lanes leading into the Ards Peninsula.
- Add Shore Road, New Road, and High Street as part of a circular route around Donaghadee, linking up with other proposed sections.
- Consider Proposed Route A as a safe, family-friendly corridor for children learning to cycle alongside walking parents.
- Link Donaghadee to a greenway built on the old Dee to Ards railway line to enhance regional connectivity.
- Prioritise Windmill Road, Kylestone Road, Abbey Road, and routes through Carrowdore, Greyabbey, and Mount Stewart, which are heavily used by cyclists but currently omitted.
- Improve Millisle Road access to the Primary School, given the growing residential population and likelihood of increased school traffic.
- Reassess the Killaughey Road extension, as population centres are more concentrated near Millisle Road and High Bangor Road, which may offer more logical and higher-use alternatives.
- Focus on town centre and seafront routes that connect directly to local schools and shops, using the ANDCCG proposal as a blueprint to attract both residents and tourists.
- Strengthen linkages to Bangor, which would support access to public transport and educational opportunities for pupils and students in Donaghadee.

Table 12 - Priority Routes for Holywood

Settlement	Priority Route	Description	Responses:	
			Agree	Disagree
Holywood	1	High Street to Belfast Road via Downshire Road, Demesne Road and Jacksons Road	21	10
Holywood	2	Sullivan Place between High Street and Holywood Bypass (A2)	28	3
Holywood	3	The Esplanade to Airport Road West Bridge	27	5

Do you have any alternative routes?

- Fifteen respondents offered alternative routes for Hollywood, reflecting a strong interest in improving and expanding the proposed active travel network.
- Several comments focused on enhancing connectivity between the Upper Road and Shore Road, suggesting the use of existing railway underpasses and alleged public rights of way to create safer, off-road alternatives.
- Another suggestion highlighted the Hollywood Exchange as a “car island” with no safe cycle access, calling for dedicated infrastructure to make it accessible by bike.
- There was also support for formalising the route along the Esplanade past Kinnegar Army Barracks to Airport Road, which is currently used informally but seen as a much safer alternative to the Sydenham Bypass.
- Extending Priority Route 1 along High Street to reach Sullivan Upper School. Several submissions noted that the current plan does not meet the objective of “Connections to local schools.”
- Including a branch from High Street to St Patrick’s Primary School to improve school access.
- Improving safety along High Street and the residential roads that connect to it.
- Incorporating the existing subway under the dual carriageway into the active travel network.
- Replacing Downshire Road with My Lady’s Mile on Route 1 to better serve local schools.
- Addressing the steep gradient of Jackson’s Road, which may limit use unless the lower end is connected to the town centre.
- Building a greenway along the coastal path and linking it to the wider network.
- Improving route connectivity, particularly between Route 3 and the town centre.

Table 13 - Priority Routes for Newtownards

Settlement	Priority Route	Description	Responses:	Responses:
			Agree	Disagree
Newtownards	1	New Street/Portaferry Road to Bangor Road	25	4
Newtownards	2	Donaghadee Road/Zion Place Roundabout to Settlement Limits via Movilla Road (B172)	24	5
Newtownards	3	South Street/High Street Junction to Settlement Limits via Comber Road	25	4

Do you have any alternative routes?

- Nineteen respondents offered alternative route suggestions for Newtownards, reflecting a strong level of engagement and a desire for a more connected and practical active travel network.
- Several respondents proposed linking Route 1 to the Ards–Donaghadee Greenway, which is currently under construction, to ensure continuity and maximise usage.
- Others recommended extending Route 2 via East Street, Frances Street, or Movilla Street to better serve the town centre.
- There was also a call to ensure Route 3 connects with the Comber–Newtownards Greenway, which is at the planning stage.

- Some respondents questioned the rationale behind Route 4, noting that it already exists and may not represent the best use of public funds. Instead, they advocated for a more strategic approach, including radial routes that connect key residential areas and amenities.
- There was a suggestion that Route 5 is extended to meet Route 2.
- Suggestions included better access to Strangford Lough via the Floodgates, and more links to lengthy walking routes to address the limited availability of open green space in the area.

Other suggestions included:

- The designation of Bowtown Road as a Priority Route to serve the planned residential development south of Movilla Road.
- The inclusion of Bangor Road to support access to the future Bangor–Newtownards Greenway and Whitespots Country Park.
- The Circular Road corridor, due to its proximity to two key schools.
- Improved connections to key destinations such as the Blair Mayne Leisure Complex and the new Bus Park and Ride.
- Strategic concerns around the lack of safe connections between radial routes and the town centre, with the town centre one-way system identified as a barrier to active travel.
- Suggestions for new routes, including a Bangor to Ards link via the old railway at Six Road Ends, and a route along the Floodgates to Comber.
- Concerns about the attractiveness and safety of cycle paths running adjacent to major roads, particularly those with high traffic volumes and heavy vehicles.

Additional comments about the proposals for Ards and North Down Borough Council

Do you have any additional comments about the proposals?

- There were 27 responses providing the following additional comments: □ The plan should adopt a hub-and-spoke model to connect residential areas with schools, town centres, and transport hubs more effectively.
- Bangor’s priority routes are criticised for being incomplete and failing to connect key destinations like schools and stations.
- Bangor Central School’s relocation to Balloo Road is expected to increase traffic; active travel routes should be revised to support safe access.
- A safe crossing is needed at Green Road to Rathgael Roundabout, where multiple lanes of traffic pose a barrier to pedestrians and cyclists.
- The Bangor to Holywood to Belfast route should be formalised, especially the informal path past Kinnegar Army Barracks to Airport Road, which offers a safer alternative to the Sydenham Bypass.
- Conlig to Bangor lacks proposed routes despite available space; a connection from Green Road to the shared path at Rathgael Roundabout is suggested.
- The Ards Peninsula, particularly the coastal and link roads from Donaghadee to Newtownards, is heavily used by cyclists but currently excluded from the plan; safe infrastructure is urgently needed.
- Existing cycle routes such as Comber to Whiterock to Balloo should be upgraded and maintained to support current usage and improve safety.
- Abbey Primary School in Bangor requires better infrastructure to manage parent drop-offs and reduce congestion during peak times.

- Smaller towns with limited public transport should be connected via priority active travel routes to larger hubs to support multi-modal journeys.
- Newtownards to Bangor to Comber, including Donaghadee, should be linked in a continuous network, similar to successful greenway models in the Republic of Ireland.
- Old Belfast Road in Bangor should be extended to link Bangor Cycle Park with Bangor West train station and surrounding residential areas.
- Clandeboye Road and Bryansburn Road are recommended for inclusion due to their strategic importance and connectivity potential.
- Castle Park and Ward Park paths should be formalised to link schools, leisure centres, and the train station.
- North Down Coastal Path is supported as a priority route, with calls for early implementation.
- Donaghadee to Groomsport and Ballyholme is proposed as a scenic and practical route for leisure and school access.
- Unadopted public roads in rural areas should be considered for inclusion in the active travel network to improve access to services and transport links.
- Linking smaller settlements to larger towns with frequent public transport is recommended to improve regional connectivity.
- Respondents urged greater inclusion of rural areas, especially the Ards Peninsula, and better access for smaller towns and villages.

Armagh City, Banbridge and Craigavon Borough Council

Table 14 - Priority Routes for Armagh

Settlement	Priority Route	Description	Responses:	
			Agree	Disagree
Armagh	1	Lonsdale Road/College Hill Junction via Moy Road to Settlement Limit	22	5

Do you have any alternative routes?

- Eight respondents provided alternative route suggestions for Armagh, offering a range of ideas to improve the proposed active travel network.
- Respondents identified a number of additional issues and opportunities to improve active travel provision in Armagh and surrounding areas. These included:
 - One suggestion that focused on linking Armagh Road and Canal Street with the city centre, creating a continuous route that would connect the Newry Canal Towpath and Carlingford Lough Greenway to key destinations such as the bus station, Southern Regional College, Hill Street, and Newry Leisure Centre.
 - Another proposed completing the Warrenpoint Road/Kilmorey Street/River Street route, which already has partial infrastructure in place and could be upgraded cost-effectively.
 - The need for a footpath extension along Diamond Road to improve access to Aroma Café and the Old Mill Farm Shop. One submission highlighted the challenges faced by families with mobility needs, including wheelchair users and children using specialist trikes, who are currently forced to walk along the edge of a busy road due to the absence of a footway.
 - A lack of footpath provision between St Teresa’s Primary School and Tullydagan Road, with concerns raised about pedestrian safety.
 - Concerns about the priority route near the courthouse in Armagh, which includes a complex and high-risk junction with multiple entry lanes. Issues were raised around driver behaviour, bus access, and the safety of cyclists and pedestrians in this area.
 - The exclusion of Armstrong Primary School and the Royal School from the current priority route, despite high traffic volumes during school hours.
 - Safety concerns at Railway Street junction, where traffic congestion and driver impatience were seen as likely to compromise the effectiveness of any shared route.
 - Criticism of pedestrian refuges along the Newry Road, which were described as dangerous due to frequent vehicle collisions and the creation of pinch points that increase risks for cyclists.
 - A suggestion to develop a walking and running loop in Armagh City, with shared use for cyclists, while distinguishing between leisure and sport cycling needs.
 - A call for better infrastructure for sport cyclists, including smoother surfaces, greater separation from traffic, and secure bike parking.
 - Concerns about unsafe cycling behaviour among young people, including riding without lights or helmets, and the lack of enforcement capacity to address this.

- A request for accurate mapping of existing shared paths, particularly along Edenaveys Road and Newry Road, where signage is lacking and legal clarity is needed.
- Criticism of outdated link road plans, particularly near Newry Road, which were seen as likely to increase rat-running and speeding without improving city centre traffic flow.

Table 15 - Priority Routes for Banbridge

Settlement	Priority Route	Description	Responses:	Responses:
			Agree	Disagree
Banbridge	1	A26 Church Road/A26 Lurgan Road (Church Square Junction to Settlement Limit)	23	5

Do you have any alternative routes?

- There were eight proposed alternative routes for Banbridge These included:
 - A request to include a link between Lenaderg and Huntly Road, as outlined in the plan.
 - Support for the Lurgan Road corridor, identified as a key route for school pupils travelling to Banbridge Academy and for access to Havelock Park.
 - A suggestion to improve footpath connections between the town centre and The Boulevard, enhancing access to Abercorn Primary School, Banbridge High School, and new housing developments along the Newry Road.
 - A proposed route from Banbridge town centre via Scarva Road to Scarva train station, improving access to the towpath and wider rail network, with reference to the All-Island Rail Strategy.
 - A request to extend the footpath from Church Meadows along Diamond Road in Dromore to local businesses at No. 19 Diamond Road.
 - Concerns about the limited residential catchment of some proposed routes in Banbridge, particularly in areas with low housing density and high car dependency.
 - A view that the current proposals do not connect to Solitude Park and lack ambition in scope and coverage

Table 16 - Priority Routes for Craigavon

Settlement	Priority Route	Description	Responses:	Responses:
			Agree	Disagree
Craigavon	1	Northway/High Street/A27 Bridge Street/A27 Lurgan Road (A4 Corcrair Junction to Craigavon Senior High School)	22	4
Craigavon	2	A27 Mandeville Road/A27 Lake Road (Traffic Free Route)	23	3
Craigavon	3	Rushmere Shopping Centre/Clonmeen via Drumgor Primary School(Traffic Free Route)	23	2

Craigavon	4	Lower Enniskeen/Drumellan Walk (Traffic Free Route)	23	2
Craigavon	5	Rushmere Shopping Centre/Parkmore (Traffic Free Route)	24	2
Craigavon	6	Moyraverty Road/Moyraverty Road West to St Brendan's Primary School	25	1

Do you have any alternative routes?

- Sixteen suggestions were made for Craigavon; They included
- Improved connectivity between residential areas and schools, particularly around Craigavon Senior High School and Drumgor Primary School.
- Linking existing greenways and traffic-free routes to form a continuous network.
- Better crossings and junction design to enhance safety and usability.
- Extensions to key destinations such as Rushmere Shopping Centre, parks, and public transport hubs.
- Extension of the existing cycle and pedestrian network, including support for school walking buses (e.g. Portadown Integrated Primary School).
- Upgrade and completion of the Black Paths network, with specific reference to the Kernan area and a recommendation for a single delivery contract.
- Lighting improvements on the path between Moyraverty Gardens and Lismore College.
- Upgrades to the Drumnagoon Road path serving Carn and Seagoe industrial areas.
- Extension of proposed Route 2 westward along Mandeville Road to connect with the Bracken housing development.
- Delivery of the Aghalee to Craigavon Lakes Greenway to create a continuous link to Belfast.
- Safety improvements at Newry Canal Greenway road crossings, including Madden Road and Mullahead Road.
- Replacement of the Moylinn footbridge and repair of connecting paths.
- Prioritisation of the Carn Industrial Estate route, including full upgrades of existing paths built by the Craigavon Development Commission.
- Support for a new footbridge over the River Bann at Bannfoot.
- Improved connectivity between Portadown and Craigavon, particularly from Portadown train station to Craigavon centre.
- Designation of the Lurgan–Portadown cycleway and the Lurgan–Craigavon Lakes greenway as signature priority routes, with safety and surface upgrades along Lough Road, Kiln Road, and Annesborough Road.

Additional comments about the proposals for Armagh City, Banbridge and Craigavon Borough Council

Do you have any additional comments about the proposals for Armagh City, Banbridge and Craigavon Borough Council?

Seventeen additional suggestions were made in response to the consultation, reflecting strong local engagement and a desire to shape the future of active travel in the borough. These comments highlight opportunities to improve connectivity, inclusivity, and safety across the Council area:

- Broad support for the proposals, especially in Craigavon, where existing infrastructure was praised but calls were made for better connectivity to schools, town centres, and public transport hubs.

- Suggestions for new or extended routes, including:
 - A link from Lenaderg to Huntly Road in Banbridge.
 - Extension of the riverside path in Dromore.
 - A connection from Banbridge to Scarva train station.
 - Repurposing old railway lines as greenways to link settlements and support commuting and leisure travel.
- Concerns about the exclusion of rural areas, particularly South Armagh, with calls for a more equitable approach that includes smaller towns and villages.
- Upgrading the Newry Canal route to enhance its value for local users and tourism, and to support a long-distance route between Carrickfergus and Carlingford.
- Support for connecting Gilford to the Newry Canal and Aghagallon to the Lagan Canal to improve inter-settlement travel.
- Proposals for safe active travel routes to all schools, including protection from footway parking (e.g. bollards) and connections to town centre car parks for park-and-walk options.
- A suggested route from Dromore town centre to the Leisure Centre via the park, linking to the River Lagan shared route and extending to the Motte and Bailey historic site.
- A request to extend the footpath from Church Meadows along Diamond Road to local businesses at No. 19 Diamond Road.
- An urgent need for a footpath along Lakeview Road, connecting Balteagh Road to the Lakelands housing development and improving access to Craigavon Lakes and Rushmere bus depot.
- A request to replace the missing footpath link between Liscorran Road and Tarry Lane to provide safe access to St Ronan's and local primary schools.
- Proposals for a path from Tullydagan to St Teresa's Primary School, and along Cornakinnegar Road to connect with St Ronan's and into Lurgan town centre.
- Concerns about the lack of safe walking and cycling access from Liscorran Road to both Lurgan and Aghagallon, citing increased traffic and absence of pavements.
- A call to upgrade and tarmac existing paths along the railway line between South and North Lakes to relieve pressure on the heavily used lakeside cycle network.

Causeway Coast and Glens Borough Council

Table 17 - Priority Routes for Ballycastle

Settlement	Priority Route	Description	Responses:	
			Agree	Disagree
Ballycastle	1	Moyle Road/Castle Street Junction to Clare Road	4	4
Ballycastle	2	Castle Street/Market Street Junction via Coleraine Road and Moyarget Road to Settlement Limit	5	3

Do you have any alternative routes?

There were 5 responses to this part of the question.

One respondent provided detailed suggestions for alternative routes in Ballycastle, highlighting both strategic opportunities and practical concerns.

- Route 1 (Moyle Road/Castle Street junction to Clare Road) was noted as a good link between the town centre and the new Ballycastle Shared Campus, where pupil numbers are increasing. However, concerns were raised about the steep gradient of Moyle Road and Clare Road, which discourages cycling.
- It was suggested that Route 1 be extended down Ann Street and Quay Road, connecting the new Leisure Centre and the Integrated Primary School, and continuing along Clare Road to the start of the Ulster Way, serving multiple caravan sites including one under construction.
- A cycle route along the Margy, behind Ann Street, was proposed to link with the Tow River Path at the playing fields, offering a flatter and more accessible alignment.
- A priority route to the central business district, specifically Ann Street Car Park, was recommended to support local commerce and accessibility.
- Route 2 (Castle Street/Coleraine Road/Moyarget Road) was questioned in terms of its alignment, with suggestions to compare it with Leyland Road, which connects to Whitepark Road and serves areas of new housing development.
- It was also proposed that Route 2 connect with the bus station off Ann Street, with enhancements such as secure bicycle facilities (e.g. a bike shed) to support multi-modal travel.
- The respondent recommended designating the Tow River Path and its planned extension as a traffic-free route between the seafront and town centre.
- Additional suggestions included a future route down Fairhill Street to Ballycastle Forest via Glentaisie Drive, and recognising Carrickmore Road as a local access route due to its popularity as a promenade walk.

Table 18 - Priority Routes for Ballymoney

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Ballymoney	1	B66 Milltown Road/Meetinghouse Street (Bann Meadows Junction to B62 Ballymena Road Junction)	5	1
Ballymoney	2	Seymour Street/Ballymoney Rail Station to Seymour Drive Junction	3	3

Do you have any alternative routes?

- Four responses were received for this part of the question.
- Suggestions included the development of the South West Distributor (SWD) route:
 - This route is protected under planning policy.
 - It could serve as a greenway if a formal road is not feasible.
 - It would connect Ballee Road West to Galgorm Road, linking several schools and the transport hub.
- Respondents recommended considering Broughshane Road for active travel due to its width and traffic volume.
- The need for improved rural connectivity was highlighted specifically, completing the missing footway link between Ballymoney and Rasharkin.
- And the view that Route 2 should be expanded through the town centre from the train station if possible.

Table 19 - Priority Routes for Coleraine

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Coleraine	1	B67 Ballycastle Road (Ballycastle Road Roundabout to Bushmills Road)	7	1
Coleraine	2	A2 Castlerock Road (Wheatsheaf Road to Lislea Crescent)	6	2

Do you have any alternative routes?

Six responses were received for this part of the question. A range of suggestions were made to improve connectivity, address infrastructure gaps, and better serve key user groups.

- Respondents proposed several future routes, including:
 - Designating the existing Tow River Path, and its planned extension, as a traffic-free route linking the seafront with the town centre.
 - Creating a route down Fairhill Street to connect with Ballycastle Forest and Glentaisie Drive.

- Designating Carrickmore Road as a local access-only road to improve pedestrian safety and restore access to the footpath leading to Fairhead.
- Establishing a future route to the Rathlin Ferry ticket office and the Goat Path, supporting tourism and local access.
- It was noted that communities in The Heights and Ballysally may be underserved by the current priority designations, despite having potential to benefit significantly from active travel investment.
- The pedestrian-only designation of the town centre was identified as a barrier to network connectivity. Stakeholders recommended reviewing this restriction to enable safe cycling access, as the town centre serves as a key junction linking multiple active travel routes.
- Ulster University raised concerns about the Cromore Road cycle lane, which had previously been discussed with DfI as a short-term priority. Its reclassification as a future scheme for delivery beyond 10 years was seen as a setback, particularly given the university’s commitment to promoting active travel through its green travel plans. Survey data from staff and students highlighted the lack of safe, direct cycle routes as a major barrier to modal shift.
- There was strong support for prioritising active travel connections between Coleraine town centre, the university campus, and Coleraine train station, to facilitate sustainable commuting.
- The Portstewart Road cycle lanes were highlighted as falling below recommended design standards, particularly due to the absence of segregation. Given the high number of students living in Portstewart, an upgraded link was recommended to encourage active travel. Elevating this route to priority status was supported.

Table 20 - Priority Routes for Limavady

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Limavady	1	B68 Ballyquin Road/A371 (Scroggy Road to Lisnakilly Roundabout)	5	2

Do you have any alternative routes?

- Three responses were received for this part of the question.
- Suggestions focused on improving rural connectivity and ensuring smaller settlements are not overlooked.
- Respondents called for greater emphasis on linking towns and villages, particularly where:
 - Rural schools.
 - Businesses.
 - Community amenities are located.
 - Deliver strategic greenways in partnership with local councils.

Table 21 - Priority Routes for Portrush

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Portrush	1	Coleraine Road - Portstewart Road Junction to Magheraboy Avenue	6	2

Do you have any alternative routes?

- Five responses were received for this part of the question.
- Respondents called for the route to be extended to the ring road and Coleraine to ensure meaningful impact.
- The main route should run via Hopefield and into the green space at Metropole Park.
- Connectivity to other towns and villages was seen as essential; current proposals were viewed as too short to be effective.
- Suggestions included focusing on fewer towns with longer, higher-quality routes, referencing successful ROI greenways.
- The new school on Ballywillan Road should be included.
- Kerr Street, Main Street, and Mark Street were recommended for inclusion, with Mark Street noted for its church hall and residential home. It was noted that the new school at Ballywillan Road is not marked on the plan.

Table 22 - Priority Routes for Portstewart

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Portstewart	1	Harbour Road/Portmore Road via Portrush Road to Settlement Limit	7	1

Do you have any alternative routes?

- Five responses were received for this part of the question.
- An additional priority route was suggested along the promenade and A2 up to the settlement limit.
- Respondents proposed upgrading Old Coach Road to connect cyclists with Agherton Road.
- A high-quality route was requested to link student residential areas in Portstewart with the Ulster University campus in Coleraine.

Additional comments about the proposals for Causeway Coast and Glens Borough Council

Do you have any additional comments about the proposals?

- Seven responses were received for this part of the question.
- Several respondents expressed support for active travel in principle, particularly where it enhances access to:
 - Local amenities.

- Beauty spots.
- Town centres.
- A recurring concern was the perceived overemphasis on urban areas at the expense of rural communities:
 - Towns were noted to already benefit from established footpaths and infrastructure.
 - Rural settlements were seen as largely overlooked in the proposals.
- Suggestions included:
 - Designating the Tow River Path as a traffic-free route.
 - Improving connections to Ballycastle Forest.
 - Enhancing links to the seafront and schools.

Derry City and Strabane District Council

Table 23 - Priority Routes for Derry/Londonderry

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Derry/Londonderry	1	A515/Glengallagh Road Junction to Fernabbey Junction	13	1
Derry/Londonderry	2	Carlin Terrace/A2 King Street via Clooney Terrace	11	3
Derry/Londonderry	3	: Rock Road/Baronet Street via A2 Strand Road	11	3

Do you have any alternative routes?

- Ten responses were received for this part of the question.
- Respondents proposed:
 - Utilising the existing railway underpass.
 - Exploring off-road alternatives to link Upper Road with Shore Road, potentially via public rights of way.
 - Amending the Shore Road route to pass through residential areas for improved access.
 - A future link between Aberfoyle and Duncreggan Road, to improve connectivity between the university and halls of residence.
 - Inclusion of the Caw Roundabout in the priority network, due to safety concerns and anticipated traffic growth from new housing developments.
 - A link from Rosses Gate housing development to Crescent Link, addressing the current lack of pedestrian and cycle access.
 - Completion of the Strathfoyle/Westlake Shared Path, connecting Temple Road/Otterbank Road Junction to Temple Road/Westlake Road Junction.
 - Extension of the Strathfoyle/Maydown Greenway to Eglinton Village, supporting rural connectivity and health outcomes.
 - A link from Clooney Greenway to Limavady Road, and support for the Rossbay connection currently under construction.
 - Completion of the link between Kilfennan Paths and Lisnagelvin/Glendermott Road.
 - A new route from Skeoge Link/Clon Elagh/Clon Dara to Galliagh Linear Park and Northside, connecting expanding residential areas with key destinations.
 - Development of cycle lanes in the city centre, to improve visibility and support future electric bike hire schemes.
 - Installation of cycle locking facilities at key locations across the city.
- One submission recommended prioritising the Belfast Road to Shane's Hill Roundabout as a strategic route.
- Other comments highlighted gaps in the current network, including:
 - The need for better connections to the Peace Bridge and Ebrington.
 - A proposed route through Magee to link Northland Road with the quay.

- A broader proposal was made to develop five key radial routes:
 - Serving major residential areas.
 - Connecting them to the city centre and transport hubs.
- The Foyle Bridge was identified as a critical missing link, particularly for:

Connecting Ballyarnett and Culmore with employment zones in Strathfoyle and Campsie.

Table 24 - Priority Routes for Strabane

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Strabane	1	Bridge Street/Market Street via Derry Road to junction with A5	11	3
Strabane	2	Proposed new footbridge and associated links	13	1
Strabane	3	Ballycolman Road - Bridge Street to Melmount Road	13	2

Do you have any alternative routes?

Ten responses were received for this part of the question. Respondents proposed a range of improvements to enhance connectivity, address gaps in provision, and support safer active travel across the town.

- A new footbridge was widely supported to connect Strabane town centre with the bus station on Bradley Way, addressing the current lack of direct access. This proposal builds on a previous planning application and is seen as essential for improving town centre accessibility.
- A town centre-focused route was proposed, running along Main Street, Bridge Street, Market Street, and Railway Street, linking to the A5 shared pathway. This route would support access to the new leisure centre and the NWRC Canal Basin campus via John Wesley Street and Railway Street.
- Safety concerns were raised about traffic speeds on Railway Street, particularly near the Asda roundabout. Traffic calming measures, such as road humps between McHugh's Tyres and Strabane Library, were suggested to improve conditions for cyclists and pedestrians.
- A riverside route to Sion Mills was recommended, with potential to connect to the existing Strabane North Greenway and the proposed Donegal County Council greenway to Derry.
- A future route north of Strabane was proposed, connecting towards Ballymagorry and linking with the Council-owned Strabane Canal greenway. This route would serve residents in north Strabane, where access to recreational space is currently limited.
- The Strabane to Sion Mills greenway was identified as a high-potential corridor and recommended as a revised Priority Route 3. Associated linkages were suggested to:
 - Ballycolman
 - Laurel Drive
 - Strabane Business Park
 - Dublin Road Industrial Estates
- A route was proposed to link Bridge End with Strabane's industrial quarter, supporting commuting and reducing car dependency.
- The map should reflect the existing Strabane North Greenway, which may be connected to the Donegal CC greenway.

- A suggestion was made to improve cycle access to the NWRC Canal Basin campus, via Railway Street, with emphasis on safe crossings and reduced traffic speeds.
- The Public Realm Improvement consultation was noted as an opportunity to integrate active travel infrastructure into town centre upgrades, particularly for cycling.

Additional comments about the proposals for Derry City and Strabane District Council

Do you have any additional comments about the proposals?

- Ten responses were received. Two respondents questioned why Castlederg, the third-largest settlement in the district, was not included in the proposals. They called for its inclusion and for improved active travel links to Donegal.
- Three respondents highlighted the opportunity to improve cross-border connectivity, including links to the new 3m-wide Lifford–Castlefin cycle/footway and integration with the approved Strabane–Lifford Riverine Park to support leisure, tourism, and recreation.
- Two comments, including one from Ulster University, suggested that the 10-year delivery scale for Derry City lacked ambition. They called for a standalone plan with a shorter timescale, greater investment, and meaningful infrastructure to support behaviour change.
- One respondent noted that substantial investment has already been made in the Strathfoyle and Maydown areas by DfI, DCSDC, DAERA, and DfC, and recommended completing the loop to maximise the benefit of previous funding.
- One comment linked improved cycling infrastructure to better health outcomes, referencing ICS priorities such as mental health, cardiovascular disease, and frailty. The potential of e-bikes to support lifelong cycling was also noted.
- One respondent urged DfI to respect biodiversity and avoid harm to the natural world. They referenced the Council's Rights of Nature motion and called for nature-sensitive design to be embedded in delivery.
- Three comments proposed additional local connections, including a link between Drumahoe Parklands and Drumahoe Road (beside the Three Mile Public House), a developer-provided gravel path between Belt Road and Church Road (Beechill View) not shown on the map, and improved access between Limavady Road and Ebrington Square, including a suggested Pelican crossing at May Street to address a known accident black spot.

Fermanagh and Omagh District Council

Table 25 - Priority Routes for Enniskillen

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Enniskillen	1	A4/Derrin Road via A32 (Enniskillen Bus Station to Holy Trinity Primary School)	4	4
Enniskillen	2	Lower Chanterhill Road/Irvinestown Road junction via Coa Road to Settlement Limit	5	3
Enniskillen	3	Proposed Enniskillen Bypass	4	4

Do you have any alternative routes?

- Seven responses were received for this part of the question.
- Respondents proposed:
 - Utilising the existing railway underpass.
 - Exploring off-road alternatives to link Upper Road with Shore Road, potentially using public rights of way.
 - Amending the Shore Road route to pass through residential areas for improved access.
- One submission recommended prioritising the Crannog Way route over the proposed Enniskillen Bypass (Route 3), citing:
 - Safety concerns due to high-speed traffic.
 - Inadequate separation between cyclists and vehicles.
- Other comments included:
 - Improving access to the town centre from the Irvinestown Road via Belmore Street, with suggestions for shared-use adaptations.
 - Completing the Tempo Road connection to the Dublin Road.
 - Linking Old Tempo Road and Coa Road to Devenish College.
 - A Suggested rerouting of Route 1 to Enniskillen Integrated Primary School via a new link from Derrin Road through Cherryville cul-de-sac, due to the future relocation of Holy Trinity PS.
 - A missing link was identified between Drumclay Court and Drumclay Park North, enabling access from Drumbawn to secondary schools via the Great Northern Way.
 - Crannog Way should be prioritised over Route 3 (bypass), with calls for full segregation due to high traffic speeds and poor cycling conditions.
 - A new link was proposed from Irvinestown Road (Dunnes Stores) to Belmore Street, adapting the footpath for shared use.
 - Concerns were raised about the bypass increasing traffic through Bellanaleck and Arney, impacting local schools and communities. Respondents called for DfI to prioritise active travel infrastructure in this area to mitigate impacts.

Table 26 - Priority Routes for Omagh

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Omagh	1	Gortin Road/Drumragh Avenue Junction to Settlement Limit	10	2
Omagh	2	Killyclogher Road/Hospital Road Junction to Arlestone Road	10	2

Do you have any alternative routes?

- Nine responses were received for this part of the question.
 - Exploring off-road alternatives to link residential areas such as Arlestone Park and Gortnagarn with the town centre, potentially via greenways and riverside paths.
- One respondent proposed avoiding the Swinging Bars Roundabout by:
 - Creating a more attractive and cost-effective route through Arlestone Park.
 - Connecting existing paths via residential gardens or a nearby field.
 - Installing a small bridge to link with existing cycle paths into the town centre.
- One submission recommended extending the network to the Gortin Glens and Ulster American Folk Park via the old railway line.
- Other comments emphasised the need for:
 - Continuous, direct, and segregated infrastructure.
 - Criticism of current designs that require dismounting or navigating kerbs.
- A proposed new link from Grange Park to the Strule cycle path to improve access for families, students, and employees.
- A new active travel route from Crevenagh Road Park and Ride to Omagh Integrated Primary and Secondary Schools.
- Further comments:
 - Noted that recent upgrades to Killyclogher Road infrastructure may duplicate proposed routes, raising concerns that Omagh is receiving little new provision.
 - Expressed concern about the limited scale and ambition of the proposals for Omagh, describing them as piecemeal and lacking vision.

Proposals for Fermanagh and Omagh District Council**Do you have any additional comments about the proposals?**

- Eleven responses were received for this part of the question.
- Respondents expressed concern that the proposals for Omagh were:
 - Limited in scope.
 - Piecemeal in nature.
 - Lacking meaningful investment.
- Several called for the development or consolidation of the riverside walk and travel network within the town, particularly from King James Bridge to the Strule Arts Centre.
- The following route-specific suggestions were made:
 - A link from Ballinamullan Road to Gaelscoil.

- A route along Tirquin Road to St Mary's Primary School.
 - The existing link from Townview Avenue to Johnston car park.
 - Hospital Road, due to its residential density and proximity to schools.
 - Arleston Road to connect Old Mountfield Road to Killyclogher Road.
 - Existing paths through Arleston Parklands to Campsie Road and Drumragh Avenue.
 - A missing link along Carrickmore Road to Hospital Road roundabout.
 - No proposed links from Tamlaght Road and Brookmount Road to the town centre.
 - No proposed links from Coolnagard to the town via Dromore Road or Kelvin Road.
 - Doogary Road connections to Drumragh College and Omagh Integrated PS.
 - A potential new cycle bridge from SWC to Queen Elizabeth Road.
 - Existing routes from Castle Barracks through the Forum to Erneside not shown.
 - Tempo Road connection to Dublin Road remains incomplete.
 - Old Tempo Road and Coa Road need links to Devenish College.
- The suggestion of a new route under the Killyclogher Road bridge via Donnelly's pitches and Lovers' Retreat, connecting to the hospital and integrated campus, with a further link down Crevenagh Road or via the old railway.
 - A connection from the integrated campus to Dublin Road via the golf club and Coolnagard, with a further link to Dromore Road.
 - Route 1: Suggested extension from Gortnagarn to Gortin Glens and the Ulster American Folk Park, returning to Omagh via a greenway along the old railway.
 - A shared path from The Coach Inn to Loreto Convent on James Street was proposed, with repairs to the existing footpath.
 - Recommended extending the wide path at Kerry Foods on Tamlaght Road past Summerfield Court to serve additional housing.
 - Called for prioritisation of a rural route between Bellanaleck and Arney in light of the new bypass, to support school and community hub access.
 - Emphasised the need for fit-for-purpose infrastructure: segregated, continuous, direct, and with priority over side roads.
 - Highlighted the need for rural investment in Fermanagh, particularly in Erne East, where cycle routes are now considered unsafe due to increased freight traffic and poor driver behaviour.

Lisburn and Castlereagh City Council

Table 27 - Priority Routes for Lisburn City

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Lisburn City	1	Knockmore Road (A520) (Moira Road and Prince William Road)	13	1
Lisburn City	2	Moira Road/Knockmore Road junction to Longstone Street (A3).	13	1
Lisburn City	3	Sprucefield Park to Laganbank Road (A1) via Hillsborough Road	10	3
Lisburn City	4	Lambeg Road (B103)/Queensway Junction to Lagan Towpath	12	1
Lisburn City	5	Prince William Road (A519) to Lady Wallace Avenue	13	0
Lisburn City	6	McKinstry Road/Queensway junction to McKinstry Road/The Cutts Junction via McKinstry Road	11	1

Do you have any alternative routes?

- Seven responses were received for this part of the question.
- Prioritising the A1 Belfast Road due to its strategic connections to Wallace Park, Friends' School, the train station, and the city centre. Concerns were raised about the fragmented and unsafe nature of the current cycling infrastructure.
- Introducing a segregated cycle route and tree planting along Seymour Street to improve connectivity between St Joseph's Primary School, Castle Gardens, and the city centre.
- Designating and extending the Towpath as a traffic-free route linking the seafront to the town centre. One submission specifically called for its inclusion. Suggestions also included widening the path near Premier Inn.
- Making Causeway End Road/Ballinderry Road one-way with a cycle lane and connecting it to Enterprise Crescent/Mornington. Safety concerns were noted regarding the narrow footpath near the railway.
- Extending Route 2 to Halftown Road Crossroads to support commuting to nearby industrial employers such as Coca-Cola and Tata Steel. This was seen as a way to improve safety and encourage active travel.
- Preserving the existing cycle and walkway path at Sprucefield Park in light of a current planning application. One submission recommended a pedestrian bridge between Sainsbury's and Marks & Spencer to address unsafe crossings.
- Reducing the speed limit along Brookerstown Road and improving pedestrian and cyclist safety. The route was described as intimidating and unsuitable without traffic diversion via Woodbrook Avenue.
- Enhancing pedestrian and cycling infrastructure along Saintfield Road to improve connectivity.
- Utilising the existing railway underpass to support active travel.
- Exploring off-road alternatives to link Upper Road with Shore Road, potentially using public rights of way.

- Amending the Shore Road route to pass through residential areas for improved access.
- Extending routes to the bus and train stations.
- Improving access to leisure facilities.

Addressing safety concerns on poorly lit roads such as Castle Road and Allen Park access road.

Additional Comments

- Eleven responses were received for this part of the question.
- One submission called for:
 - Inclusion of the existing Towpath and its extension as a designated traffic-free route.

Table 28 - Priority Routes for Carryduff

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Carryduff	1	Ballynahinch Road (A24) to Carryduff Roundabout	8	1
Carryduff	2	Hillsborough Road (B178) to Ballynahinch Road	8	1
Carryduff	2	Church Road (B178) (Ballynahinch Road to Saintfield Road)	8	1

Do you have any alternative routes?

- Six responses were received for this part of the question.
- Respondents emphasised the need for:
 - Continuous, segregated infrastructure along key routes such as Saintfield Road.
 - Particular attention to junction safety and pedestrian crossings near schools.
- Other proposals included:
 - Using existing green spaces and off-road paths to create more attractive and accessible walking and cycling routes.

Additional comments included:

- Priority routes should not stop in the town centre; they should form a continuous spine, with future routes acting as branches.
- The plan should include an Eastbank link to Carryduff Park, extending through Baronsgrange with safe crossing points across Saintfield Road (east–west).
- A connection to Lough Moss Leisure Centre is considered vital.
- The proposed greenway should begin at Duck Walk and continue to Mealough, the reservoir, Purdysburn, and the Park & Ride.
- Simply following existing congested roads does not provide sufficient safety or comfort for cyclists and pedestrians, particularly near primary schools and in the absence of traffic calming in the town centre (notably along Hillsborough Road and Church Road, which carry HGV traffic).
- The Comber Road and the section of Saintfield Road from the roundabout to Comber Road should be prioritised due to significant new housing and access to a popular local shop.
- The section from the roundabout to the Manse Road junction should also be prioritised to ensure cycling access from all main residential areas to local amenities.

- A clear pathway from Carryduff to Ballynahinch was proposed as a desirable future connection.
- Respondents also emphasised the need for continuous, segregated infrastructure along key routes such as Saintfield Road, with particular attention to junction safety and pedestrian crossings near schools.
- One submission highlighted the importance of integrating active travel routes with public transport, especially in light of the proposed Glider extension.

Table 29 - Priority Routes for Metropolitan Castlereagh

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Castlereagh	1	Knock Road/Glen Road junction to Abbey Road (connection to Comber Greenway) via Lower Branial Road, Gilnahirk Road, Geary Road, Melfort Drive and Kings Road	9	1

Additional comments

- Nine responses were received for this part of the question.
- Comments focused on infrastructure quality, safety, and the need for strategic integration.
- Suggestions included:
 - Integrating with the Comber Greenway.
- One submission recommended upgrading the future route along the A57/Dublin Road to a priority route due to its strategic value.
- Other suggestions included to:
 - Extend the existing priority route northwards along Summerhill Avenue towards Newtownards Road and Stormont Park to create an integrated network linking the Comber Greenway, Connswater Greenway, and Stormont Park.
 - Improve facilities along the Upper Newtownards Road, which was described as a wide corridor with existing signalised crossings and potential for quick wins through segregated infrastructure.
 - Add a new priority route from Saintfield Road to Cairnshill Park and Ride.
 - Address the lack of active travel provision on Purdysburn Road, which is poorly served by public transport and disconnected from the wider network.
 - Link the Comber Greenway to Moat Park at Grahamsbridge Road via a pedestrian/cycle crossing, improving access to Dundonald Primary School, the Ulster Hospital, and local shops.
 - Provide a connection from Dunlady Road/Newtownards Road to the Glider Park & Ride site, with safe crossings and improved access for Ballybeen and Old Mill housing areas.
 - Improve the link from the Comber Greenway to the Ulster Hospital via East Link Road, including cycle crossings at Comber and Newtownards Roads.
 - Prioritise active travel routes in the Four Winds area to serve Lagan College and Loughview Integrated Primary School, particularly along Ballymaconaghy Road, Cairnshill Road, Newton Park, and Manse Road.
 - Exclude Rocky Road from consideration due to its steep gradient (20%), which makes it unsuitable for most active travel users.
 - Consider a continuous active travel route along Belvoir Drive, Grays Park, and Dunseverick Avenue to connect Belvoir Estate with Belvoir Park Primary School, the Activity Centre, and Forest Park.

- Extend the existing priority route northwards along Summerhill Avenue towards Newtownards Road and Stormont Park to create an integrated network linking the Comber Greenway, Connswater Greenway, and Stormont Park.
- Improve facilities along the Upper Newtownards Road, which was described as a wide corridor with existing signalised crossings and potential for quick wins through segregated infrastructure.
- Add a new priority route from Saintfield Road to Cairnshill Park and Ride.
- Address the lack of active travel provision on Purdysburn Road, which is poorly served by public transport and disconnected from the wider network.
- Link the Comber Greenway to Moat Park at Grahamsbridge Road via a pedestrian/cycle crossing, improving access to Dundonald Primary School, the Ulster Hospital, and local shops.
- Provide a connection from Dunlady Road/Newtownards Road to the Glider Park & Ride site, with safe crossings and improved access for Ballybeen and Old Mill housing areas.
- Improve the link from the Comber Greenway to the Ulster Hospital via East Link Road, including cycle crossings at Comber and Newtownards Roads.
- Prioritise active travel routes in the Four Winds area to serve Lagan College and Loughview Integrated Primary School, particularly along Ballymaconaghy Road, Cairnshill Road, Newton Park, and Manse Road.
- Exclude Rocky Road from consideration due to its steep gradient (20%), which makes it unsuitable for most active travel users.
- Consider a continuous active travel route along Belvoir Drive, Grays Park, and Dunseverick Avenue to connect Belvoir Estate with Belvoir Park Primary School, the Activity Centre, and Forest Park.

Table 30 - Priority Routes for Metropolitan Lisburn

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Metropolitan Lisburn	1	Stewartstown Road to The Cutts/Derriaghy Road Junction	8	0
Metropolitan Lisburn	2	The Cutts/Queensway Junction to Derriaghy Road (C5)	8	0

Do you have any alternative routes?

- two comments were made:
- one recommended that priority routes should better connect with train stations to support last-mile journeys
- another suggested linking routes with the Lagan Towpath to enhance integration with existing active travel infrastructure.

Additional comments about the proposals for Lisburn and Castlereagh City Council

Do you have any additional comments about the proposals?

Additional comments included:

- Designation of the Towpath and its extension as a traffic-free corridor between Lisburn and Belfast, supporting commuting, school access, and leisure.
- Improved connections to the Ferguson Drive, Coca-Cola, and Lissue Road industrial areas to support active travel to employment zones.

- Widening of the Lagan Towpath through Lagan Valley Regional Park and Blaris to enhance accessibility and comfort.
- Early engagement with developers to secure active travel links in new developments, with Hillsborough cited as a missed opportunity for a path from Carnreagh to the A1 and Lisburn.
- Preservation of trees and shelter along Causeway End Road, with a preference for routing new links via Ballinderry Road instead.
- Inclusion of Moira, which despite falling below the population threshold, faces daily congestion and lacks active travel links between the town centre and train station. A connection here would also support links between Lisburn and Lurgan.

Mid and East Antrim Borough Council

Table 31 - Priority Routes for Ballymena

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Ballymena	1	A42 Galgorm Road (Bus Depot to Gracehill)	8	3

Do you have any alternative routes?

- Six respondents provided comments on the proposed Priority Routes for Ballymena.
- Respondents supported the inclusion of Galgorm Road due to its strong connections to housing, education, employment, and public transport.

Other suggested included:

- Antrim Road / Queen Street – highlighted for its key links to the outskirts and existing traffic congestion, with concerns about increased traffic following the opening of a new retail development in 2025.
- Broughshane Road – recommended due to its proximity to two schools, a nursing home, and a large church, with concerns raised about pedestrian safety, inadequate footpaths, and speeding traffic.
- A traffic-free link through the town centre – suggested to connect Galgorm Road bike paths to key destinations such as the St Patrick’s Barracks redevelopment, Ecos Centre, and onward to Broughshane.
- South West Distributor Route – proposed as a strategic alternative to alleviate traffic on Galgorm and Cullybackey Roads, with potential for development as a greenway if a formal road is not feasible.
- Fenagh Road (Galgorm to Cullybackey) – identified as a dangerous route used daily by cyclists, particularly from the Wrightbus factory, with suggestions for improved infrastructure outside the 30mph zone.
- Cullybackey Road and Cushendall Road – supported in principle for safer active travel routes, though concerns were raised about potential disruption due to high traffic volumes.
- Portglenone Road and surrounding rural areas – highlighted as lacking infrastructure for walking and cycling, with calls to expand active travel provision beyond towns to include isolated rural communities.

Table 32 - Priority Routes for Carrickfergus

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Carrickfergus	1	Castle Street/Marine Highway to Belfast Road/Trooperslane Road	7	2
Carrickfergus	2	Beltoy Road (A2) to Green Street (A2)	7	2
Carrickfergus	3	Middle Road (B90) to Carrickfergus Rail Station via Sandringham Heights, Prospect Link, Woodburn Avenue, Ellis Street, West Street and North Street	9	0

Do you have any alternative routes?

- Six responses were received for this part of the question regarding Carrickfergus.
- Four respondents provided comments on the proposed Priority Routes.
- One respondent raised safety concerns about Route 1 (Castle Street/Marine Highway to Belfast Road/Trooperslane Road), calling for a widened, dedicated cycle lane and better connectivity.
- The Council provided the most detailed response, supporting the inclusion of Belfast Road and Larne Road but recommending that the entire Marine Highway corridor be treated as a single project aligned with Belfast City Deal works.
- The Council also proposed several alternative and future routes, including connections to transport hubs, schools, and residential areas. They stressed the importance of minimising traffic disruption and maintaining good communication with residents during any future works.

Additional suggestions included:

- Creating more north–south routes through built-up areas, noting that only one such route (Route 3) currently exists.
- Considering rural roads outside the 30mph zone, especially those used frequently by cyclists, which are described as bendy and lacking safe infrastructure.
- Prioritising the Windslow Heights / Sandringham Heights / Prospect Link stretch for future active travel improvements.
- Including Woodburn Avenue, Beech Drive, Hawthorn Avenue, Ellis Street, Irish Quarter West, and West Street to Market Place as future routes.
- Reprioritising the North Road portion from Prince Andrew Way / St Brides Street to connect with Carrickfergus Train Station and the park and ride facility.
- Creating a future route from Marshallstown Road to Prince Andrew Way via Bashford Park Hill, using the developer-led road to emerge at Ulidia School.
- Replacing the proposed future route over the Bashfordslands public right of way with a new route from Prince Andrew Way via Victoria Road to Larne Road.

Table 33 - Priority Routes for Greenisland

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Greenisland	1	B90 Upper Road/Station Road to Shore Road	9	2

Do you have any alternative routes?

- Five responses were received for this part of the question.
- Several comments related to the Station Road to Shore Road route, with feedback highlighting safety concerns and opportunities for improved connectivity.
- Respondents noted that existing routes, particularly from Old Carrick Road to Shore Road, experience high volumes of vehicular traffic and have narrow, poorly maintained footpaths, making them unsafe and unattractive for walking and cycling.
- One submission strongly supported the Station Road proposal, describing current cycling conditions as dangerous and expressing hope for protected bike lanes, though concerns were raised about limited space availability.
- The Shore Road route was retained with an amendment to divert through the Old Shore Road residential area, offering a quieter and potentially safer alignment.
- Improved linkages were recommended from the Greenway to Jordanstown Sports Village and Jordanstown Rail Halt, which were seen as priorities.
- Council proposed reprioritising the upper section of Station Road for future consideration due to current constraints, suggesting use of the existing railway underpass and exploring off-road alternatives, including alleged public rights of way, to connect Upper Road with Shore Road.
 - Additional suggestions included:
 - Establishing a Greenway within Greenisland, connecting Old Carrick Road to Shore Road and interlinking housing developments with safe, well-lit, non-vehicular routes.
 - Creating interconnected Greenway routes between Greenisland, Monkstown, Jordanstown, and Carrickfergus, with calls for renewed collaboration between councils and proper planning to address resident concerns.
 - Prioritising Old Carrick Road as a safe walking and cycling route if the Greenway cannot be delivered, noting poor footpath conditions and lack of lighting, especially for schoolchildren travelling between Monkstown and Greenisland.
 - Addressing issues on the Shore Road, where existing bike lanes are frequently blocked by parked vans near high-speed traffic, with suggestions for improved parking regulation.

Table 34 - Priority Routes for Larne

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Larne	1	High Street/Upper Main Street to Killyglen Road (High Street to Killyglen Road)	7	2
Larne	2	Circular Road Roundabout/Quay Street to Old Glenarm Road/Coast Road (Circular Road Roundabout to A2 Coast Road)	7	2

Do you have any alternative routes?

- Five responses were received for this part of the question.
- Respondents recommended treating the Belfast Road, Larne Road, and Marine Highway as a single continuous route to:
 - Enhance access from Downshire to Trooperslane.
 - Align with Belfast Region City Deal works.

Other proposals included:

- Prioritising the Windslow Heights to Prospect Link stretch.
- Future consideration of routes through:
 - Woodburn Avenue.
 - Beech Drive.
 - Hawthorn Avenue.
 - Ellis Street.
 - Irish Quarter West.

West Street to Market Place.

- A new route from Marshallstown Road to Prince Andrew Way via Bashford Park Hill, using a developer-led road to connect with Ulidia School.
- Exploring off-road alternatives to connect Upper Road with Shore Road, potentially using public rights of way.
- Amending the Shore Road route to pass through residential areas for better access.
- Upgrading the south side of the A8 Inver River Walk to greenway standard, with a safe crossing to link to the bus station and Larne Port.
- Prioritising Old Glenarm Road / Agnew Street to provide links from the town limits into the town centre, connecting with places of employment and schools.
- Council recommended giving priority to a route from Belfast Road to Shane's Hill Roundabout, continuing via Sandford Avenue, Ballyhampton Road, Ballyboley Road, and utilising the right of way through to Linn Road, onward to Antiville Road / The Roddens / Victoria Road, linking residential areas, schools, and park and ride facilities on the A8.
- One respondent proposed pedestrian island crossings on Old Glenarm Road, near Seacourt Road and Sea Cliff Road, to improve safety for children and parents walking or cycling to Corran Integrated Primary School.
- Additional comments highlighted the need for safe, well-lit, non-vehicular routes (e.g. greenways) within Greenisland, connecting housing developments and linking to Monkstown, Jordanstown, and Carrickfergus.
- Concerns were raised about the lack of future routes in Greenisland, with calls for renewed collaboration between councils and proper planning to address resident concerns.
- Some respondents noted that while existing routes have footpaths and are in 30mph zones, rural roads outside these zones, often used by cyclists, require improved infrastructure due to their bendy and unsafe nature.

Proposals for Mid and East Antrim Borough Council

Do you have any additional comments about the proposals?

- Eight responses were received for this part of the question.
- One submission stressed the urgency of addressing safety on Broughshane Road in Ballymena, citing:
 - Dangerous traffic conditions.

- Inadequate pedestrian crossings near schools, including one crossing three lanes of traffic.
- High risk to schoolchildren due to speeding and poor infrastructure.
- Respondents also highlighted that Broughshane Road is a popular but hazardous cycling route, with longstanding neglect and lack of investment.
- A submission from Ulster University noted that the scale of priority routes proposed for delivery within 10 years lacks ambition, and emphasised the importance of encouraging access by sustainable modes and integrating active travel with public transport and shorter commutes to campus.
- Comments also called for better inter-council connectivity, particularly between Greenisland and Monkstown/Jordanstown, to support active travel across boundaries.
- One respondent noted that housing developments in Carrickfergus and Greenisland are far from the town centre, and stressed the need for active travel routes to connect residents with local amenities to support the town's economy and reduce reliance on car travel.

Mid Ulster District Council

Table 35 - Priority Routes for Coalisland

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Coalisland	1	The Square/Main Street to Moor Road	5	2

Do you have any alternative routes?

- Two submissions were received for this part of the question.
- One respondent emphasised that the priority should be on linking Coalisland with Dungannon, highlighting the importance of connecting key settlements.

Another submission raised concerns that the proposed route:

- Avoids the most densely populated residential areas.
- Fails to connect users to the three stated priorities.
- May remain unused and open to criticism if not integrated with other routes.

Table 36 - Priority Routes for Cookstown

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Cookstown	1	A29 Church Street (Cemetery Road to Settlement Limit)	7	1
Cookstown	2	A29 Oldtown Street/B162 Lissan Road	6	1

Do you have any alternative routes?

Additional comments highlighted concerns about connectivity and community uptake:

- Weekend bus services between Cookstown and Dungannon were described as infrequent and indirect, with routing via Portadown.
- Respondents warned that the proposed route may remain unused and open to community criticism if it does not connect effectively to other routes.
- It was noted that the priority system alone will not generate cycle traffic unless routes are connected to key destinations.
- Suggestions were made to focus on linking routes to schools, shops, and transit hubs, and to deliver infrastructure in a modular way to demonstrate success and build community support.

Table 37 - Priority Routes for Dungannon

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Dungannon	1	A29 Carland Road (Dungannon Road to Settlement Boundary)	4	2
Dungannon	2	Killyman Road (A29 Circular Road to Coolhill Cemetery)	6	1

Do you have any alternative routes?

- Additional comments raised concerns about the suitability and design of proposed routes:
 - The Carland Road option was questioned due to its limited housing and poor connectivity at its farthest extent.
 - Far Circular Road was suggested as a preferred alternative to create a loop around the town for runners and cyclists.
 - Respondents noted that there is no room on some roads for additional cycle infrastructure, raising feasibility concerns.
 - It was felt that the design work appeared to be based on desktop research, with no evidence of site visits.
 - Existing active travel routes that already link schools, transit, and residential areas were not shown in the design, and should be incorporated.
 - Respondents emphasised that site visits and community engagement would have improved the proposals and avoided wasted effort.

Table 38 - Priority Routes for Magherafelt

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Magherafelt	1	B40 Castledawson Road/Moneymore Road (Settlement Limit to Coolshinney Road)	5	1
Magherafelt	2	B40 Castledawson Road (Castledawson Roundabout to Settlement Limit)	5	1

Do you have any alternative routes?

Additional comments raised concerns about the suitability and design of proposed routes:

- The Carland Road option was questioned due to limited housing and poor connectivity at its farthest extent.
- Far Circular Road was suggested as a preferred alternative to create a loop around the town for runners and cyclists.

Additional comments about the proposals for Mid Ulster District Council

Do you have any additional comments about the proposals?

- Mid Ulster District Council received eight responses to this part of the question, with a focus on future-proofing infrastructure and ensuring rural inclusion.
- One respondent proposed a route from Gort Road to Mullan Road, Ballinderry, previously raised with DfI in 2021. The route would serve at least 50 homes and connect to the local school, bus stop, shop, and GAA pitch. It was noted that rural areas should be included on grounds of equality.
- A respondent expressed frustration that active travel funding is being used to resurface roads, rather than creating safe connections between homes and main bus routes, stating they do not expect to see improvements in their lifetime.
- A route was suggested from Dungannon to Killeeshil via the Old Ballygawley Road, with concerns that the new A5 road design lacks provision for footpaths or cycle lanes, and does not consider the needs of residents wishing to walk or cycle to schools, churches, or shops.

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Newry, Mourne and Down District Council

Table 39 - Priority Routes for Downpatrick

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Downpatrick	1	Flying Horse Road/Ardglass Road Junction to Killough Road Junction	3	6

Do you have any alternative routes?

Downpatrick received seven responses to this part of the question, with suggestions focused on safety, connectivity, and practicality for everyday users.

- Additional route suggestions included:
 - Extending the Quoile River path to Delamont and Hollymount Wood.
 - Repurposing old railway lines for a cycle path to Ardglass.
- Several respondents expressed concern that Downpatrick is dominated by cars, with poorly maintained infrastructure and a polluted, unsafe environment for pedestrians.
- One comment criticised the current proposals as limited, describing them as “one random link from cemetery to tip,” and called for:
 - A comprehensive prioritisation of pedestrians in urban areas.
 - Investment in basic, coherent pedestrian links, including safe routes to schools.
 - Improvements to existing crossings, such as the one between the bus station and leisure centre, which was described as unfit for purpose.
- In rural areas, concerns were raised about inappropriate speed limits, particularly on roads like Strangford Road, where limits of 40mph or 60mph were seen as unsafe near schools and residential areas.
- One respondent noted that the proposed routes do not connect effectively to Downpatrick town centre, limiting their usefulness.

Table 40 - Priority Routes for Kilkeel

Settlement	Priority Route	Description	Responses: Agree	Responses: Disagree
Kilkeel	1	Knockchree Avenue	5	3
Kilkeel	2	Mourne Esplanade	5	3

Do you have any alternative routes?

- Two comments offered alternative routes:

One respondent proposed extending the existing network to better serve:

- Residential areas.
- Key destinations such as schools and leisure facilities. An additional comment noted that the proposed route covers only a short section, which may limit its effectiveness in supporting longer active travel journeys beyond the immediate area.

Table 41 - Priority Routes for Newcastle

Settlement	Priority Route	Description	Responses:	
			Agree	Disagree
Newcastle	1	Castlewellan Road from Dundrum Road to Settlement Limit	4	6

Do you have any alternative routes?

- Newcastle received three responses to this part of the question, with suggestions focused on improving connectivity and safety.
- One respondent proposed extending the active travel route beyond the current settlement limits to better link with surrounding areas Encourage modal shift.

Another submission called for a continuous green route from Downpatrick to Carryduff Park and Ride, noting existing gaps in infrastructure discourage cycling and walking.

- A third respondent questioned why the active travel route stops before Crossgar and resumes after Saintfield.

Additional feedback included:

- A recommendation to prioritise the A2 Dundrum Road over Castlewellan Road, based on feedback from a local RTPPI member and resident.
- The A2 Dundrum Road was described as a key corridor used by tourists and residents from surrounding settlements, and a primary public transport route served by multiple bus services..

Table 42 - Priority Routes for Newry

Settlement	Priority Route	Description	Responses:	
			Agree	Disagree
Newry	1	A25 Camlough Road to Needham Bridge via Jennings Park	6	5

Do you have any alternative routes?

- Newry received multiple responses to this part of the question, with suggestions focused on improving connectivity, safety, and alignment with existing infrastructure.
- Several respondents recommended that the Armagh Road route should connect more effectively to the town centre, citing its proximity to multiple schools and residential developments.

- A number of submissions proposed that the link between Newry and Warrenpoint should be a Priority Route, highlighting:
 - The strategic value of the Narrow Water Bridge and near-completion of the Greenway to Omeath and Carlingford.
 - The potential for a safe active travel corridor for commuting, education, and recreation.
 - The need for investment in the first/final mile along the A2, which is currently unsafe and could limit uptake.
 - Significant economic and tourism benefits for Newry, Warrenpoint, and surrounding areas.
- One respondent disagreed with the current priority route, describing it as indirect and not serving key destinations such as the Southern Regional College (SRC).
- An alternative route was suggested from Fiveways to Canal Street, which:
 - Was completed by DfI in 2024 but is incorrectly shown as a future route.
 - Serves a larger number of schools including St Colman's, St Joseph's, Our Lady's, and nearby primary schools.
 - Connects to new housing developments and existing active travel infrastructure.
- Respondents proposed linking Armagh Road and Canal Street with the Newry Canal Towpath and Carlingford Lough Greenway, creating a safe corridor through the city centre to the bus station and leisure centre.
- Dangerous conditions around Sugar Island, where cyclists often resort to using footpaths. and the lack of separation from traffic on active travel routes.
- A secondary priority route was suggested to complete the Warrenpoint Road / Kilmorey Street / River Street corridor from Greenbank to Newry City Centre, described as mostly in place and inexpensive to finish.
- Safety concerns were raised about the Warrenpoint to Rostrevor Road, where narrow footpaths and increased traffic from new GAA complexes pose risks to pedestrians and cyclists.
- Additional concerns included:
 - Heavy HGV traffic on Upper Dromore Road, passing two schools.
 - Lack of footpaths and lighting on Milltown Street in Burren, especially after recent storm damage.
 - Respondents emphasised that the priority route for Newry should connect existing infrastructure, including the train station, Armagh Road, town centre, bus station, and Albert Basin.
- Specific junctions such as Corry Square to Lower Catherine Street and the Camlough Road roundabout under the A1 bypass were identified as needing active travel prioritisation, due to poor pedestrian and cyclist access.

Additional comments about the proposals for Newry, Mourne and Down District Council

Do you have any additional comments about the proposals?

- Newry, Mourne and Down District Council received twelve responses to this part of the question, with comments focused on the need for more ambitious and better-connected infrastructure.
- One submission called for a green route linking Downpatrick to Carryduff Park and Ride.
- Another highlighted the lack of safe access to Saintfield and Crossgar.
- Several submissions emphasised that active travel infrastructure should be prioritised over new major road building, especially in rural areas where road safety is a significant issue.

- One respondent questioned why the active travel route stops before Crossgar and resumes after Saintfield, suggesting a continuous green corridor from Downpatrick to Carryduff Park and Ride would encourage modal shift.
- A proposal was made to connect Ardglass to Downpatrick via a new footpath, linking the village to existing infrastructure.
- The cycle routes proposed for Ballynahinch were recommended for integration into the Ballynahinch Bypass Scheme, to reduce traffic dominance and strengthen the business case for the bypass.
- Concerns were raised about cul-de-sac housing developments, such as those south of Comber, which reinforce car dependency. Respondents called for developers to be required to contribute to a coherent cycle and pedestrian network.
- Respondents stressed that Newry City should be prioritised above other settlements due to its population size and strategic importance.
- Several comments noted that the Carlingford Lough Greenway, starting at Albert Basin, is already one of the busiest active travel routes in the area and should be reflected in the Plan.
- There were calls for more connections and access points to existing infrastructure, including:
 - Linking the Fiveways Roundabout future route to the Newry Towpath.
 - Upgrading and prioritising Armagh Road through to Albert Basin.
 - Including Canal Quay (in front of Mourne View Park) to connect the towpath with the city centre.
 - Installing a safe crossing at New Street.
- Concerns were raised about Warrenpoint being excluded from the Plan and the lack of consultation with local community groups.
- The Council broadly agreed with the aims of the DfI Active Travel Delivery Plan but expressed concern about the exclusion of smaller villages and rural settlements due to the 5,000 population threshold.
- The Council also referenced its Active Travel Masterplan (2019), developed with Sustrans, as a strategic guide for infrastructure planning and traffic management. It encouraged DfI to continue using this Masterplan to inform future development.

Assessments

As part of the consultation, respondents were invited to comment on the supporting assessments that underpin the Active Travel Delivery Plan, namely the Strategic Environmental Assessment (SEA) and the Equality Impact Assessment Screening document. These assessments are intended to ensure that the Plan aligns with wider environmental, equality, and statutory obligations.

Do you have any comments on the Strategic Environmental Assessment Report ?

There were 99 responses to this part of the question, reflecting a mix of support, concern, and constructive critique.

Table 43 - Additional Comment Responses

Theme	Details / Comments
General Response	99 responses received, showing a mix of support, concern, and constructive critique.
Positive Feedback	Welcomed inclusion of environmental considerations in the ATDP.
Criticisms of SEA	Lacked sufficient detail and ambition.
Integration Needs	Stronger integration of biodiversity, green infrastructure, and protection/enhancement of natural habitats (especially urban areas).
Health & Equity Concerns	Research cited linking green space access to reduced preventable deaths; calls for prioritising equitable access to nature, especially in deprived communities.
Route Quality Concerns	Routes alongside major roads seen as noisy, polluted, visually unappealing, and discouraging walking/cycling.
Alternative Suggestions	Landscape-led design; use of quieter tertiary roads or parkland routes.
Assessment Integrity	Calls for independent environmental assessments to ensure objectivity and build public trust.
Methodology Critique	SEA methodology and scope questioned; concerns about inadequate cumulative impact assessment and lack of local lived experience reflection.
Stakeholder Engagement	Recommendations for early and meaningful involvement of environmental groups.
Overall Feedback	Desire for SEA to be more robust, transparent, and aligned with climate resilience, public health, and environmental justice goals.

Do you have any comments on the Equality Impact Assessment Screening document?

To ensure the Active Travel Delivery Plan reflects the needs of all communities, the Department carried out an Equality Impact Screening Assessment in line with Section 75 of the Northern Ireland Act 1998. Respondents were invited to comment on whether the Plan would have any positive or negative impacts on people across the Section 75 categories, and to suggest actions that could reduce or eliminate any adverse effects. The feedback provided valuable insights into

how inclusive and accessible the proposed infrastructure is perceived to be, and highlighted opportunities to strengthen equality outcomes across the region.

There were 62 responses to this part of the question. Among the 62 respondents who provided comments on the Equality Impact Assessment Screening document, views were mixed but generally thoughtful and constructive. Several respondents expressed support for the principles outlined, particularly the emphasis on inclusive design and accessibility. They welcomed the potential for active travel infrastructure to benefit a wide range of Section 75 groups, including disabled people, older adults, and children.

However, concerns were also raised. Some respondents felt the document lacked sufficient detail or ambition, with one describing it as overly bureaucratic and questioning its effectiveness in driving real change. Others highlighted the need for more robust engagement with underrepresented groups and called for the Equality Commission for Northern Ireland to play a more active role in promoting inclusive transport planning.

Suggestions for improvement included better integration of active travel with greenspace and tourist destinations, more emphasis on connecting rural areas, and a stronger commitment to continuous improvement rather than one-off assessments. A few respondents also questioned the relevance of certain examples used in the document, such as temporary infrastructure installed during the COVID-19 pandemic.

Overall, the feedback reflects a desire for the Equality Impact Assessment to be a meaningful tool that guides inclusive, accessible, and equitable transport planning, rather than a procedural formality.

Do you believe this plan will have any positive or negative impact on people in the Section 75 categories groups? Please give details below

Do you believe this plan will have any positive or negative impact on you?

There were 121 responses to this part of the question. Among the 121 respondents who provided comments on whether the ATDP would have a positive or negative impact on them or on Section 75 groups, the majority expressed broadly positive views. Many highlighted the potential benefits for children, older people, and people with disabilities. These benefits were particularly associated with improved access to schools, public transport, and safer, more inclusive infrastructure. Respondents noted that high-quality, well-designed active travel routes could encourage healthier lifestyles, reduce car dependency, and improve social inclusion.

However, some concerns were raised. These included the risk of shared spaces creating conflicts between cyclists and vulnerable pedestrians (such as older people or wheelchair users), the need for enforcement to prevent misuse of infrastructure (e.g. illegal parking on cycle lanes), and the importance of ensuring that active travel does not inadvertently exclude those with limited mobility. A few respondents also called for more ambition in the plan, better integration with land use and transport planning, and greater attention to gender-sensitive and inclusive design.

Overall, the responses reflect a strong appetite for active travel infrastructure that is safe, accessible, and equitable, with a clear emphasis on thoughtful implementation to ensure benefits are realised across all communities.

What action you think could be taken to reduce or eliminate any adverse impacts?

There were 83 responses to this part of the question. Among the 83 respondents who answered the question about how to reduce or eliminate adverse impacts of the ATDP, several key themes emerged:

- **Inclusive Co-Design and Engagement:** Many respondents emphasised the importance of involving a wide range of stakeholders from the earliest stages of planning. This included disabled people, older adults, and local communities. Co-design was seen as a way to ensure infrastructure meets diverse needs and avoids unintended exclusion.
- **Environmental Sensitivity:** Respondents called for careful integration of active travel routes with existing natural features. Suggestions included preserving mature trees, enhancing biodiversity, and using sustainable materials. There was a strong preference for adapting existing paths rather than replacing them with hard infrastructure.
- **Health and Equality Assessments:** Several responses recommended conducting a Health Impact Assessment (HIA) to better understand how the plan might affect health inequalities and to ensure equitable outcomes across Section 75 groups.
- **Infrastructure Quality and Safety:** There was a clear call for continuous, segregated, and safe infrastructure, particularly for cyclists and pedestrians. Respondents highlighted the need for well-lit paths, safe junctions, and traffic-calming measures, especially near schools and in high-traffic areas.
- **Behaviour Change and Education:** Some respondents noted that infrastructure alone is not enough. They advocated for public education campaigns, particularly in schools, to promote active travel and shift cultural attitudes away from car dependency.
- **Integration with Public Transport:** A number of responses stressed the need for better integration between active travel routes and public transport, including secure bike parking at stations and improved connections to bus and train services.
- **Monitoring and Evaluation:** Respondents suggested that ongoing monitoring and feedback mechanisms should be built into the plan to ensure it remains responsive and effective over time.
- **Equity and Accessibility:** There was concern that poorly designed infrastructure could worsen inequalities. Respondents urged planners to ensure that routes are accessible to all, including people with mobility impairments, and that rural areas are not left behind.

Overall, the responses reflect a strong desire for a thoughtful, inclusive, and environmentally responsible approach to active travel that balances infrastructure development with community needs and long-term sustainability.

Profile of Respondents

The Department were keen to understand how respondents commonly make shorter journeys, so separate responses were gathered for journeys under 2 miles and under 5 miles. A total of 290 individuals participated in each part of the question.

Journeys Less Than 2 Miles

There were 290 responses to this part of the question. For journeys under 2 miles, the most frequently chosen mode of transport was walking and wheeling, selected by 133 respondents, accounting for 42.49% of the total, with 54 respondents choosing cycling (17.25%). This suggests that for very short distances, active travel is the preferred option for many of the respondents. Car travel was the second most common choice, with 96 responses (30.67%), indicating that a significant portion of people still rely on cars even for very short trips. Public Transport was the least used option, with 7 responses (2.24%). A small portion of respondents (7.35%) did not answer this part of the question.

Figure 6 - What is your most common mode of transport for short journeys? - Journeys less than 2 miles

Option	Total	%
Walking & Wheeling	133	42.49%
Cycling	54	17.25%
Public Transport	7	2.24%
Car	96	30.67%
Not Answered	23	7.35%

Journeys Less Than 5 Miles

There were 290 responses to this part of the question. When the distance increased to under 5 miles, the pattern shifted notably. Car travel became the dominant mode, with 192 respondents (61.34%) selecting it as their most common method of transport. This marks a significant increase from the under-2-mile responses and highlights a strong reliance on cars for even moderately longer journeys. Cycling remained relatively consistent, with 48 responses (15.34%) indicating that those respondents who cycle regularly do not view a journey of this distance as an impediment to their preferred mode of travel, while walking and wheeling dropped sharply to 22 responses (7.03%). Public Transport saw a modest increase, with 28 respondents (8.95%) choosing it. Again, 7.35% of respondents did not provide an answer.

Figure 7 - What is your most common mode of transport for short journeys? - Journeys less than 5 miles

Option	Total	%
Walking & Wheeling	22	7.03%
Cycling	48	15.34%
Public Transport	28	8.95%
Car	192	61.34%
Not Answered	23	7.35%

Survey responses on journey modes reveal a clear shift in travel behaviour based on distance.

While these findings offer useful insights into short-distance travel preferences, they may not fully reflect the population as a whole. The sample size was modest (290 respondents), and participants were self-selecting, likely skewing toward individuals already engaged with, or interested in active travel. Therefore, while indicative of certain trends, the data should be interpreted with caution when generalising to the wider population.

What is your age?

There were 292 responses to this part of the question. The largest group of respondents were aged 40 to 59, representing 150 individuals (47.92%). This was followed by 79 respondents aged 20 to 39 (25.24%), and 57 respondents aged 60 to 79 (18.21%). A small number of respondents were aged 0 to 19 (4 individuals, 1.28%) and 79 plus (2 individuals, 0.64%). The remaining 21 respondents (6.71%) did not answer this part of the question.

What is your legal marital or registered civil partnership status?

There were 287 responses to this part of the question. The majority of respondents were married, accounting for 191 individuals (61.02%). This was followed by 72 respondents (23.00%) who had never married or entered a civil partnership. Other categories included 16 divorced respondents (5.11%), 3 who were separated but still legally married (0.96%), and 3 who were widowed (0.96%). Two respondents (0.64%) were in a legally registered civil partnership. No respondents identified as separated from or formerly in a civil partnership, or as surviving members of one. The remaining 26 respondents (8.31%) did not answer this part of the question.

Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

Respondents were asked whether they had a physical or mental health condition lasting or expected to last 12 months or more. Based on the consultation responses, 78.6% of participants indicated they did not have a long-term physical or mental health condition, while 18.3% identified as disabled. This highlights the importance of ensuring active travel infrastructure is inclusive and accessible to all users.

Does this reduce your ability to carry-out day-to-day activities?

There were 75 responses to this part of the question. Of these, 7 respondents (2.24%) reported that their condition reduced their ability “a lot,” 33 respondents (10.54%) said “a little,” and 35 respondents (11.18%) said “not at all.” The remaining 238 respondents (76.04%) did not answer this part of the question.

What is your religion?

There were 285 responses to this part of the question. The largest group identified as having no religion, with 119 respondents (38.02%). This was followed by 70 respondents (22.36%) identifying as Catholic, 34 as Presbyterian (10.86%), and 18 as Church of Ireland (5.75%). Smaller groups included 7 respondents each identifying as Methodist and Baptist (2.24% each), 2 as Free Presbyterian (0.64%), and 1 each as Brethren and “Any other religion” (0.32% each). Additionally, 13 respondents (4.15%) identified as Protestant – Other, and another 13 as Christian – Other. No respondents identified as Buddhist, Hindu, Jewish, Muslim, Sikh. The remaining 28 respondents (8.95%) did not answer this part of the question.

What is your sex?

There were 286 responses to this part of the question. The majority of respondents identified as male, accounting for 178 individuals (56.87%), while 108 respondents (34.50%) identified as female. The remaining 27 respondents (8.63%) did not answer this part of the question.

Is the gender you identify with the same as your sex registered at birth?

There were 271 responses to this part of the question. Of these, 261 respondents (83.39%) answered “Yes,” 5 respondents (1.60%) answered “No,” and another 5 respondents (1.60%) selected “Prefer not to say.” The remaining 42 respondents (13.42%) did not answer this part of the question.

Which of the following options best describes how you think of yourself?

There were 281 responses to this part of the question. The majority of respondents identified as heterosexual or straight, accounting for 257 individuals (82.11%). Other responses included 8 individuals (2.56%) identifying as bisexual, 7 (2.24%) as gay or lesbian, and 9 (2.88%) selecting “Other.” The remaining 32 respondents (10.22%) did not answer this part of the question.

Do you have responsibility for the care of a child or children, a person with a disability or a dependant older person?

There were 285 responses to this part of the question. Of these, 127 respondents (40.58%) indicated that they do have caring responsibilities, while 158 respondents (50.48%) said they do not. The remaining 28 respondents (8.95%) did not answer this part of the question.

What is your country of birth?

There were 281 responses to this part of the question. Of the 281 respondents who answered the question about their country of birth, the vast majority (75.4%) were born in Northern Ireland. Smaller proportions were born in England (7.03%), the Republic of Ireland (2.56%), Scotland (0.96%), and Wales (0.32%). An additional 3.51% indicated they were born elsewhere, specifying other countries, while 10.22% of respondents did not answer this question. This suggests that the consultation reached a predominantly local audience, with a modest representation of individuals born outside Northern Ireland.

This variety suggests that while the majority of respondents were born in Northern Ireland, the consultation also engaged individuals from a broader international background.

How would you describe your national identity?

There were 283 responses to this part of the question. Of the 283 respondents who answered the question about national identity, the largest proportion identified as Irish (40.58%), followed by Northern Irish (36.42%) and British (31.95%). Smaller numbers identified as English (1.92%), Scottish (1.28%), or Welsh (0.32%). Fourteen individuals (4.47%) selected "Other" and provided alternative descriptions of their national identity. This distribution highlights the complex and overlapping nature of identity in Northern Ireland, with many respondents selecting more than one identity. Additionally, 30 respondents (9.58%) did not answer this part of the question. Note: Percentages exceed 100% as respondents were able to select multiple national identities

What is your ethnic group?

There were 285 responses to this part of the question. Of the 285 respondents who answered the question about their ethnic group, the overwhelming majority (90.1%) identified as White. A very small number identified as being from Mixed or Multiple ethnic groups (0.64%), and one respondent (0.32%) selected "Other ethnic group." No respondents identified as Asian, Black, African, or Caribbean. This indicates that the consultation responses came from a predominantly White demographic, with limited ethnic diversity represented. Additionally, 28 respondents (8.95%) did not answer this part of the question.

What is your main language?

There were 280 responses to this part of the question. Of the 280 respondents who answered the question about their main language, the vast majority (86.9%) reported English as their primary language. Eight individuals (2.56%) indicated that their main language was something other than English, reflecting a small degree of linguistic diversity among respondents. Additionally, 33 respondents (10.54%) did not answer this part of the question.

How well can you speak English?

There were 65 responses to this part of the question. Of the 65 respondents who answered the question about how well they can speak English, the vast majority (62 individuals, or 19.81% of total respondents) reported that they could speak English "very well." Two respondents (0.64%) indicated they could speak English "not well," and one person (0.32%) stated they could not speak English "at all." A significant portion of respondents, 248 individuals, or 79.23%, did not answer this question. This suggests that while most of those who responded are confident in their English language skills, the high non-response rate may indicate that many respondents either assumed English proficiency or did not consider the question relevant.

Summary of Responses

Figure 8 summarises the key themes emerging from all responses to the consultation. Each theme captures recurring concerns, suggestions, and areas of interest raised by respondents, alongside the Department’s draft planned actions and the stakeholders who contributed to each issue. It presents a sentiment breakdown and thematic summary of these responses, highlighting key areas of consensus, concern, and opportunity for improvement as respondents have suggested. This qualitative analysis complements the survey findings and provides deeper insight into stakeholder expectations for the ATDP. The classification helps identify areas of consensus, concern, and opportunity for improvement, and supports a more nuanced understanding of how the ATDP has been received across councils, organisations, advocacy groups, and individuals.

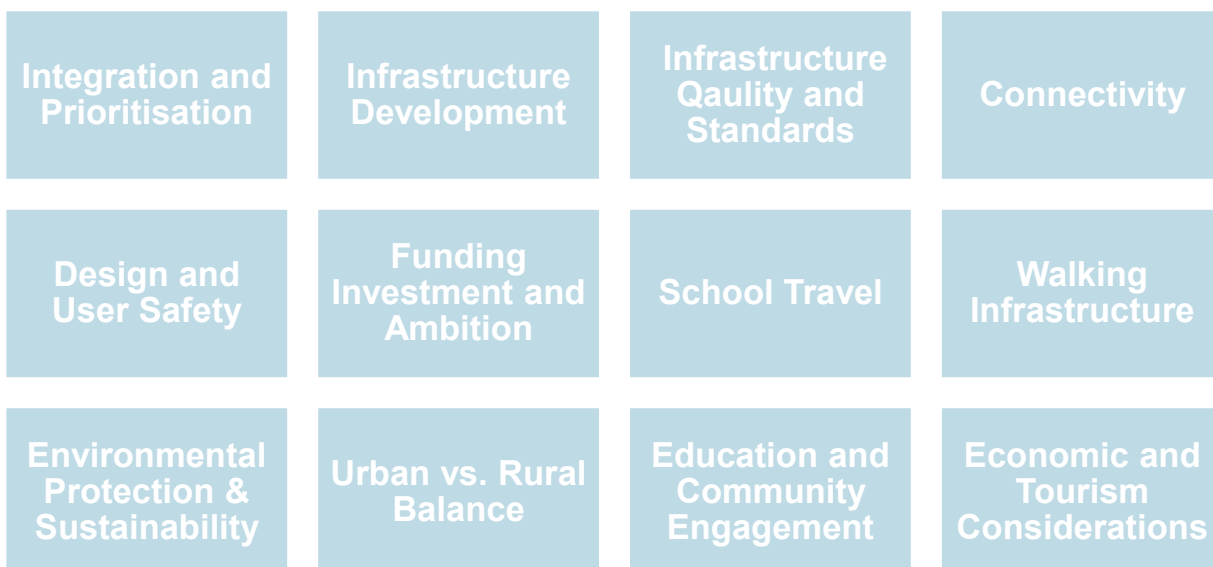
The summary provides a structured overview of the feedback received, highlighting both the strengths of the ATDP and the areas where respondents felt improvements were needed. It reflects a broad spectrum of views from individuals, advocacy groups, statutory bodies, and local councils, offering insight into the priorities and expectations for active travel infrastructure across Northern Ireland. These themes represent key areas of stakeholder interest and concern that may require further consideration and refinement in the final draft of the ATDP.

The responses have been grouped into twelve overarching themes, each reflecting a distinct area of focus or concern. For each theme, a summary paragraph outlines the main points raised, supported by a count of how frequently these issues appeared across the responses. This approach provides both qualitative insight and a sense of the relative emphasis placed on different topics.

Key Themes

The themes are presented below:

Figure 8 - Thematic analysis of responses



Each section below includes a heading and a summary of the feedback received under that theme. The number of mentions listed alongside each heading reflects how frequently that theme or issue appeared across the consultation responses. While not a precise measure of consensus, these counts offer a useful indication of the relative emphasis placed on different topics by respondents.

Integration and Prioritisation

Respondents strongly advocated for better integration between active travel infrastructure and public transport systems, emphasising that seamless connections are essential for encouraging sustainable, multi-modal journeys. A recurring theme was the need for active travel routes to connect directly to bus and train stations, with Park & Ride and Park & Wheel schemes cited as effective models for enabling longer-distance travel. Infrastructure at transport interchanges should include practical amenities such as secure cycle parking and weather-protected shelters to support first- and last-mile connectivity.

There was also strong support to connecting active travel routes to leisure destinations like parks, greenways, and coastal paths to promote physical activity, mental wellbeing, and tourism. Scenic and recreational routes were valued but should not compromise practical connectivity. Infrastructure quality, such as smooth surfaces, visual appeal, and separation from traffic, was seen as key to encouraging use. Some groups also highlighted the role of leisure routes in promoting mental wellbeing and encouraging outdoor activity.

Respondents raised concerns about new housing developments increasing traffic and lacking safe active travel infrastructure. They stressed the need for proactive planning to connect homes to schools, shops, and transport hubs, especially in areas like Omagh and South Belfast. Accessibility gaps, such as missing footpaths and unsafe conditions were highlighted, along with issues like pavement obstruction from parked cars. High-density housing areas were identified as priorities for infrastructure investment, and there were calls for developers to incorporate walking and cycling paths into new builds.

Respondents also emphasised the importance of connecting healthcare facilities to safe, accessible active travel routes for both patients and staff. Existing infrastructure was criticised as fragmented, especially in Belfast, with calls for coherent networks using tertiary roads and greenways. Equity and inclusion were key concerns, particularly for deprived areas and vulnerable groups. Integration with broader transport and urban planning was encouraged, alongside recognition of the health and environmental benefits of walking and cycling to medical services. Walking and cycling were also seen as preventative measures for chronic conditions.

Infrastructure Development

Concerns about the ongoing maintenance and repair of active travel infrastructure were raised in several responses, reflecting a broader anxiety that new investments may be undermined by poor upkeep. Respondents noted that existing footpaths and cycle paths can be poorly maintained, with uneven surfaces, inadequate lighting, and deteriorating materials creating barriers to safe and comfortable use. These issues are particularly problematic for people walking, wheeling, or using mobility aids, and were cited as a major deterrent to active travel.

There were also calls for the Department to ensure that utility reinstatements, where infrastructure is disrupted by maintenance or construction, are held to high standards and properly enforced. Poor reinstatement practices were described as a recurring issue that compromises accessibility and safety.

Respondents emphasised that the commitment to infrastructure must extend beyond initial delivery to include routine maintenance, refurbishment, and long-term durability. This includes using appropriate materials, ensuring surfaces remain smooth and accessible, and incorporating features like dropped kerbs, tactile paving, and lighting into both new and existing routes. The importance of resourcing maintenance adequately was also highlighted, with concerns that budget constraints

Several responses referenced the need for the ATDP to comply with existing legal obligations and statutory frameworks, particularly those related to equality, accessibility, and rural needs. In the context of accessibility, organisations such as the Equality Commission for Northern Ireland, RNIB, and Guide Dogs highlighted the relevance of the UN Convention on the Rights of Persons with Disabilities (UNCRPD). They pointed to specific articles, such as the right to equal access (Article 9), the right to live independently and be included in the community (Article 19), and the right to participate in cultural life and recreation (Article 30), as directly applicable to active travel infrastructure. These groups urged the Department to ensure that the plan not only meets minimum legal standards but actively supports the spirit of these rights through inclusive design and meaningful engagement.

There were also calls for the Department to consult advisory bodies, such as IMTAC, before finalising design guidance, and to ensure that all future infrastructure complies with inclusive mobility principles. Respondents stressed that legal compliance should not be treated as a box-ticking exercise but as a foundation for equitable and effective policy delivery.

While not always explicitly named, concerns related to governance and oversight were woven throughout many of the responses and are closely tied to the theme of Strategic Planning and Delivery. Respondents expressed a need for greater clarity around who is responsible for delivering the plan, how progress will be monitored and reported, and what mechanisms will be in place to ensure accountability. There were calls for a more structured and transparent delivery framework, with some suggesting the appointment of a Sustainable Travel Commissioner or similar oversight role to provide leadership and ensure follow-through. Others highlighted the importance of cross-departmental coordination and the need for local councils to be more formally involved in governance and delivery. These concerns reflect a broader desire for the plan to be underpinned by strong, visible leadership and a clear implementation strategy that builds public confidence and ensures long-term success.

Infrastructure Quality and Standards

Respondents placed strong emphasis on the need for high-quality, inclusive, and safe infrastructure as a foundation for successful active travel. Inclusive and accessible design was repeatedly described as essential, with calls for infrastructure that accommodates all users, including those using mobility scooters or accessible cycles.

Segregated cycling infrastructure was widely regarded as the gold standard, with concerns raised about the risks posed to pedestrians by poorly designed shared spaces, particularly at bus stops. Respondents urged adherence to established design standards such as LTN 1/20 and the Manual for Streets, and stressed that infrastructure should be resilient, future-proofed, and maintained to a high standard. Poor utility reinstatements and inadequate maintenance were cited as deterrents to walking and wheeling. Specific design features such as dropped kerbs, tactile paving, and zebra crossings were recommended to enhance safety and accessibility. There was also a strong preference for placing infrastructure on arterial roads to ensure continuity and visibility. Additionally, contributors called for updated and publicly available design guidance, and discouraged the use of unprotected cycle lanes, which were seen as ineffective and unsafe.

Many also called for people-centred, landscape-sensitive design, including green infrastructure and futureproofing for climate resilience. Inclusive design was also prioritised, with calls for accessible routes, clear signage, and separate paths for pedestrians and cyclists to support all users. Several responses also highlighted the need for infrastructure to be resilient, inclusive, and adaptable to local conditions.

Several responses also raised concerns about the design of bus stops, particularly the need for bypasses and clear separation between cyclists and pedestrians to ensure safety. Translink's support for active travel integration was noted positively, and respondents urged that active travel infrastructure be funded as a core component of multi-modal transport planning. Maintaining bus access during road space reallocation was seen as critical, alongside improvements to pedestrian crossings near bus stops. There were also calls for more flexible policies allowing bicycles on trains and for all interchange points to be designed with accessibility in mind, ensuring they are usable by people of all ages and abilities.

Connectivity

Respondents criticised cycling infrastructure in Northern Ireland as unsafe, fragmented, and poorly maintained, with strong calls for segregated, protected routes. Safety concerns, especially for children, were a major barrier to uptake. There was widespread support for coherent networks connecting key destinations, particularly through radial and inter-town routes. Respondents urged better data collection, community engagement, and prioritisation of high-impact schemes. Inclusive design was emphasised, with calls to address health inequalities and support cycling education for all age groups. Cycling was also consistently linked to health, environmental, and economic benefits. There was strong support for investment in greenways and urban cycling networks, with several groups urging a shift away from car dependency.

Design and User Safety

Safety emerged as a dominant concern, with widespread support for segregating walking, cycling, and motor traffic to minimise collisions and build user confidence. Respondents consistently called for continuous, well-maintained infrastructure featuring safe crossings, lighting, and enforcement of traffic rules. School routes and rural areas were identified as priorities for urgent upgrades, while poor connectivity and missing links were seen as major barriers to safe travel.

There was strong advocacy for infrastructure that connects with everyday amenities and public transport, underpinned by a strategic, long-term approach aligned with climate and urban development goals. Community engagement and equity were viewed as essential to ensure infrastructure reflects diverse local needs.

Respondents emphasised the importance of child-friendly and inclusive design, particularly safer school routes and accessible paths for disabled and older users. Integration with public transport was seen as key to creating a seamless travel experience for all.

Parking was frequently cited as a barrier to active travel, with concerns about vehicles obstructing footways and cycle lanes. There was support for enforcement, physical barriers, and reallocating road space to prioritise walking and cycling, while maintaining essential parking for disabled and elderly users. School-related congestion and inadequate cycle parking were also highlighted. Balanced planning was urged to support both active travel and local businesses through thoughtful integration of parking solutions.

Many respondents stressed that the Active Travel Delivery Plan (ATDP) must be grounded in fairness and inclusivity, ensuring no group is left behind in the shift to sustainable transport. Affordability was a key concern, particularly access to bicycles and maintenance costs, which can be prohibitive for low-income households. A “just transition” was called for, one that actively mitigates exclusion and considers the needs of those who rely on private vehicles due to disability or limited public transport options.

Accessibility was a recurring theme, with calls for infrastructure that serves disabled users, older adults, and families. Organisations such as RNIB and Guide Dogs NI raised serious concerns, especially around bus stops where visually impaired users must cross cycle lanes. Respondents advocated for inclusive design features like tactile signage, dropped kerbs, and natural surveillance, alongside better pavement management and a dedicated Walking Action Plan to complement cycling initiatives.

Inclusive design was seen as more than legal compliance, it should reflect best practice and be embedded throughout planning and delivery. Engagement with organisations like IMTAC, RNIB, and Guide Dogs was considered vital, particularly in addressing unsafe shared spaces. Respondents also flagged issues like pavement parking and street clutter (e.g. A-boards) as significant obstacles. Infrastructure must support all mobility needs, including accessible cycle parking and features that uphold the rights outlined in the UN Convention on the Rights of Persons with Disabilities.

Concerns were raised about infrastructure that fails to clearly separate modes, such as unprotected cycle lanes or narrow footways, which can lead to confusion and conflict. Respondents called for clear design standards and segregated infrastructure that prioritises safety and reflects the road user hierarchy, placing pedestrians and wheelchair users first.

Inconsistent design and poor communication across locations were seen as exacerbating user conflict. These issues underscore the need for universal design principles, inclusive engagement, and consistent application of standards to ensure active travel infrastructure is safe, accessible, and welcoming for all.

Funding investment and Ambition

Respondents emphasised the importance of aligning the ATDP with existing and emerging strategies to ensure coherence and maximise impact. A key recommendation was to integrate the plan with the Eastern Travel Plan 2035 and the Environment Improvement Plan (EIP), both of which set out complementary goals for sustainable transport and environmental enhancement. Respondents also consistently called for strategic, evidence-based investment in active travel infrastructure, criticising wasteful spending and slow delivery timelines. There were strong demands for accelerated implementation, especially in high-impact areas, and for better local engagement in planning. Equity concerns were raised over regional disparities, with calls for fairer funding distribution. High-quality, well-maintained infrastructure was prioritised, alongside robust monitoring and evaluation to ensure transparency and effectiveness.

Respondents felt the Active Travel Delivery Plan lacks ambition, particularly the 200 km target over 10 years. Many called for doubling the target and completing priority routes within five years. Respondents stressed the need for measurable outcomes beyond infrastructure length, better use of funding, and strategic investment in high-potential areas. Calls were made for cost-benefit analysis, modal shift modelling, and a more data-driven, locally engaged approach. Some questioned whether the 10% transport budget allocation mandated by the Climate Change Act (NI) 2022 would be ringfenced and sufficient. There were calls for transparency in how routes would be prioritised and financed, and for councils to be empowered to bid for funding and lead delivery.

Some groups expressed frustration at past underinvestment in active travel and urged the Department to commit to long-term, protected funding streams

Many respondents criticised the plan's delivery target of c.200km over 10 years as lacking ambition. Stakeholders argued that this pace is insufficient given the urgency of climate goals and public health challenges. Suggestions included shortening the delivery timeline, increasing the scope of the plan.

Contributors recommended the use of pilot projects to test and refine approaches before scaling up, allowing for real-world feedback and iterative improvement. There were also calls for funding to be ring-fenced and transparently reported, with a clear delivery framework and governance model to guide implementation. Respondents suggested that councils should be empowered to bid for high-priority areas, ensuring that local needs are addressed. However, the plan was criticised for feeling rushed and lacking in detail, particularly around how routes were prioritised. Contributors also recommended that the plan set expectations for how many engagement processes will be held over the life of the Plan and indicate how many projects are expected to be delivered, and that lessons from previous initiatives be actively applied to avoid repeating past mistakes. Stakeholder engagement prior to publication was seen as insufficient, with calls for greater transparency and earlier involvement of communities and experts. Respondents urged the Department to adopt lessons from successful initiatives in Wales and Great Britain, and to incorporate SMART metrics to enable accountability and track progress. There were warnings that the plan risks repeating past consultation failures unless its public engagement and PR strategy are significantly improved. Suggestions included appointing a Sustainable Travel Commissioner, offering more incentives for local government schemes, and addressing practical issues such as inconsiderate pavement parking. Contributors also stressed the need for a clearer assessment framework, a more people-focused approach, and revisions to ensure the plan aligns with climate commitments and delivers on its stated goals.

School Travel

Respondents strongly supported prioritising safe, accessible routes to schools, citing benefits for health, congestion, and long-term travel habits. Concerns were raised about gaps in current routes, especially in Bangor, Newry, Ballymena, and Dromore. Submissions called for segregated infrastructure, locally informed planning, traffic calming, and inclusive design involving children and parents. Schools were identified as key destinations for active travel. Many responses supported prioritising routes that connect residential areas to schools, citing benefits such as reduced traffic congestion, improved air quality, and healthier habits for children.

Walking Infrastructure

Respondents across Northern Ireland highlighted widespread gaps in walking infrastructure, citing safety concerns, poor maintenance, and lack of connectivity, especially in rural areas. Walking was widely supported but often seen as underrepresented compared to cycling. Respondents called for a dedicated Walking Action Plan to ensure walking infrastructure is prioritised. Key concerns included pavement quality, accessibility, and safety. Walking was linked to health, wellbeing, and social inclusion, with strong support for improving pedestrian routes in both urban and rural areas.

Environmental Protection and Sustainability

Respondents emphasised the need to protect biodiversity and natural habitats when developing active travel infrastructure, calling for tree planting, green space enhancement, and independent environmental assessments. Active travel was recognised for its climate and air quality benefits, but concerns were raised about pollution from electric vehicles. There was strong support for integrating green and blue infrastructure, adopting sustainable urban design, and shifting away from car-centric planning. Community engagement and environmental stewardship were seen as vital to ensure infrastructure aligns with local needs and ecological goals.

There was support for integrating green infrastructure, such as tree planting and sustainable drainage systems, into route design. Active travel was also seen as a way to promote outdoor activity and mental wellbeing, especially in areas with access to nature.

Environmental sustainability and social equity were key themes, with calls for inclusive design, biodiversity protection, and improved access for low-income and car-free households.

The Climate Change Act (NI) 2022 was also frequently referenced as a key driver for the plan. Respondents emphasised the need for active travel to contribute meaningfully to carbon reduction targets.

Urban vs. Rural Balance

Respondents highlighted an imbalance in the ATDP's focus, noting that rural areas, home to 35% of Northern Ireland's population, are underserved. While the plan is perceived as overly urban-centric, rural active travel is described as having "transformational" potential, yet according to a number of respondents, lacks concrete actions or investment. Contributors pointed out that the growing trend of flexible and remote working is increasing the demand for local access to greenspaces in rural areas. Respondents expressed concern over missed opportunities to support rural economies, particularly through tourism and local businesses.

Respondents felt that all communities, regardless of socioeconomic status or geographic location, should benefit equally from investment in active travel infrastructure. The plan, they argued, must explicitly acknowledge and address existing socioeconomic disparities to ensure equitable outcomes for all.

The current route plans (200km of priority and 1000km of future routes) respondents argued, largely exclude rural areas, failing to reflect their needs or align with the Rural Needs Act (NI) 2016. Respondents urged the Department to look to other countries that explicitly support rural active travel and to ensure that rural communities have better access to essential services such as education, healthcare, and leisure. The widening gap in infrastructure between urban and rural areas was seen as a growing issue, with calls for rural investment to be aligned with broader policy goals, including the Environment Improvement Plan (EIP) and climate targets.

Respondents highlighted the lack of safe, connected active travel infrastructure in rural areas, which forces car dependency and isolates vulnerable groups. Public transport limitations and poor road conditions were major concerns, with calls for reduced speed limits, better maintenance, and physical separation from traffic. There was strong support for rural greenways and safe routes to schools and community facilities. Equity was a key theme, with respondents urging fair investment and rural-proofing to ensure inclusive access and avoid deepening existing inequalities. Several respondents expressed concern that the plan's population threshold (settlements over 5,000) excludes many rural communities. There were calls to lower the threshold or create a separate

rural strategy to ensure that smaller towns and villages benefit from active travel investment. Connectivity between rural settlements and larger hubs was also highlighted as a priority.

Contributors also called for stronger collaboration between the Department for Infrastructure (DfI) and the Department of Agriculture, Environment and Rural Affairs (DAERA), particularly in leveraging tools like the Greenspace NI Map to inform planning decisions. The plan was criticised for lacking clarity on how it fits within the broader policy landscape, including Local Development Plans and other DfI signature projects. Respondents urged the Department to adopt a cross-departmental approach to delivery, ensuring that active travel is embedded across government strategies. Additionally, the plan should reflect the inclusive mobility principles outlined in IMTAC's "New Approach" and actively involve local councils in both the design and funding of projects to ensure local needs are met and delivery is effective.

Education and Community Engagement

Respondents highlighted the critical role of education and community engagement in fostering long-term behavioural change and ensuring the success of the ATDP. However, concerns were raised about the low public awareness of consultation opportunities, suggesting that current engagement efforts are insufficient. To address this, contributors recommended more visible and inclusive public relations strategies, such as poster campaigns in libraries, leisure centres, and other community hubs. Respondents also stressed the importance of early and ongoing engagement with local communities, arguing that local knowledge should inform planning decisions. Councils were encouraged to consult residents before submitting funding bids to ensure that proposed projects reflect genuine local needs. Despite these concerns, engagement events hosted by the Department were recognised as a strength, offering a foundation to build more robust and inclusive participation moving forward.

Economic and Tourism Considerations

Respondents recognised the significant economic potential of active travel, particularly in supporting local businesses, enhancing tourism, and reducing travel costs for both residents and visitors. Several highlighted that well-designed active travel routes can increase footfall in town centres and boost local economies, while also raising property values in areas with good walking and cycling infrastructure. There was strong support for prioritising visitor access to key attractions, with Greenways and Quietways identified as valuable assets for leisure cycling and tourism development. Tourism NI's endorsement of integrating active travel into Signature Projects was noted as a positive step, though some felt that the economic benefits of active travel were underrepresented in the current plan. Respondents encouraged the Department to more explicitly link active travel investment to economic growth, tourism strategy, and cost savings for individuals, positioning it as a driver of both local prosperity and regional development.

Council Responses

Most councils submitted detailed feedback aligning the Delivery Plan with their Local Development Plans and highlighting opportunities for collaboration. Community groups and individuals also shared heartfelt accounts of how improved infrastructure could enhance daily life, health, and wellbeing. These have added depth and specificity to the consultation, reinforcing the need for a flexible, locally responsive approach to active travel planning. Further summary of Council responses is detailed in Table 44, which provides a structured summary of the feedback submitted by local councils in response to the consultation. Each entry captures the Council’s level of support or alignment with the plan, key concerns raised in their submission, and specific recommendations for improvement.

The responses reflect a broad spectrum of perspectives across Northern Ireland, highlighting both endorsement of the plan’s strategic intent and calls for greater ambition, clearer delivery mechanisms, and stronger integration with local development priorities. Councils consistently emphasised the need for more inclusive coverage, particularly for rural areas, and for active travel infrastructure to be better aligned with employment zones, schools, and transport hubs.

Table 44 - Summary of Council Responses to the Active Travel Delivery Plan

Council	Support & Alignment	Other Comments
Antrim & Newtownabbey Borough Council	<ul style="list-style-type: none"> - Endorses ATDP and priority routes. - Aligns with Eastern Travel Plan 2035. 	<ul style="list-style-type: none"> - Strategic employment areas not included. - Limited coverage of key growth areas. - Include Mallusk and Belfast International Airport. - Reflect Jordanstown greenway revival. - Align with LDP and transport plans.
Ards & North Down Borough Council	<ul style="list-style-type: none"> - Supports ATDP’s aims to improve walking, wheeling, and cycling. - Endorses connections to schools, town centres, public transport, and employment zones. 	<ul style="list-style-type: none"> - Plan does not meet Bangor’s needs; lacks links to major schools and Bangor Translink station. - Must-have routes include Gransha Road, Abbey Street, Main Street, Clandeboye Road, Bryansburn Road, Old Belfast Road. - Advocates hub-and-spoke pattern from city centre to schools and shopping areas. - Criticises reliance on ring roads and desktop mapping; calls for on-site validation and community engagement. - Recommends modular delivery, council-led steering groups, and prioritisation based on cycling propensity. - Urges integration with public transport and better design standards.

<p>Armagh City, Banbridge & Craigavon Borough Council</p>	<ul style="list-style-type: none"> - Supports active travel safety and connectivity. 	<ul style="list-style-type: none"> - Lack of continuous footpath on Kilvergan Road. - Safety concerns for vulnerable users. - Extend footpath to Aghacommon Embankment. - Improve accessibility for wheelchair/pram users. - Enable email submissions for public feedback.
<p>Belfast City Council</p>	<ul style="list-style-type: none"> - Welcomes ATDP and its integration potential. - Supports inclusive design and sustainability principles. 	<ul style="list-style-type: none"> - Risk of duplication with Belfast Cycle Network Delivery Plan. - Lack of cross-plan linkage and clarity on governance. - Maintain Belfast Cycle Network Delivery Plan. - Link ATDP with Transport Plans and LDP. - Ensure robust maintenance and nature-based design. - Promote cross-council collaboration.
<p>Causeway Coast & Glens Borough Council</p>	<ul style="list-style-type: none"> - Welcomes ATDP priorities. - Aligns with LDP and town masterplans. - Town Centre Forums support active travel goals. 	<ul style="list-style-type: none"> - Mapping gaps and route truncation. - Lack of infrastructure detail and maintenance concerns. - Visual amenity and natural heritage risks. - Extend priority routes in Coleraine, Ballymoney, Ballycastle, Portrush, Portstewart. - Improve mapping and include Christie Park ramp. - Link schools and residential areas. - Integrate with LDP and consider environmental impacts.
<p>Derry City & Strabane District Council</p>	<ul style="list-style-type: none"> - Strong support for active travel investment. - Aligns with City Deal and greenway plans. 	<ul style="list-style-type: none"> - Derry treated like a small town; lacks standalone plan. - Limited priority routes and poor integration with existing plans. - Exclusion of key areas like Culmore and Newbuildings. - Develop standalone ATDP for Derry. - Include peripheral settlements. - Integrate with City Deal and greenway network. - Add radial routes, park & wheel sites, and annual engagement.
<p>Fermanagh & Omagh District Council</p>	<ul style="list-style-type: none"> - Supports ATDP vision and benefits. - Aligns with LDP and Place Shaping Plans. 	<ul style="list-style-type: none"> - Scope too narrow (only Enniskillen & Omagh included). - Rural exclusion due to population threshold.

- Lack of radial connectivity and integration with other plans.
- Lower population threshold to include more settlements.
- Add priority and future routes.
- Integrate Place Shaping Plan and FO SRTP.
- Conduct Rural Needs Impact Assessment.
- Formally adopt all routes.

Lisburn & Castlereagh City Council (LCCC)

- Supports ATDP priorities and design principles.
- Aligns with LCCC Active Travel Strategy 2025–2040.

- Geographic imbalance in route coverage.
- Lack of connections to secondary schools and public transport hubs.
- Underinvestment in rural routes.
- Extend routes to employment zones and new housing.
- Repurpose unused road schemes (e.g. Saintfield Relief Road).
- Improve cycle infrastructure at transport hubs.
- Invest in rural infrastructure.

Mid and East Antrim Borough Council

- Supports active travel principles and the ATDP's strategic direction.

- Concern about lack of clarity on delivery timelines and funding.
- Need for better integration with existing transport and regeneration plans.
- Emphasise connectivity to employment areas and town centres.
- Ensure alignment with council's Local Development Plan and regeneration priorities.

Newry, Mourne and Down District Council (NMDDC)

- Engaged in consultation process.

- Lack of continuous walking routes.
- Gaps in pedestrian connectivity.
- Propose footpath link between Crossgar and Saintfield along A7.
- Complete walking route from Downpatrick to Belfast.
- Improve continuity of active travel corridors.

Conclusion

The consultation on the ATDP has demonstrated a strong and widespread public interest in shaping the future of active travel across Northern Ireland. Over the 15-week engagement period, the Department received a substantial volume of responses from stakeholders and community groups, reflecting a diverse range of perspectives and priorities. The feedback gathered has provided valuable insights into the public's aspirations for safer, more inclusive, and better-connected walking, wheeling, and cycling infrastructure.

The consultation findings demonstrate broad support for the Plan's core principles, particularly the emphasis on connections to schools, public transport, and town centres. Respondents also highlighted critical areas for consideration, including the need for higher design standards, stronger rural representation, better integration with public transport, and a more ambitious delivery framework. The thematic analysis has surfaced key cross-cutting issues such as governance, maintenance, accessibility, and legal compliance, which will be essential to address in the next phase of implementation.

This report will inform the refinement of the ATDP and support the Department in making evidence-based decisions as it moves toward delivery. In response to the consultation, and particularly the detailed feedback from councils and stakeholder organisations, the Department will review and adjust the Plan to better reflect local priorities, address gaps in coverage, and strengthen delivery mechanisms. This includes considering additional priority routes, improving integration with public transport, and ensuring equitable investment across urban and rural areas. The Department remains committed to ensuring that the final Plan reflects the needs of all communities and delivers meaningful, long-term benefits.

The consultation responses to the ATDP reflect a strong and engaged stakeholder community, united in support for the principles of active travel. However, respondents also called for greater ambition, clarity, and inclusivity in delivery.

While many respondents welcomed the plan's intent and alignment with broader policy goals, there was consistent feedback urging more robust targets, accelerated timelines, and deeper integration with local needs, particularly in rural areas and underserved communities. The themes and council responses summarised in this report provide a valuable foundation for refining the ATDP to ensure it delivers meaningful, equitable, and transformative change across Northern Ireland.

Appendix

Organisations that submitted comments

1	Alliance Party
2	Antrim & Newtownabbey Borough Council
3	Antrim Rovers Football Club
4	Ards and North Down Borough Council
5	Ards and North Down Cycle Campaign Group
6	Armagh City, Banbridge and Craigavon Borough Council
7	Asthma and Lung UK
8	Belfast City Council
9	Belfast Healthy Cities
10	Causeway Coast and Glens Borough Council
11	CFC Holywood
12	Chartered Institute of Highways and Transportation (CIHT)
13	Circle Line Belfast
14	Cleenish Community Hub
15	Commissioner for Older People for Northern Ireland
16	Consumer Council
17	Cycle Derry
18	Cycling UK
19	Cycling Ulster
20	Cycul
21	Cycul, Circle Line, Ards & North Down Cycle Campaign
22	DAERA Air and Environmental Quality Unit (comments have not been endorsed by DAERA Minister).
23	Department of Justice (DoJ)
24	Derry City & Strabane District Council
25	Donaghadee Community Development Association
26	Enagh Youth Forum
27	Equality Commission for Northern Ireland
28	Fermanagh and Omagh District Council
29	Holywood Shared Town
30	Institution of Civil Engineers (ICE)

31	Irish Cycling
32	Linen Quarter Business Improvement District
33	Lisburn & Castlereagh City Council
34	Mid and East Antrim Borough Council
35	Ministerial Advisory Group, Architecture and the Built Environment for Northern Ireland
36	Narrow Water Bridge Community Network
37	National Trust
38	Newry, Mourne & Down District Council
39	Outscape
40	People Before Profit
41	Queen's University Belfast
42	RNIB NI & Guide Dogs NI
43	Royal Society of Ulster Architects
44	Royal Town Planning Institute
45	Royal Society for the Protection of Birds (RSPB)
46	Strabane Greenways
47	The Glens & Dalriada u3a Environment Group
48	Tourism Northern Ireland
49	Translink
50	U3A Upper Bann Cycul Craigavon Over The Hills Cyclung Club Craigavon
51	U3A, Over the Hills Cycling Group and Cycul
52	Ulster University (UU)
53	WSP

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