

Newry, Mourne and Down

Active Travel Masterplan Survey Results

31 March 2021



To find out more, please contact: Ruth Van Ry ruth.vanry@sustrans.org.uk

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| Author(s): | Lotte Knigge |
| Reviewed by: | Ruth Van Ry |
| Signed off by: | Nathan Farrell |

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Executive summary

Between 15 February and 15 March 2021, Sustrans and Newry, Mourne and Down District Council invited council residents to express their views on active travel, to inform the Council's 10 year Active Travel Masterplan. We received 987 valid responses to an online survey, with responses from every postcode in the district.

The survey was open to all residents from the council area, however the population was not fully represented.

Those under the age of 35 are underrepresented, with this underrepresentation seen most acutely among those under the age of 25.

Moreover, there is a slight underrepresentation of male respondents.

Survey findings

- The survey found that the car was the most commonly used mode of transport for journeys over 2 miles (91% of respondents) but that for journeys under 2 miles walking was slightly more popular than taking the car (50% of respondents walk and 44% drive for journeys under 2 miles)
- There was a strong desire among the respondents to travel actively more often, with 90% of respondents agreeing, 'I would like to be able to use active travel more often in my area'. However, a lack of active travel infrastructure and perceptions of poor road safety hold people back with 90% agreeing, 'It is not safe for children under 12 to cycle around in the area'.
- Overall, the majority of respondents were supportive of measures that make it easier to walk, cycle and wheel. Over 90% of respondents agreed with interventions to improve safety for walking, wheeling and short cycle trips, creating traffic-free cycle routes across the council area, and increasing the amount of safe walking and cycling routes to school.
- The intervention with the highest rate of disagreement was, 'More car free areas in towns and villages', but with only 10% in disagreement the majority of respondents were in favour of this intervention also.
- The car is the most popular travel mode for the school run (50%), followed by bus (35%) amongst respondents with children travelling to school (47% of the overall survey respondents). However, there was strong support for safer walking and cycling routes to school, with 90% and 89% respectively of respondents with school going children, agreeing these interventions would make it easier for their children to travel actively to school.
- Open-text comments provided further insight into respondent's thoughts on active travel, with road safety a key concern of respondents. Respondents felt that the speed and volume of vehicles makes it unsafe for them to walk, cycle or wheel, especially in rural areas. Popular suggestions for improvements focused on building more linked up and accessible walking and cycling paths, traffic calming measures, and road maintenance.

1.0 Survey information

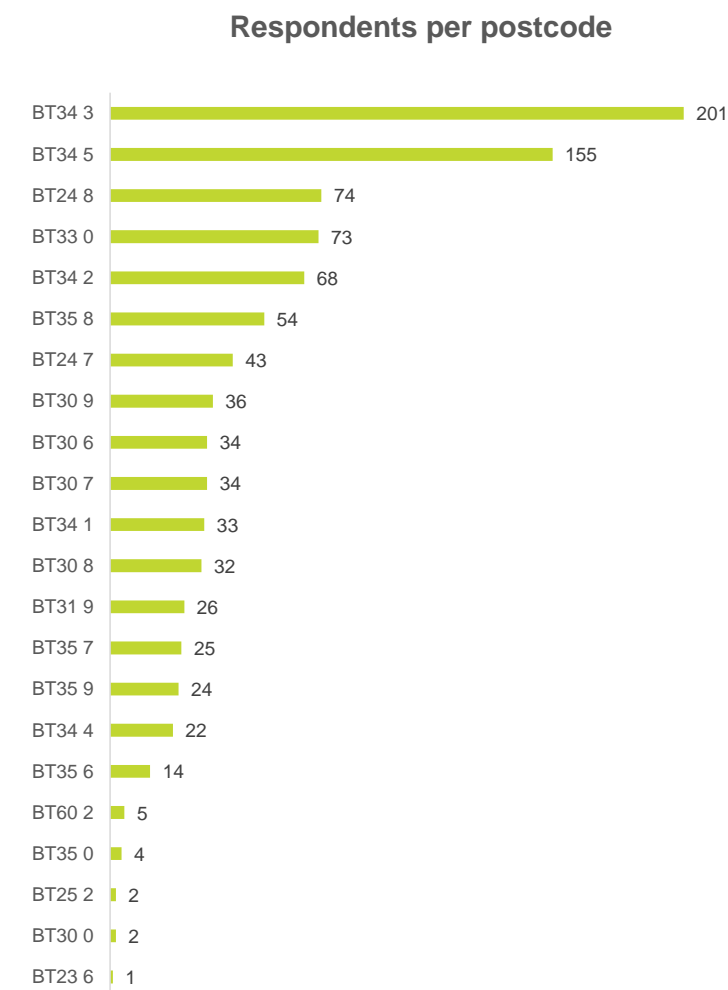
From 15 February to 15 March 2021 Sustrans, with the Newry, Mourne and Down District Council engaged with residents in the Newry, Mourne and Down area to explore residents' thoughts on active travel as part of the upcoming Active Travel Masterplan. As part of this, Sustrans commissioned a short perception survey to gather feedback from people who reside within the council boundary area,

In total, 1030 people responded to the survey. 43 responses were omitted because respondents lived in a postcode outside the council area, or filled in a non-existent postcode. This report analyses the responses of the 987 valid responses. We asked respondents to fill out the first five digits of their postcode. The map on the next page shows the number of respondents per postcode.¹ We received responses from every postcode, with response rates varying from area to area. 20% of respondents come from BT34 3 (201 respondents), followed by BT34 5 with 16% (155 respondents). We received 5 or less responses from BT60 2, BT35 0, BT25 2, BT30 0 and BT23 6.

We invited respondents to indicate their opinion on statements around active travel issues and potential interventions within a multiple choice range. Responses to these particular questions were optional and throughout this report the percentages presented for each of these are calculated using the total responses to that question. Response rates to all optional questions were high.

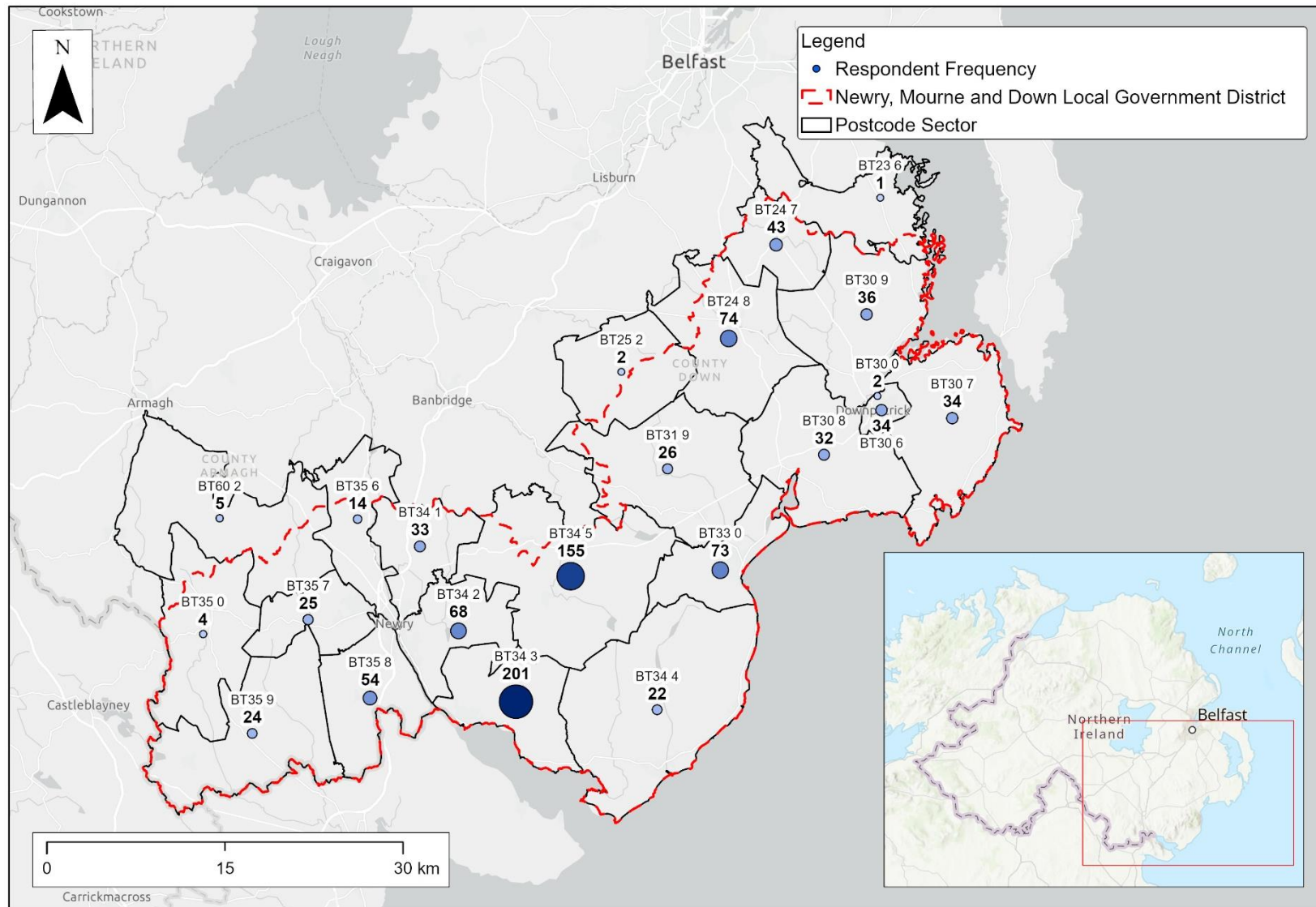
We also invited respondents to submit free text thoughts on active travel in their area. 46% (455 respondents) of the 987 respondents submitted free text comments which are presented in this report.

Figure 1: Respondents per postcode



¹ 25 respondents only filled in the first four digits of their postcode. They are not included in Figure 1 and 2.

Figure 2: Map of consultation area showing number of responses from each postcode area



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2.0 Respondent information

2.1 Travel modes

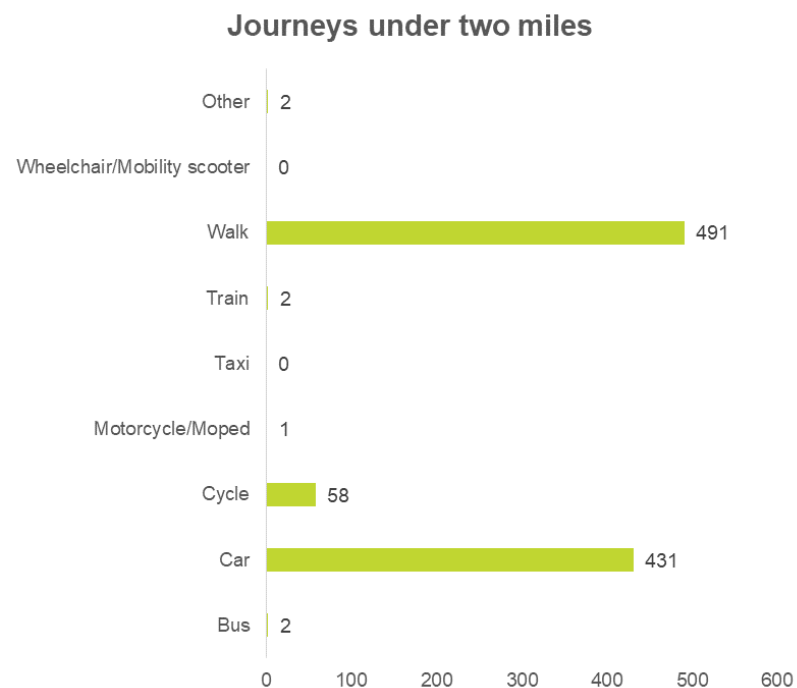
We asked respondents how they most commonly travel for journeys over and under two miles. For journeys over two miles, the majority of respondents use the car, 91% (894 respondents). The remaining 9% of respondents cycle, walk or take the bus. No respondents wheel for journeys over two miles.

For journeys under two miles, the two most popular travel modes are walking and driving. Walking has a slight majority with 50% (491 respondents) compared to driving with 44% (431 respondents). A further 6% of respondents (58) cycle.

Figure 3: Travel modes for journeys over two miles



Figure 4: Travel modes for journeys under two miles



2.2 School travel

47% of respondents (461 out of 987) selected 'Yes' to the question, 'Do you have one or more children travelling to school from your household?' We asked these 461 respondents what type of school their children attend. Respondents were able to select multiple answers. 279 respondents selected 'Primary', 262 respondents selected 'Secondary', and 41 respondents selected 'Other'. 105 respondents have children in both primary and secondary school.

We also asked these 461 respondents how they or their children most commonly travel to school. 50% of children are being **driven** to school (229 respondents). Travelling by **bus** is the second most popular travel mode, 35% (160 respondents), followed by **walking**, 13% (61 respondents). Only 2% (8 respondents) said their children **cycled** to school.

Figure 5: Type of school attended

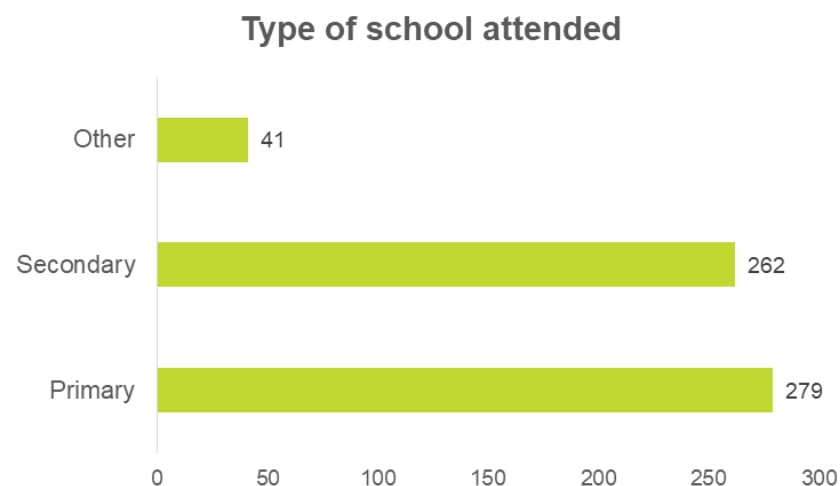
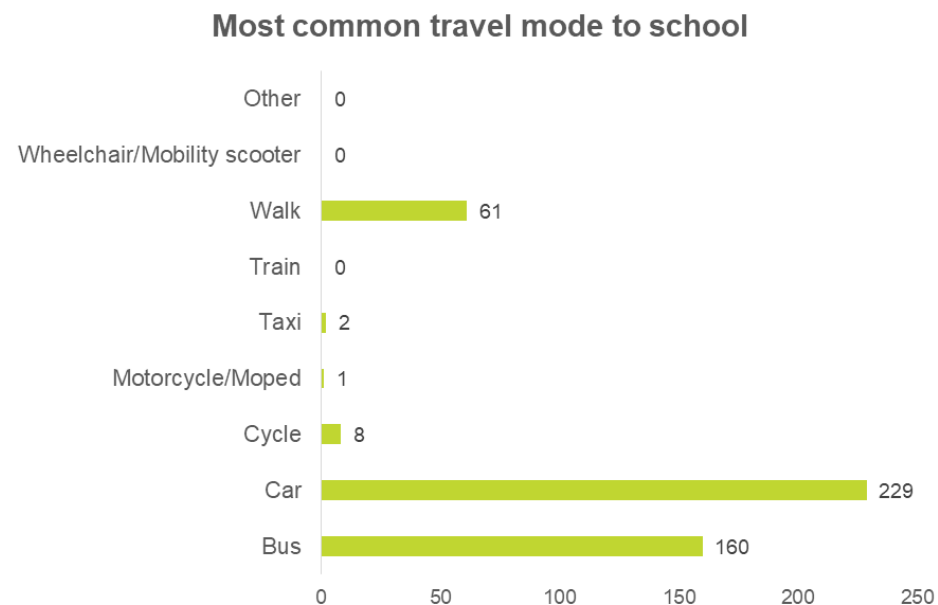


Figure 6: Travel modes for school journeys



3.0 Views on local issues

3.1 Views on statements

We asked respondents to comment on 9 statements about their local area. Respondents could select one of five options for each statement: Strongly Agree, Agree, Neither agree nor disagree, Disagree or Strongly Disagree.

Findings indicate that the majority of respondents currently feel **unsafe** when using active travel, but would like to use it more. 90% of respondents strongly agreed / agreed with the statements 'I would like to be able to use active travel more often in my area' (871 respondents), and 'It is not safe for children under 12 to cycle around the area' (867 respondents). A further 86% strongly agreed / agreed with 'It is not safe for children under 12 to walk or wheel around the area' (833 respondents), and 'People drive too fast in the area' (830 respondents). Because of traffic, 84% of respondents feel unsafe cycling in the area (812 respondents), and 77% feel unsafe walking (744 respondents).

58% of respondents strongly disagreed / disagreed with, 'This area is accessible for all people – including people with pushchairs and wheelchair users (561 respondents). Free text comments highlighted concerns around narrow, non-existent or poorly maintained paths negatively effecting accessibility for pushchairs and wheelchair users. A further 62% of respondents strongly agreed / agreed with 'There is nowhere to sit and rest or socialise in my local area' (604 respondents) which could impact the appeal of active travel to people who wish to stop and rest occasionally.



90% of respondents would like to use active travel more often in their area



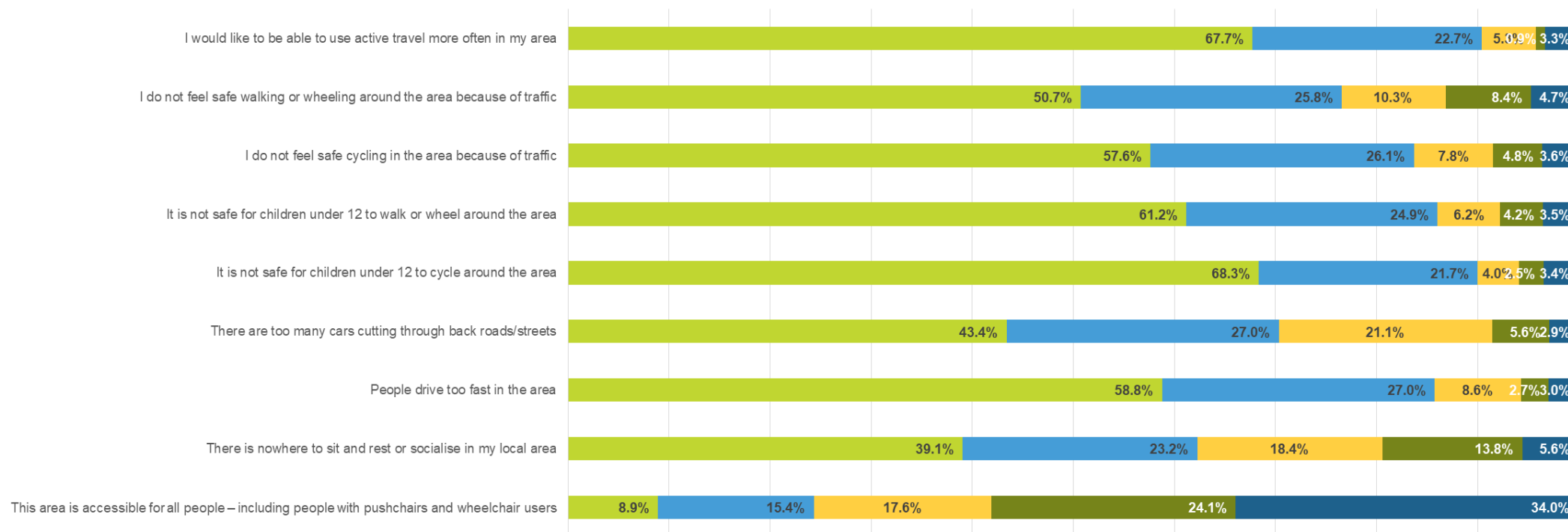
86% of respondents think that people drive too fast in the area, and 70% think there are too many cars cutting through back roads/streets



Only 24% of respondents feel their area is accessible for all people

Figure 7: Respondent views on local issues

We are interested in your views of your local area. To what extent do you agree or disagree with the following statements?



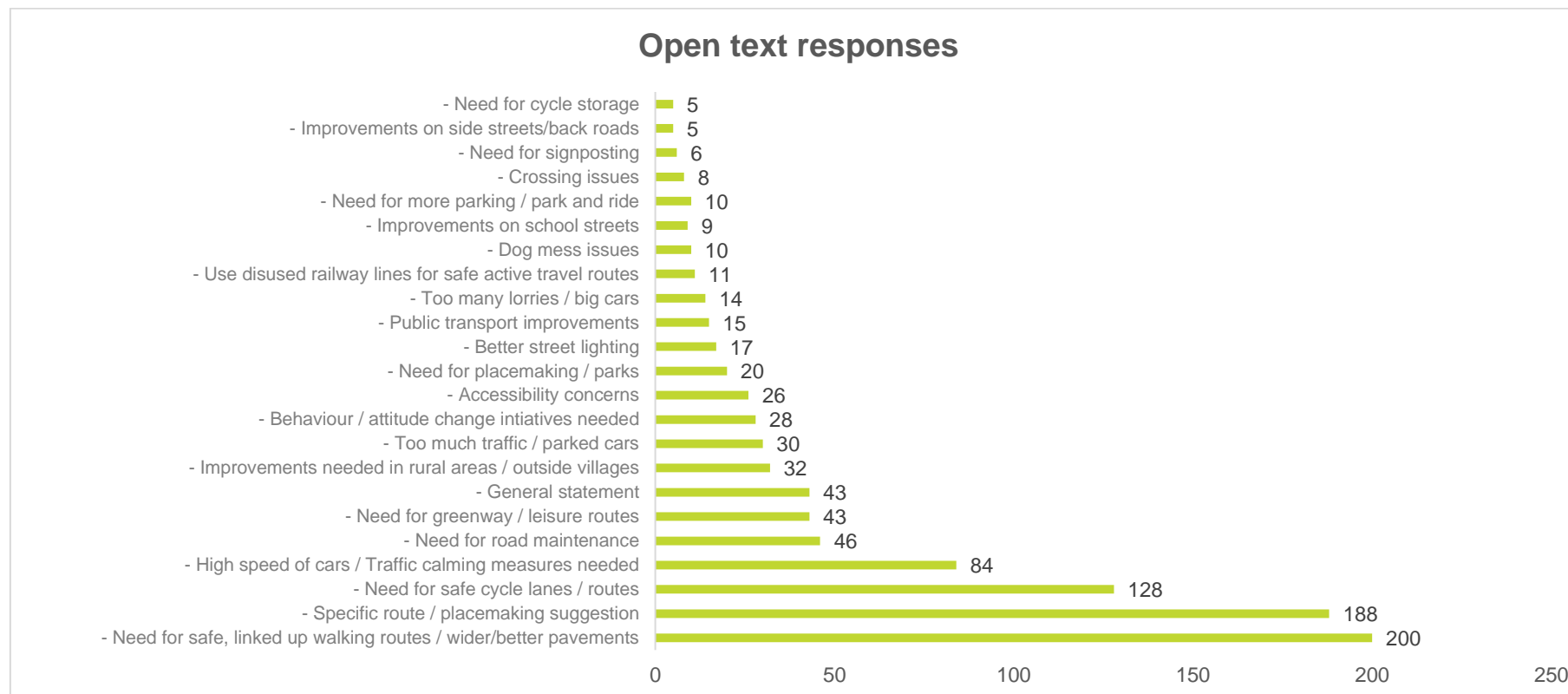
| | I would like to be able to use active travel more often in my area | I do not feel safe walking or wheeling around the area because of traffic | I do not feel safe cycling in the area because of traffic | It is not safe for children under 12 to walk or wheel around the area | It is not safe for children under 12 to cycle around the area | There are too many cars cutting through back roads/streets | People drive too fast in the area | There is nowhere to sit and rest or socialise in my local area | This area is accessible for all people – including people with pushchairs and wheelchair users |
|----------------------------|--|---|---|---|---|--|-----------------------------------|--|--|
| Strongly Agree | 652 | 493 | 559 | 592 | 658 | 417 | 569 | 379 | 86 |
| Agree | 219 | 251 | 253 | 241 | 209 | 259 | 261 | 225 | 149 |
| Neither agree nor disagree | 51 | 100 | 76 | 60 | 39 | 203 | 83 | 178 | 170 |
| Disagree | 9 | 82 | 47 | 41 | 24 | 54 | 26 | 134 | 233 |
| Strongly disagree | 32 | 46 | 35 | 34 | 33 | 28 | 29 | 54 | 328 |

3.2 Further comments on local issues

We invited respondents to provide additional free-text comments on active travel. 46% of respondents provided further insights into some of the issues they experience in the local area (455 comments in total). Respondents often highlighted several different concerns within the one comment. An analysis of the comments was conducted, and the frequency of themes noted as they appeared. These themes were wide ranging from cycle storage, to road safety. Popular themes were the need for improved active travel infrastructure, traffic safety concerns, and specific routes and place-making suggestions.

A table illustrating the frequency of themes and summary of some of the popular themes are presented below with some examples of comments that illustrate the general feelings around each theme. A full list of these verbatim comments can be found in the Appendix.

Figure 8: Emerging themes in respondents' free text comments



More active travel infrastructure

A high number of respondents gave further comments on the **lack of walking and cycling infrastructure**, and the need for linked up paths. The **size** and **quality of pavements** were recurring issues highlighted by many respondents, as well as the desire to have places for **exercise**.

"It would be great to see more walk ways and cycle safe tracks linking villages where people could walk, run, cycle in safety for pleasure or to visit friends and family"

"Need for integrated cycling infrastructure throughout the district- not just a few isolated strips here and there. One should be able to cycle through city centre without fear of mixing with cars- dedicated cycle lanes that give access to all main arterial routes in and out of town."

"Our area is deprived of facilities to exercise (walk / cycle /run). There are no facilities for families to take children outdoors safely for exercise. We are a small community and seem to be a forgotten one ! We need our roads made safer for people to walk/ cycle. The footpaths we have need improved maintenance so they are safe for young children/ prams/ cyclists."

"Any cycle lanes should be connected to other cycle-friendly infrastructure in a sensible way with the cyclists in mind. Stop designing car-first infrastructure."

Too much traffic

Both the **volume and speed of traffic** were commented on as a key concerns for respondents' **road safety**. Many described certain areas as unsafe, limiting people's ability to travel actively. This includes comments on **too many speeding lorries** and **too many parked cars**.

"Local roads can be very busy with high speed traffic, so it can be difficult to escort children safely to local walking routes."

"Living in hilltown with 3 children, the cars drive very fast at all times. There isn't enough footpaths outside the village going any direction, makes it hard for walking/cycling. The route my child goes to school is not accessible for her to do on her own, there needs to be traffic lights installed closer to the school to allow for this."

"I live on a country road with loads of bends. While there's not a huge amount of traffic like in towns the cars, tractors, lorries go far too fast on the roads leaving it scary for cycling on. Walking not as bad because you can jump onto the verges but speed is a major issue and drivers not thinking that there could be someone walking or cycling around the corner. Needs more speed signs up in the area indicating the speed limit."

"Lack of footpaths in country areas exposing walkers to dangers. Cars parked on footpaths forcing pedestrians onto the road to pass."

Rural areas

Respondents living outside of villages or cities felt unable to safely walk, cycle or wheel and called for **improvements in rural areas**. A key improvement respondents wished to see is more **walking and cycling infrastructure**, and **greenways**. Some respondents suggested **disused railway lines** as safe active travel routes.

"The more rural parts of our area are often forgotten. I am a keen Walker with children under 4 needing to be in a buggy. The roads are in terrible condition with pot holes. Speeding is an issue and to walk any routes near my home (for example to whitewater picnic area) the existing footpaths are totally inaccessible as they are overgrown, damaged and not fit for purpose. More should be done to consider rural areas and improving opportunities for active travel- we are more restricted."

"It should be possible to walk, wheel or cycle between villages without being alongside 60mph roads. Even on footpaths it is unpleasant being in that situation and associated air pollution issues."

"Investment in Greenways are essential to the promotion of walking & cycling as a means of transport. It is a shame in such a scenic area as Newry & Mourne that off-road walking and cycling paths have not been developed."

"I only live a mile from Saintfield and cannot walk to the village because there isn't a footpath. The traffic is fast and therefore dangerous. Please help."

Accessibility

Another key issue raised was **accessibility**. Respondents felt pavements are often not accessible to **prams** and **wheelchairs**, due to narrowness, overgrown hedges or cars parked on pavements. Further concerns include **lack of street lighting**, and lack of provisions for **equestrians**.

"Survey could also include discussion of provision for safe off -road horse riding. There are not many of us but bridleways and trails are being closed or becoming unuseable. This forces riders onto roads with dire consequences. Also priority lately is given to bikes, and electric bikes, even over walkers. All can exist together if there is good communication and signage....and manners!"

"The footpaths in my local area are atrocious. Streetlights are constantly out and despite having a seafront, the accessibility is extremely limited and hazardous for walking/ cycling etc. Accessibility is zero for wheelchair and mobility scooters"

"I'm not interested in cycling but trying to walk anywhere in our area with a double buggy is a nightmare. The Camlough road is a death trap with speeding drivers and cars parking on pavements. There are no decent flat, concreted walking routes anywhere around me."

"Especially in relation to wheeling any surfaces should be wide enough to take a double pram and/or wheelchair at the same time. Alot of pavements do not have flat surfaces and makes it very hard to push a wheelchair and/or a pram. The pavement surfaces should be regularly checked for any damage and that it is level especially coming down off a footpath to cross a road."

Maintenance of roads and paths

A common issue raised by respondents was problems with the **maintenance of the street environment**, in particular issues relating to **road maintenance, pot holes** and **dog litter**. This was highlighted as a barrier to people being able to enjoy the area and travel safely.

“The state of disrepair of the roads in the area is a barrier to more cycling.”

“If the footpaths were cleared of dog poo and not dug up and patched up every few months it would make walking more pleasant and safer.”

“As a keen leisure cyclist I find the main problem in my rural area is the pot holes in the roads which make it very dangerous during the day as you tend to take evasive action to avoid these and could end up in the path of other traffic. Then at night time these are dangerous as you may not be able to see the potholes and could be thrown off or have you and/or your bike severely damaged.”

“Need hedges on footpaths trimmed more regularly so they are not obstructions.”

“Pavements in the public realm schemes have been too slippery when wet and drainage channels too narrow/deep so wheels from chairs and prams get caught in them.”

Further comments

Other comments raised by respondents included issues relating to traffic calming on **school streets** and **back roads**, the need for better **signposting**, more places to **park and ride**, and more **cycle stands / storage**. Respondents also commented on the need for **behaviour change initiatives**, such as cycle training, cycle to work schemes, and improving **road behaviour** of both drivers and cyclists.

“Part of the issue is the attitudes of drivers who fundamentally believe that cyclists shouldn't be on the roads. When cycling, you get harassed, beeped at, cars overtaking dangerously and too close. An awareness campaign needs to be started, and perhaps more information about cyclists in driving tests.”

“It is very difficult for children in rural communities to travel actively to school because of the traffic on the roads on route to school. Park and ride/stride are terrific and I think we need more of these in our council area.”

“There are no places to lock bikes up securely in Downpatrick, no where at all.”

“I am very supportive of making our locality a lot more environmental friendly in the light of the necessity and Global requirement for major changes. This area of outstanding natural beauty needs a lot more infrastructure expenditure for walking and cycling going forward.”

“It's terrible the number of cars using back country roads as short cuts to avoid the towns and villages and most speed on these country roads. This makes these roads very unsafe for children walking and cycling.”

4.0 Potential interventions

4.1 Views on potential interventions

We asked respondents to what extent they agreed or disagreed with 12 statements about potential active travel interventions for the area. These questions were optional but the response rate was high with an average 98% response rate across all questions. The percentages presented here are based on the total of responses for each question. All interventions were supported by over 70% of respondents; 4 interventions even received over 90% support. 93% strongly agreed / agreed with 'More should be done to enable walking or wheeling for short trips in the area' (899 respondents) and, 'More should be done to improve safety for short cycle trips in the area' (901 respondents).

Overall, residents are very supportive of infrastructure improvements to encourage active travel, with the majority of respondents strongly agreeing / agreeing with the statements, 'More safe protected/traffic free-cycle routes created across the council area', 92% (892 respondents) and, 'More leisure destinations for walking and cycling in parks/forests across the council area', 88% (854 respondents). Traffic safety improvements also received high support: 84% strongly agreed / agreed with 'Measures introduced to reduce vehicle speed on side roads/streets' (802 respondents), and 79% strongly agreed / agreed with 'Temporary traffic restrictions outside schools at peak hours to improve safety and air quality' (760 respondents).

Even the least favoured intervention, 'More car free areas in towns and villages', had over 75% support (724 respondents) with only 10% strongly disagreeing / disagreeing (99 respondents).



74% of respondents think park and ride facilities to larger town centres should be improved



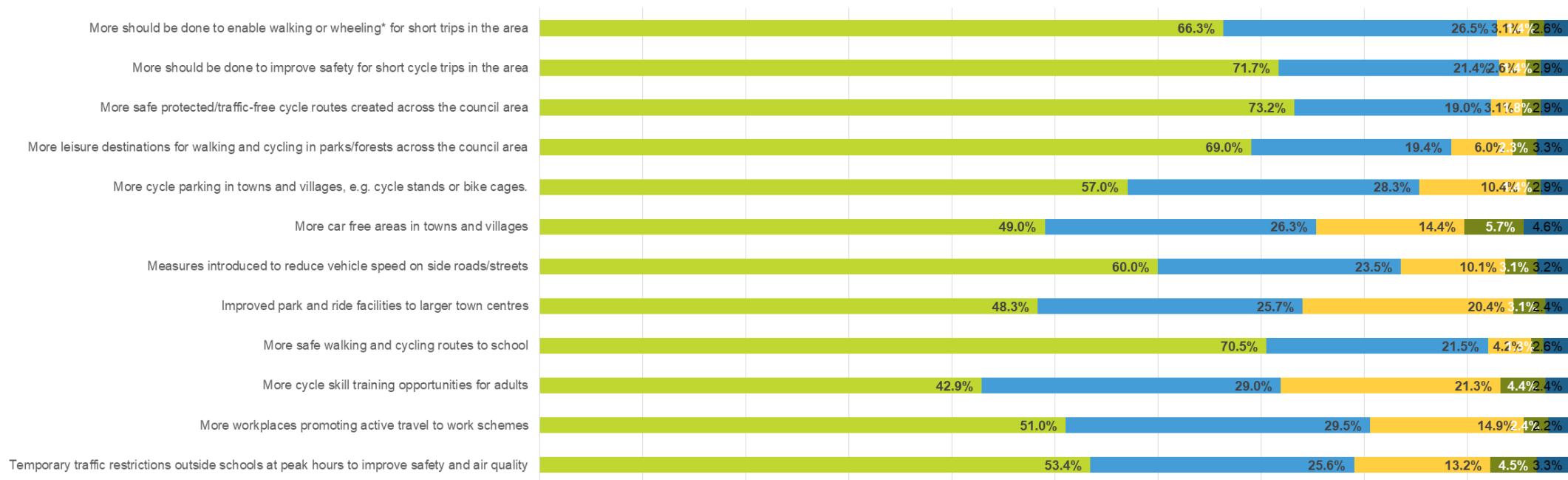
81% of respondents think more workplaces should promote active travel to work schemes



88% of respondents think there should be more leisure destinations for active travel in parks/forests

Figure 9: Respondent views on potential interventions

What potential interventions would you like to see in the council area?



| | More should be done to enable walking or wheeling* for short trips in the area | More should be done to improve safety for short cycle trips in the area | More safe protected/traffic-free cycle routes created across the council area | More leisure destinations for walking and cycling in parks/forests across the council area | More cycle parking in towns and villages, e.g. cycle stands or bike cages. | More car free areas in towns and villages | Measures introduced to reduce vehicle speed on side roads/streets | Improved park and ride facilities to larger town centres | More safe walking and cycling routes to school | More cycle skill training opportunities for adults | More workplaces promoting active travel to work schemes | Temporary traffic restrictions outside schools at peak hours to improve safety and air quality |
|----------------------------|--|---|---|--|--|---|---|--|--|--|---|--|
| Strongly Agree | 642 | 694 | 708 | 667 | 548 | 471 | 576 | 461 | 677 | 409 | 491 | 514 |
| Agree | 257 | 207 | 184 | 187 | 272 | 253 | 226 | 245 | 206 | 277 | 284 | 246 |
| Neither agree nor disagree | 30 | 25 | 30 | 58 | 100 | 138 | 97 | 195 | 40 | 203 | 143 | 127 |
| Disagree | 14 | 14 | 17 | 22 | 13 | 55 | 30 | 30 | 12 | 42 | 23 | 43 |
| Strongly disagree | 25 | 28 | 28 | 32 | 28 | 44 | 31 | 23 | 25 | 23 | 21 | 32 |

4.2 Views on school interventions

46% of respondents indicated they have school-going children in their household (461 respondents). We asked these 461 respondents to comment on 7 factors that would make it easier to travel to school actively. All factors were supported by the majority of respondents. The factors that received the highest amount of support with 90% of respondents strongly agreeing / agreeing were, 'Safer walking routes' (407 respondents) and, 'Safer cycling routes' (402 respondents). These two factors also received the highest share of respondents strongly agreeing: both 74%. A further 78% of respondents supported slower traffic speeds near school (347), and more cycle training for children (335).

Less than 6% of respondents strongly disagreed with each factor. The least favoured factor was 'restricted traffic around schools at pickup and drop-off times'; perhaps reflecting that respondents still want the option to drive their child to school if needed, as noted in the 'open text responses' box. However, only 12% strongly disagreed / disagreed with this factor (54 respondents), and over 68% still agreed / strongly agreed (300 respondents).



74% of respondents think a walking bus would enable more active travel to school



53% of respondents think having more secure cycle/scooter storage at school would enable them to travel to school actively

Open text responses

Open text responses gave further insight into improvements respondents wished to see on the school run, and in school streets. Key suggestions were **safe active travel routes, cycling training, and improved public transport.**

"Segregated cycle lanes are needed in the region to provide safety for children and adults commuting to school or work."

"I drop my kids to school by car in the mornings on my way to work. I would be unable to drop them any other way and still travel to work in time. Accessibility is not always the issue."

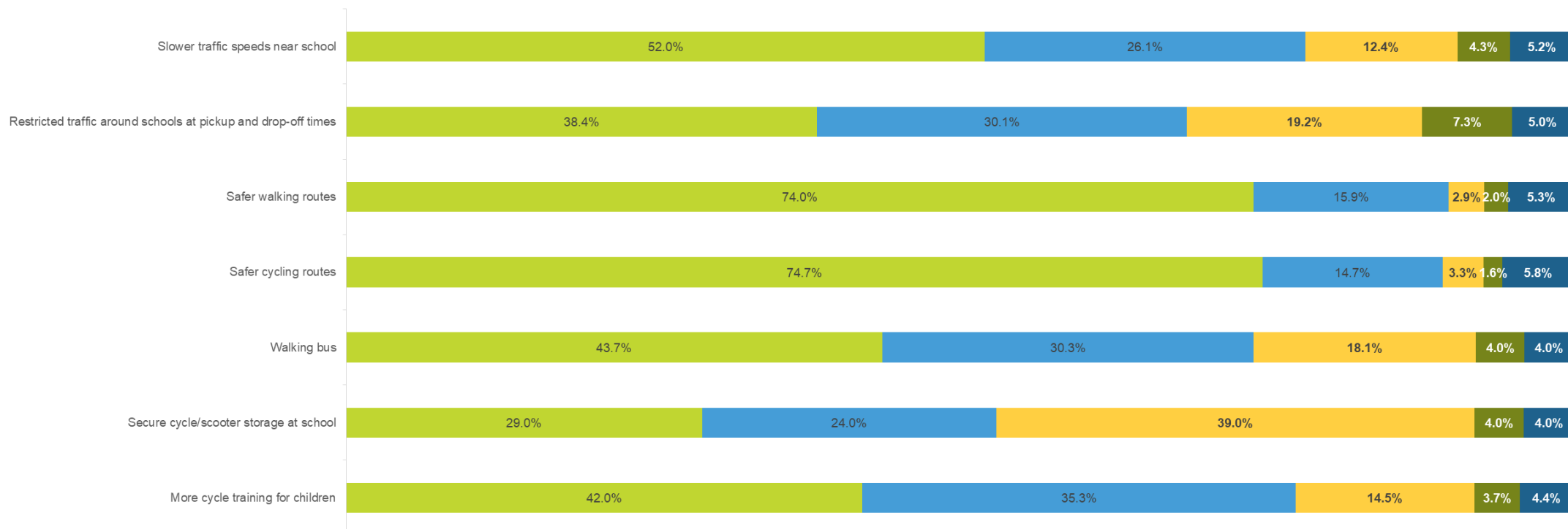
"We need cycling routes and school cycling training."

"It is very difficult for children in rural communities to travel actively to school because of the traffic on the roads on route to school. Park and ride/stride are terrific and I think we need more of these in our council area."

"More speed bumps needed around schools and back roads that are used frequently i barely walk on my road with two young children in fear off the traffic people won't slow down now when they see people walking."

Figure 10: Respondent views on potential interventions for school travel

To what extent do you disagree or agree that the following factors would make it easier for you or your child/ren to use active travel to school?



| | Slower traffic speeds near school | Restricted traffic around schools at pickup and drop-off times | Safer walking routes | Safer cycling routes | Walking bus | Secure cycle/scooter storage at school | More cycle training for children |
|----------------------------|-----------------------------------|--|----------------------|----------------------|-------------|--|----------------------------------|
| Strongly Agree | 231 | 168 | 335 | 336 | 186 | 122 | 182 |
| Agree | 116 | 132 | 72 | 66 | 129 | 101 | 153 |
| Neither agree nor disagree | 55 | 84 | 13 | 15 | 77 | 164 | 63 |
| Disagree | 19 | 32 | 9 | 7 | 17 | 17 | 16 |
| Strongly disagree | 23 | 22 | 24 | 26 | 17 | 17 | 19 |

4.3 Further insights on potential interventions

Of the 455 open text responses, 188 made suggestions on potential interventions in specific places.² Some places were frequently recurring and had strongly expressed opinions on improvements. It would be useful to consider these when thinking about place-based interventions in the 10 year Active Travel Masterplan, in light of where they are felt most needed by the residents in the council area. Below are examples of frequently recurring place mentions.

BT34

A lot of respondents commented on the need for an active travel route / greenway between **Burren, Warrenpoint and Rostrevor**, claiming the current walking and cycling provisions are unsafe. A further key issue is the lack of a safe footpath on **Crieve Road and Rostrevor Road**, and the need for a safe active travel route between **Hilltown to Rathfriland**. Further comments were made on the need of **traffic calming measures** in both urban and rural areas, and the need for a **park in Newry**.

"It is such a shame we live so close to a beautiful coastline and walking either Warrenpoint or Rostrevor direction is not an option due to traffic the footpath at the turnoff to Moygannon football pitch is a disgrace forcing prams onto the road. Walking kids to school isn't an option, the Rostrevor Road is crazy and to go up the Rath Road with a pram would be unthinkable. We get in the car to go anywhere when we love to walk."

Basically around Warrenpoint there are so many Lorries and vans so cycle lanes from Warrenpoint to Rostrevor and beyond would be good. Out to Burren directly or via the mound road or both. I am 50 and love cycling but it is currently too dangerous.

"Crieve road Newry- residents cannot safely access the town via foot for both adults and children as there is no footpath. A lot of cars (especially in rush hour) cut off the hilltown road onto this road at speed and leave it a very unsafe road for all users on foot. There is a very bad bend with a blind spot that is a very bad accident waiting to happen. Please prioritize accessing this road for the safety of our residents. A functioning foot path and ramps are 100% necessary please."

"A safe, well maintained footpath the whole way from hilltown to rathfriland would be a good measure and well used. It would enable more people to use this already busy route for walking/running especially in the darker months. It is long overdue!"

² Only postcodes are analysed where there was a significant amount of responses.

BT30

A key issue for respondents is the lack of safe footpaths between **Ardglass, Killough and Downpatrick**. Respondents also commented on high speed on rural roads, poor road maintenance and poor street lighting, particularly on **Strangford Road and Seaforde Road**.

"No path between Ardglass and Downpatrick or Killough to Downpatrick. The road is very dangerous to walk or cycle on and if there was a path I would make use of it."

"Speed should be reduced on ardglass Rd from the crew road to ballyhosset Road as many children now in this area."

"The walk to the beginning of The Lecale Way at Ardilea Road, from Clough, is a significant risk for walkers/cyclists. The short stretch of road on the Blackstaff Road suffers from cars at ridiculous speed and no footpath / lay-by to stand in safely with children."

"more lighting along seaforde road - feel unsafe walking that road as it gets darker :("

"Please tarmac path from Janes shore to Belfast road at BT30 6 Cut hedges right back on all footpaths to allow safe walking with a double buggy or two people."

BT24

Respondents commented on the need for **linked up active travel routes**, particularly greenways on old railway lines, in **rural areas**, and from and to **Ballynahinch**. Respondents from **Saintsfield and Spa** also wished for safe paths away from traffic. Respondents were concerned about traffic speed on country roads, lorries and the maintenance of existing paths.

"Footpaths in Saintfield are very narrow near school and non existent on road to local park. Unsafe to cycle on the road with young children and nerve wracking walking along some footpaths with huge lorries, vans and cars hurtling past at high speeds. Also total disregard of traffic light signals by motorists and few safe crossing points."

"Why not open up all the old railway lines as cycle routes? Newcastle to Downpatrick to Ballynahinch to Comber!"

"A footpath extending to Ballynahinch from spa would be fantastic. This road is very busy but is used by many pedestrians and runners and cyclists every day. This would allow families to walk to school or into town for groceries."

"A pedestrian crossing with traffic lights should be installed on the busy Dromore Rd in Ballynahinch. Traffic speeds along this straight rd out of the town."

"BT24 definitely needs a park and ride area to facilitate Belfast commuters. They take up all the free parking spots every morning around the town and then shoppers can't use them."

BT33

Respondents commented on the need for a greenway between **Newcastle and Downpatrick**, and **Dundrum and Clough**, and active travel links between amenities and green spaces throughout the county, particularly to **Tollymore Forest Park**. A number of respondents also suggested a cycle path between **Kinghill Avenue and Tipperary Woods**. Respondents raised safety concerns over **Bryansford Road** and wished for better paths around **Dundrum**.

"A Greenway has been discussed using the old railway going between Newcastle to Downpatrick I think this would be a great investment and bring us in line with Greenway in Belfast and Lisburn council areas."

"There needs to be a footpath from Newcastle to Bryansford to enable locals to walk between the two & also for pedestrians to access Tollymore Forest Park."

"Safe access from kinghill/Tullybrannigan Avenue through Tipperary Woods would make the town much more accessible by bike or foot."

"I live in Dundrum and its not safe for local adults, children or tourists to walk or cycle around due to the poor standard of walking/cycle routes and the speed of traffic entering and or leaving the village."

BT35

Respondents suggested a footpath between **Meigh and Slieve Gullion Forest Park** to address safety concerns on **Dromintee Road**. Safety concerns were also noted on **Chancellor Road**, **Ballintemple Road** and **Wood Road**. Respondents wished to see more footpaths in **Camlough**. Respondents were also concerned about the lack of cycle lanes, as well as the maintenance of existing roads and paths.

"Camlough needs some extra footpaths to enable people to walk and enjoy the beauty of our lake and surrounding areas. I have to walk along a main road - cars rushing past and there is loads of room to build a footpath."

"Park and Ride facilities for Newry should be a priority and the city centre should be pedestrianised with disabled access."

"Serious enforcement of speed limits needs to happen on chancellor's road, Watson's road, Flagstaff road etc."

"There should be a footpath on the road outside of Meigh heading towards Dromintee to allow for safe walking near the busy road."

5.0 Respondents

We asked respondents two personal questions to determine how representative the survey respondents were.

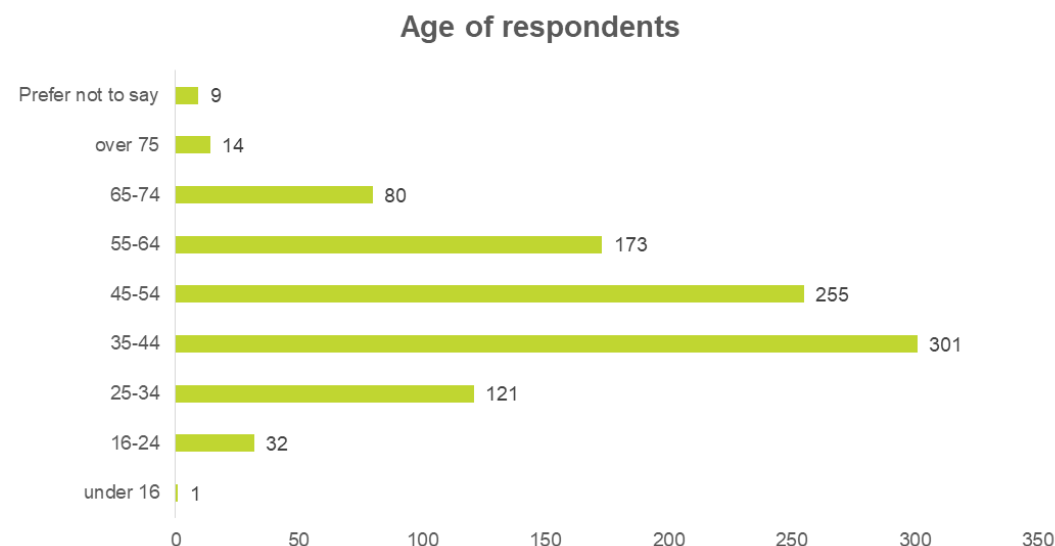
Gender

The survey had a slight overrepresentation of female versus male respondents. Of the 986 respondents who answered the question, 61% said they were female (604 respondents) whereas 371 stated they were male (371 respondents). The 2019 NISRA census estimated in 2019 that 49.6% of the district population was male, and 50.4% was female.³ 1% (11 respondents) preferred not to say their gender, and no respondents selected 'I identify in another way'.

Age

The survey had an underrepresentation of those aged under 34 and over 65, and an overrepresentation of those aged 35-44.⁴ Of the 986 respondents who answered the question, 0.1% of participants (1 respondent) were under 16, 3% (32 respondents) were 16-24, 12% (121 respondents) were 25-34, 30% (301 respondents) were 35-44, 26% (255 respondents) were 45-54, 18% (173 respondents) were 55-64, 8% (80 respondents) were 65-74, 1% (14 respondents) were over 75, and 1% (9 respondents) preferred not to say. The 2019 NISA census estimated 30% of residents were within the age band 16-39, and 32% in the age band 40-64.⁵

Figure 11. Age of respondents



³ Northern Ireland Statistic and Research Agency, "Population Estimates for Newry, Mourne and Down Local Government District," *NISRA*, June 2020, <https://www.ninis2.nisra.gov.uk/public/AreaProfileReportViewer> (accessed 24 March 2021).

⁴ This may be a reflection of how the survey was promoted, largely on social media, and the demographics of the followers on those platforms. Different methods of promotion and participation could be considered for future surveys given more time and available resource.

⁵ Ibid.

6.0 Appendix

6.1 Open text comments

| BT23, BT24, BT25 | |
|------------------|---|
| 1 | Can we consider a common yearly subscription for all parks in the Newry and Down area? It seems crazy to have to pay separately for everywhere. |
| 2 | off road walking routes should be better maintained where they exist e.g. Lecale way. And created where they do not currently exist e.g. old railway lines |
| 3 | Stop large lorries / articulated vehicles driving through the village and negotiating junctions where they have to go beyond normal traffic boundaries. |
| 4 | Footpaths in saintfield are very narrow near school and non existent on road to local park. Unsafe to cycle on the road with young children and nerve wracking walking along some footpaths with huge lorries, vans and cars hurtling past at high speeds. Also total disregard of traffic light signals by motorists and few safe crossing points. |
| 5 | More new and existing footpaths widened to allow wheelchairs, buggies etc to pass walkers. |
| 6 | Establishment of a greenway for walking/ cycling |
| 7 | We have plenty of places to walk so please dont put our tax money into more. We need cycling routes and school cycling training |
| 8 | More bike lanes. More parks where bikes are allowed . More Greenway areas . MTB parks . Etc |
| 9 | Traffic free cycle paths are so important for encouraging families to cycle together. There aren't enough traffic free cycle paths in the area. A greenaway in the area would be a fantastic idea! |
| 10 | As can be seen from my responses I feel strongly that there needs to be restrictions on speed on the Main Street in the village of Saintfield and roads around it. Drivers need to be unaware of the speed they are going and the impact on those who are foot or cycling/wheeling. Those without access to a car have little choice unless they are members of The National Trust or prepared to pay admittance charges. |
| 11 | There should a cycle/walking path along the old. Oh th Down railway line. |
| 12 | I only live a mile from Saintfield and cannot walk to the village because there isn't a footpath. The traffic is fast and therefore dangerous. Please help. |
| 13 | It would be great to have a safe and free area for families to walk, away from the main roads. Like a community park |

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| 14 | We should invest in cycle education in primary schools. Past two year of p7 children have missed cycling proficiency. We should not waste rate payer money on more public spaces we have enough. But should be looking after what we already have. Places like the heritage garden are rarely open to enjoy. |
| 15 | We have enough spaces but they cant be used. The litter and upkeep is very poor and too many kids are damaging them once damage is not repaired the area declines faster. Spend money on upgrading and cleaning what we have already. |
| 16 | There is plenty of walking spaces but they are not looked after. Too much broken glass and drug use at the park, the walk areas are destroyed by vandalism. We should invest in areas we have and not ignore them by invest in new places. |
| 17 | The park in saintfield should be cleaned there is glass there which is dangerous. Too many parks are not cared for. We dont need more we need better. |
| 18 | Lack of footpaths in country areas exposing walkers to dangers. Cars parked on footpaths forcing pedestrians onto the road to pass. |
| 19 | Would live to see safe separate cycle lanes with a raised ledge between cycle lane and car lane, rather than just painted line |
| 20 | Saintfield needs somewhere car free to walk/run/scoot/bike that isn't national trust or paid that we don't need to drive to. Like carryduff A dog park/field would also be fab. Saintfields cobbles are lovely but hard to manoeuvre. Footpaths are very narrow especially from Poundbridge green down into the town at the corner. Also a footpath is needed at the bottom of new line as that is where the park is situated and it's so dangerous |
| 21 | Saintfield has no green park area for leisure and walking. The main street has no heavy goods vehicles restriction even though t was never designed for these. The street footpaths are in a very poor state of repair and unsuitable for wheelchairs. There are no pedestrian crossing at the community centre which has stopped use of this facility by the local schools. |
| 22 | The old railway tracks in the area should be developed as Greenways, joining Comber to Downpatrick. The Council should use its compulsory purchase powers for this. |
| 23 | Community bought field for park - need Grants and public body support to link to Railway potential Green Way - welcome further contact |
| 24 | Saintfield needs more walking routes around the village. The old railway line is an obvious choice yet nothing is done. Landowners should be encouraged to allow walking on their land; fencing would be an inducement. |
| 25 | No more areas needed what we need is for the walking spaces we have to be cleaned up. Dontvpur more of our rates into areas to not be used because they are in disrepair. |
| 26 | Why not open up all the old railway lines as cycle routes? Newcastle to Downpatrick to Ballynahinch to Comber! |
| 27 | Segregated cycle lanes are needed in the region to provide safety for children and adults commuting to school or work. The council should develop a greenway spin the already congested A24 Newcastle to Belfast road to give commuters a safe alternative to car transport. The council should provide a park and ride facility at Drumaness and Ballynahinch serving commuters into Belfast. A more reliable bus service is also essential to making this a more attractive alternative for commuters. |

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| 28 | Flashing speed signs outside the school. Safer walking, running and cycling routes like along the old railway lines. |
| 29 | Lorries should not be allowed down country roads at school times. I have photos of extremely dangerous situations where lorries have been blocking kids getting out of school. |
| 30 | Langley road playing fields could be a great area for recreation but the playground has a meagre selection for either very small children or very big children nothing suitable for the 3-7 age group. There could easily be an outdoor gym or something similar to encourage the area to be used and increased lighting in the evenings as the playground is completely unusable in the darker evenings |
| 31 | Footpaths are needed to ensure safety for pedestrians on busy country roads |
| 32 | A footpath extending to Ballynahinch from spa would be fantastic. This road is very busy but is used by many pedestrians and runners and cyclists every day. This would allow families to walk to school or into town for groceries. |
| 33 | I like to cycle however have been put off by the lack of cycle paths in the Ballynahinch area. The traffic is so busy and fast that it makes me feel extremely unsafe, especially when drivers pass to close and too fast. A dedicated cycle path between towns and villages would make a huge difference to encourage many people to take up active travel. (Eg. Ballynahinch to Newcastle) I believe a lot of drivers don't consider how vulnerable cyclists (and walkers) are on the roads. |
| 34 | Speed of cars is a major problem, i do not feel safe walking or cycling on country roads with my children. No safe, car free green space my town to walk or play. We have to drive to get to a forest or other green space |
| 35 | Can sit for well over 40 mins to get through Ballynahinch to my area at peak times!! Get the bypass sorted - air pollution rockets everyday of the week |
| 36 | A pedestrian crossing with traffic lights should be installed on the busy Dromore Rd in Ballynahinch. Traffic speeds along this straight rd out of the town. Many places of interest are along this road including dr surgery, primary school, several churches, residential housing & the cemetery. The Rd service said it is already better serviced by patrol man at the primary school. But I disagree, this is only during school term & weekdays. What about all the other times? |
| 37 | BT24 definitely needs a park and ride area to facilitate Belfast commuters. They take up all the free parking spots every morning around the town and then shoppers can't use them. High street also needs a red zone deliveries only space by Gordon's chemist as constant deliveries on that street blocks traffic and causes mayhem. |
| 38 | Definitely a better bus route to Lisburn from ballynahinch |
| 39 | I totally disagree that when road works are being done that traffic diverted through residential areas and make people aware of this route to use in future and also when there is facilities already in an area , to complete a walk like back of community centre in Ballynahinch surly to upgrade a walk and cycle park isn't too much of an ask!! |
| 40 | As a person with limited mobility there is no where within Ballynahinch to park cars near bus stops. If you park in one area to go to work you have to walk a distance when dropped off from bus. We need a park and ride area. |

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| 41 | Ballynahinch lacks green space- socialise/sit/relax (Pandemic). Car parks- redevelop into green spaces- encourage walking (places to rest). Poor cycling infrastructure. Ballynahinch roads wide- support cycle lanes. Electric bike- safe/secure storage would encourage more cycling, integrate cycling and walking. 'Parklets' offer place of rest, socialise. Sports facilities non-existent/ low quality. Does not encourage active travel- potential to improve this. |
| 42 | Ballynahinch is constantly overlooked. The success of Montalto shows there is a great need for more walking areas in our town. Montalto is only open 5 days a week- when it is open, so we need a safe place to walk. |
| 43 | Need to encourage active lifestyles by providing safe environments for families to exercise together |
| 44 | Ballynahinch needs a designated cycle area |
| 45 | Ballynahinch had very poor access to walking and zero cycling facilities considering its size |
| 46 | Creating a footpath between local villages to ballynahinch would create a safe place to exercise in winter months. If you live in Saintfield, you can safely walk to Carrickfergus and beyond. We can't even reach Spa. Ballynahinch Greenway Please! |
| 47 | Better, more affordable public transport in the area would help too, it's cheaper to drive which is ridiculous! |
| 48 | Far too fast traffic flow on one way system very dangerous around cafe rossi area |
| 49 | I once contemplated walking my newborn around the cemetery as there is no accessible park in Ballynahinch. To walk a nice park route we need to travel 5 miles minimum |
| 50 | There is no park or area to walk in in Ballynahinch during early mornings or in evening. Only main streets of town. Currently nowhere to meet up with a friend outside for coffee, chat, and very few greenways. There's a river walk but not suitable for walking in dark or on your own. We need more green spaces in Ballynahinch urgently. This has been brought to the fore by the pandemic and restrictions. |
| 51 | From my home at Spa I and many neighbours feel we cannot venture out on foot or bike safely due to lack of footpaths and traffic speeds. The roads are cut throughs for traffic avoiding Ballynahinch, hence speeds well in excess of limit. |
| 52 | ALL School zones in Australia have speed cameras which activate during peak time, 20mph is the max |
| 53 | Build a Community green way from ballynahinch to Spa from Millbank Grove alongside the river, this can lead to Montalto Estate |
| BT30 | |
| 54 | Cheaper bicycles or subsidised or pay and ride bikes/scooters |
| 55 | Traffic speed through Dundrum is to high. Narrow pavements at Mourne sea food and between school, and keel point need protective barriers. People are keen to cycle but main road is dangerous. |

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| 56 | The street lighting is appalling (not enough lights, low beam and only on one side of the road) on Strangford road. So many people use this road for walking, cycling, running and the width of the pavements inadequate too. Poor lighting, narrow pavement and the speed the cars travel make this road extremely dangerous. I would never let my children walk to school along this road. |
| 57 | Alarming facts regarding air pollution including exceeded limits in Downpatrick: https://www.assemblyresearchmatters.org/2019/06/20/what-exactly-are-the-air-pollution-impacts-on-health/ Investment in greenways would benefit people's health and the environment - good examples are Connswater, Comber and Great Western. Road safety enforcement - more needed. Change in mindset/education. Local Development Plan process - incorporate walking/cycling infrastructure and the use of Homezones. |
| 58 | Please tarmac path from Janes shore to Belfast road at BT30 6 Cut hedges right back on all footpaths to allow safe walking with a double buggy or two people. Do this immediately to show you are serious in your concern for walkers. Fix potholes at the edges of roads for cyclists. |
| 59 | As a society we have to rapidly adopt a more sustainable, healthier and less polluting means of travel. Society will be slow to adapt to that change unless convenient and safe infrastructure is available. This shift cannot only be a forced change from bottom up, it needs to be led from top down, on all fronts, with proper funding and 'will deliver' outcomes mindset. |
| 60 | Living in Demense in dpk it is unsafe for children to walk to school as busy road with 3 blue light services being located of this road and no traffic crossing to make safer for pedestrians. Also increase in traffic from council nihe etc all working in this area |
| 61 | The state of disrepair of the roads in the area is a barrier to more cycling. |
| 62 | Just look at how many people take their exercise on footpaths in the evening around Downpatrick (alongside busy traffic) vrs other towns in Newry and Mourne.....there is NOWHERE safe to exercise in Downpatrick |
| 63 | Build greenways linking villages and towns. Take more advantage of the river quioile to encourage being active (extend the path to inch abbey and beyond). |
| 64 | The main issue stopping active travel is the lack of segregated cycle lanes. School children could very often walk or cycle to school but the lack of suitable routes impedes this. |
| 65 | The local lecale ways are often overgrown. fine stone gravel laid on these routes would open them up to cyclists and walkers |
| 66 | I am retired so don't like to comment on workplace active travel |
| 67 | There used to be a cycle path to inch abbey from Downpatrick but it is all faded and the cars park on it. There are no bike boxes at traffic lights. There are no places to lock bikes up securely in Downpatrick, no where at all. There are no bike lanes in Downpatrick. There are some paths but they need to be maintained to make them safer for bike trailers. If you walk there is dog poo everywhere which is horrible for the kids going into school. |
| 68 | Cycle lanes should be encouraged for safe road use but also connecting towns |
| 69 | N/a |

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| 70 | I would like to see road signs warning drivers that pedestrians may be walking on country roads. Also to educate walkers on best side of road to walk for safety of both drivers & pedestrians |
| 71 | Downpatrick to Ardglass greenway please |
| 72 | Parking areas provided at places such as ballynoe stone circle and st Patrick's well. Walkways maintained by hedge cutting and styles maintained with areas for dogs, walkways and cycle lanes beside roads such as strangford to kilclief /ballyhornan beaches. Better access to killard point. toilet facilities provided.Greenways provided at railway lines Killough Ardglass downpatrick Newcastle extended to comber. Cycle access raholp to Killyleagh by quoile |
| 73 | As a keen leisure cyclist I find the main problem in my rural area is the pot holes in the roads which make it very dangerous during the day as you tend to take evasive action to avoid these and could end up in the path of other traffic. Then at night time these are dangerous as you may not be able to see the potholes and could be thrown off or have you and/or your bike severely damaged |
| 74 | Would like footpath to extend full way into ardglass- Rd is very busy and fast too dangerous to walk/cycle further with kids |
| 75 | As always, i see horses are excluded from your survey. I am disabled and my hobby is driving my pony and cart. There are NO horse driving facilities in the Downpatrick area. The speed and ignorance of motor vehicle drivers on roads is astounding and lethal, and must be addressed. |
| 76 | Narrow roads + no footpath + national speed limit = dangerous to walk to beaches or National Trust |
| 77 | Would also like to see footpaths and street lighting increased to allow walking safely in winter months. |
| 78 | I live in Ardglass and there is no safe way to walk / cycle out of the village - every road in and out of the town is dangerous. |
| 79 | No path between Ardglass and Downpatrick or Killough to Downpatrick. The road is very dangerous to walk or cycle on and if there was a path I would make use of it. |
| 80 | The traffic is too fast and all the neighbour's living in the area are scared because the speed car. We had the police and speed control was out. |
| 81 | Roads full of potholes making cycling dangerous |
| 82 | Should be wider and more assessable paths and a frw bencheds especially with ppl with walking difficulties |
| 83 | I feel kilough to Coney island to Ardglass should all be accessible by a path. People could walk freely and safely from one to the other. |
| 84 | It is very dangerous to walk with no sidewalk |
| 85 | I have a mobility issue and feel unsafe walking where there is no footpath Im also conscious that children should be walking on a footpath. Cycle lanes are the best way to enjoy our beautiful countryside |
| 86 | Need a footpath between Ardglass and Killough ASAP!!? It is far too dangerous to walk on the ROAD!! |
| 87 | Need footpaths from Ardglass to Killough as the road is very dangerous for children walking to and from the caravan park. |
| 88 | Speed should be reduced on ardglass Rd from the crew road to ballyhosset Road as many children now in this area. |

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| 89 | Survey does not take in inability to walk or cycle as mode of transport apart from leisure due to old age and arthritis and hills, so therefore need car to get about, there being no public transport. Too many leisure cyclists making roads dangerous |
| 90 | I travel from Dpk to Belfast daily for work, the road system is atrocious and I have to leave me car in a side street In Dpk to use the bus. I'm hoping it's going to be safe during the day. An out of town park and ride would be ideal, with bus times that actually suit people, no late night facility to Dpk. |
| 91 | More extended walking routes in smaller villages with limited walking infrastructure. |
| 92 | The walk to the beginning of The Lecale Way at Ardilea Road, from Clough, is a significant risk for walkers/cyclists. The short stretch of road on the Blackstaff Road suffers from cars at ridiculous speed and no footpath / lay-by to stand in safely with children. It's unfortunate that such a wonderful route has such little access for local walkers and families, as it is not always convenient to drive there by car. |
| 93 | A Greenway like that in Belfast from the town towards Belfast or Newcastle |
| 94 | More bike security racks/holders at leisure destinations, beaches, parks, such as Tyrella etc to leave bikes securely padlocked, if people are cycling to the beach. |
| 95 | more lighting along seaforde road - feel unsafe walking that road as it gets darker :(|
| 96 | More places to walk dogs OFF leads. |
| 97 | There are no footpaths or good walking areas to get from 1 village in South Down to another. Lisburn, Belfast, Bangor, Comber, Antrim all have good walking areas, we have nothing. We have to drive miles to get somewhere decent to walk. Most disappointing and neglected council borough |
| 98 | Survey could also include discussion of provision for safe off -road horse riding. There are not many of us but bridleways and trails are being closed or becoming unuseable. This forces riders onto roads with dire consequences. Also priority lately is given to bikes, and electric bikes, even over walkers. All can exist together if there is good communication and signage....and manners! |
| 99 | We will on Cottage road in Seaforde and the small rural route is used extensively by large articulated lorries from local businesses such as Seafrode metals. These lorries and other traffic that drive at unsafe speeds along the road, and the surrounding rural roads make walking and cycling from the house dangerous. |
| 100 | More safe cycle lanes for young and old alike throughout the district |
| 101 | Active travel is often destination driven. Being able to walk / cycle safely to the local shop is a key factor that can influence transport decisions. 'A class' roads are too fast and aren't safe to walk or cycle. |
| 102 | Condition of the roads is terrible. Pot holes and broken tarmac on every road, makes cycling dangerous |
| 103 | We live in a rural location but once on the main road, you are EXTREMELY vulnerable to being knocked down by a vehicle. I would never walk/cycle with my children on the main roads. We need to follow the lead from Europe where cyclists and pedestrians can walk/cycle safely without fear of injury or abuse. |
| 104 | Local roads can be very busy with high speed traffic, so it can be difficult to escort children safely to local walking routes. |

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| 105 | No |
| 106 | Some rural roads are inaccessible due to farmers using them as their own private lanes covered in muck etc. Cant walk or cycle through it. |
| 107 | Cycling on main roads is hazardous, there have been fatalities. More protected long distance cycle routes are needed. More traffic calming on side streets and back roads too reduce people cutting through at speed. Better walking routes and rights of way in the country. |
| 108 | The NMDDC area is covered in disused railway lines which should be developed and harnessed as a healthy lifestyle option & tourism attractor. The main Road from Crossgar to D'patrick is used by so many commuters and school kids who sit in vehicles in traffic jams, create a cycleway using the already there wide footpath so much potential to increase people's health, reduce congestion and improve our environment. |
| 109 | Questionnaire is poor |
| 110 | It should be possible to walk, wheel or cycle between villages without being alongside 60mph roads. Even on footpaths it is unpleasant being in that situation and associated air pollution issues. |
| 111 | Improvement/changes to routes need to be closely aligned to existing routes to encourage people out of their cars. There are also some roads which are heavily transported and bisect villages. The only solution I can see for this would be to create alternative roads for heavy traffic to use (like a bypass). This might encourage people making shorter journeys to use alternative methods of transport like walking/cycling. |
| 112 | Speed limits are to high on Rural roads. Roads are not safe for walkers and cyclists |
| 113 | Bus service from Killyleagh to Belfast is very poor. By car 45 mins to city centre . By bus 1 hour 15 mins. Spends 20/30 mins round Comber and then detour round Tullycarnet which has a metro service. Quite pathetic |
| 114 | a) there seems to be several paths in my area that are not connected to each other b) a path along the Lough would extremely appreciated and a tourist attraction |
| 115 | Redo walk ways in Delamont |
| 116 | Footpaths should cleared and improved to make them easier to walk on in semi rural areas. Also more street lighting. More greenways for cycling would be great |
| 117 | Open up the old railway lines for off road walking and cycling. |
| 118 | More Greenway development, re-routing walkers away from cars, cycles routes away from cars. I need to use a car to go somewhere for a walk due to no pavements and dangerous road speed |
| 119 | I walk my dogs every evening. Speeding&Reckless cars despite a speed indicator sign by PCSP. I also cycle as exercise and use smaller country roads and use main roads to jump between routes. Those cars don't slow down as approach me despite high-vis, clear lights front and rear, is utterly disappointing and downright dangerous. I've had close calls, swerves, horn blasting and aggressive behaviour despite being a respectful rider on the road and ensuring I don't impede traffic as best I can. |

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| 120 | Maybe if the council cleaned & repaired ALL of the footpaths they are currently responsible for, then maybe more people would use them. After all, if we're paying an extra 1.59% on our rates I'd like to see the council spend it on the infrastructure, not on themselves! |
| 121 | We should be following the European cities outlook on cycle use and hopefully the public will change their mindset regarding the use of bicycles. |
| 122 | Part of the issue is the attitudes of drivers who fundamentally believe that cyclists shouldn't be on the roads. When cycling, you get harassed, beeped at, cars over-taking dangerously and too close. An awareness campaign needs to be started, and perhaps more information about cyclists in driving tests. |
| BT31, BT32, BT33 | |
| 123 | Footpaths would be really beneficial. I enjoy walking into the town but have to walk on the road and step into the hedge if a car comes. Footpaths into towns would help residents who live on the outskirts of the towns to walk in and use the local amenities as opposed to driving. |
| 124 | Not enough pavements and street lights to link more rural areas to larger towns and villages |
| 125 | Free public transport is essential |
| 126 | Maximum speed around schools should be closer to national average of 20mph and activity enforced with stiff penalties like double fines |
| 127 | In this area we have castlewellan forest park which caters for bikes and walking, along with new trails in the area. Perhaps think about keeping dogs on leads in these areas for people to feel safe to walk and cycle without being chased by dogs with owners unable to respond. It would be difficult to add in cycle lanes into this area and if offered would we see them being used, experienced cyclists will not use cycle lanes. Maybe also need to educate cyclists on laws of the road as well. |
| 128 | We need more cycle lanes, if buses were more efficient eg on time and more often it would help with the traffic, more trees planted I get the need for more paths but at the expense of woodland needs to have more balance, as it disturbs wildlife and often takes a long time before being replanted |
| 129 | There needs to be more space for cycling and walking net works |
| 130 | It is very difficult for children in rural communities to travel actively to school because of the traffic on the roads on route to school. Park and ride/stride are terrific and I think we need more of these in our council area. |
| 131 | We live in a most beautiful area, yet there are few off road footpaths to enjoy it from. The council should prioritise more public footpaths, and ensure the maintenance of existing ones |
| 132 | More cycle specific lanes in Newcastle and off road walking routes developed that have marked signs for winter months |
| 133 | Old historical Lanes in Dundrum are beautiful for locals walking around the village but the surface on these lanes is very uneven and highly dangerous. |
| 134 | A footpath from bryansford to Newcastle would improve the ability to walk to and from both destinations would be great. This would enable and encourage people to walk more with a safe Fittleworth where there is nothing now. A greenaway cycle route on the old railway line from negative would be amazing for locals and visitors! |

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- 135** Active travel to school/parks would be great but our roads are too narrow and cars fly along them. As there are no foot paths along much of the route it makes cycling or walking with children impossible.
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- 136** I would love to see a greenway developed to connect Dundrum to Clough and especially Newcastle. I have a young family all like ot cycle. But we have already experienced danger as cars drive way to fast past us. Even just through Dundrum, trying to get to Murlough nature reserve. We need greenways, cycle and safe walking routes around the local area, its becoming a must. Also traffic calmingon the Dromara road, the cars drive past the entrance to our development at 50mph in a 30 zone.
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- 137** There is no evidence anywhere to show shared walkways work safely and harmoniously. Bikes must be separated from wheelchairs and pedestrians.
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- 138** I am aware that where we live is reasonably safe but once you leave our estate, the main road (Bryansford Road) is so difficult to cross at busy times, especially with kids. For some reason there are gardens that have walls just across the path, forcing pedestrians to cross near a bend, it's madness. Across the road is a great network of paths through a green area but getting to it is a challenge, I definitely would let my P5 son cycle the short distance alone
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- 139** Murlough Avenue has too much traffic and surface is dangerous to walk on
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- 140** Biggest barrier to safe cycling is awful conditions of rural roads Phoenix gas digging has resulted in a network of pot holes which are hazardous to cyclists
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- 141** Would love better and safer walking paths around Dundrum, beautiful part of the world but extremely dangerous for walkers and cyclists.
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- 142** 20mph is a more reasonable speed limit for cars in proximity to pedestrians and cyclists. Safe routes from town to forest parks etc for active travel should be created , plus links from park to park eg Donard Forest to Tollymore. Many benches should be set along forest trails to encourage the less fit to walk there.
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- 143** I would love to see a safe greenway connection to Newcastle and Clough . Perhaps the old Railway line ?
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- 144** I live in Dundrum and its not safe for local adults, children or tourists to walk or cycle around due to the poor standard of walking/cycle routes and the speed of traffic entering and or leaving the village.
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- 145** People should continue to be asked, encouraged and facilitated to work from home to help reduce traffic, increase safer roads and improve air quality.
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- 146** Extending promenade to the harbour would have great benefits to the south end of the town and improve safety along that fast area of road. If the new promenade was constructed around the rock pool this would also protect this existing piece of heritage from erosion and damage from the sea. A forest walk or coastal path from the harbour to bloody bridge would be a great addition the parking here is a disaster in summer. Pedestrianising more of Newcastle main street.
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- 147** More pelican crossings needed near residential areas like Tullybrannigan.
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- 148** Footpath from tollymore park to Newcastle stop the non stop digging up off roads by phoenix gas who leave large signs on footpaths for weeks elderly on walking aids have to go out onto road also a a tripping hazard
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- 149** Most rural towns and villages have no footpath or cycle routes between them. Public transport especially in rural areas is too infrequent to be practical and in most cases there is no safe walking route to the bus stop. Tollymore Forest Park should have a safe walking & cycling route from Newcastle.
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- 150** Better maintenance on existing "active travel" facilities. E.g. put drainage channels on the footpaths in Newcastle's Islands park so it's usable after heavy rain. Newcastle needs a park and ride facility due to constant traffic jams causing pollution. The council's solution to this is to pave over grassed areas at Donard Park to encourage more cars.
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- 151** Cycle/walking link between Donard Forest, Tollymore Forest, Castlewellan Forest, Murlough and Bloody bridge. All these amenities should be linked by car free corridors & sufficient car parking provision at each main access point.
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- 152** Would like to see similar as the Comber greenway implemented in our council area to help promote healthier living and improve mental health for everyone.
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- 153** Too many car parks, providing too much free parking, paradoxically encouraging greater reliance on cars, gobbling up scarce green space in our towns and cities. I'd prefer to use my bicycle and buses for most journeys. We need more local buses, and more bicycle- friendly urban design to encourage that. I'm over sixty-five and shielding due to the pandemic. I'm afraid to ride my bike due to the risk of injury and ending up in hospital.
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- 154** A Greenway has been discussed using the old railway going between Newcastle to Downpatrick I think this would be a great investment and bring us in line with Greenway in Belfast and Lisburn council areas
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- 155** Priority by vulnerability, wheelchair/buggy users first, then walkers, especially children, those with disabilities/health conditions (often invisible), elderly and finally cyclists. Separate routes for wheelchairs/buggies/walkers and cyclists. No promotion of through routes and tourism. No cyclists on pavements/footpaths.
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- 156** Dog fouling is a major issue in Newcastle especially in public areas like the promenade but also on residential streets such as golf links road. More evening patrols are required
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- 157** I do already cycle but I find even the minor roads can be busy and drivers quite often speed on these roads.
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- 158** There needs to be a footpath from Newcastle to Bryansford to enable locals to walk between the two & also for pedestrians to access Tollymore Forest Park. This would also ease parking problems in Bryansford. More double yellow lines needed in Bryansford & enforcement of parking tickets. Would also like to see more mountain bike trails in Tollymore Forest Park and in Donard Forest with minibus & trailer lift scheme introduced like they have in Kilbroney.
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- 159** Condition of maintenance of road and pavement surfaces is extremely poor. Regular maintenance is not being carried out in our Dundrum Village. Traffic of all kinds, vehicular and pedestrian, has been greatly interrupted by Utility works (Water, Gas and Broadband) Dundrum has had continuous pipe and cable laying for almost 3 years.
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- 160** P. transport needs to be improved. It's just 2 easy to jump in car to drop kids @ school, rather than them walk for 30 min, or me drive 10 min to bus stop - then bus journey. Lots of disjointed paths need to be connected up and for surfaces to be of the same quality. Huge opp to use road verges as cycle
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lanes.all new and upgraded roads should include min cycle path width.it's hard, but all good things are hard to achieve. we need to change, not do the same old things we were doing before Covid.

- 161** If there was a path through the woods at the bottom of my street I could walk to work every day. It takes longer to drive the long way than it would to walk if there was a path.
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- 162** Safe access from kinghill/Tullybrannigan Avenue through Tipperary Woods would make the town much more accessible by bike or foot. The hill climb out is otherwise prohibitive.
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- 163** Introduce a cycle path between Kinghill avenue and Tipperary woods to continue to Bryansford road (the mile). Continue to Islands park.
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- 164** Easier access through Tipperary woods from housing developments in upper tullybrannigan Newcastle. Allowing shorter walking and cycling routes to town centre and schools
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- 165** At the end of Kinghill Avenue in Newcastle there is an informal but steep and muddy pathway into the Tipperary Woods. It has been used for a generation to take people from this side of town to the town centre. Formalising and improving the safety of this pathway would be welcome, enabling wheelchair users in particular, ease of access to the town centre without getting into a car.
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- 166** Kinghill Ave is very steep; a path through Tipperary Wood would allow more people to walk or cycle into town. The slope down into the wood & the rough terrain through mean only fit & able people can use this handy shortcut. If a decent path was built, it would cut out a 20min to half hour walk the road way which I know puts many people off walking or cycling who chose to drive instead.
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- 167** While my locality has may excellent facilities to walk, cycle etc. access to them can be tricky - perhaps more cycle lanes could be a solution
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- 168** Newry needs a park
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- 169** Kilbroney car park has a cycle car park but it's not used by cyclists - they dominate the playground car park area Why?
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- 170** We live on Kilbroney Rd which has a 30mph zone and footpaths. One of our teenage children was hit by a work can flying through the zebra crossing on this road a few years ago. The speed of traffic /lorries,cars,mobiles means it is not safe for chn to cross the road, play, ride a bike or walk to school. We need serious traffic calming measures to encourage walking and cycling. The car is the safest route to school but if adequate speed control was in place we would walk/cycle everywhere.
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- 171** Reduce car parking in Newry - place is obsessed with car parking
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- 172** There are no cycling provisions. Traffic is horrendous, road surfaces are awful. Business are against pedestrianisation, local people are against cycling. Its dangerous to cycle through Newry to get to warrenpoint or omeath
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- 173** Newry as a town is spreading outwards, but these new housing area's do not have continuous footpaths to enable safe walking into Newry. This is what forces people to take the car for short journeys they would like to walk.
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| 174 | I live on a country road with loads of bends. While theres not a huge amount of traffic like in towns the cars, tractors, lorries go far too fast on the roads leaving it scary for cycling on. Walking not as bad because you can jump onto the verges but speed is a major issue and drivers not thinking that there could be someone walking or cycling around the corner. Needs more speed signs up in the area indicating the speed limit. |
| 175 | I would love to have a footpath on the Crieve Road. It is unsafe for me to walk to my daughters house in Cairn Hill. It is totally unsafe for children who live in Cairn Hill to walk to school.. it is a crime to have so many houses there and no proper footpath. I am very concerned. Do we have to wait for a serious accident before a footpath is put there? Why is the council waiting? |
| 176 | Children should be encouraged to walk to and from school; need a proper parknin Newry where people can walk, ride bikes, rollerblade and skateboard. It is ridiculous that in s city, we don't have a proper park |
| 177 | The footpath between Warrenpoint is in a disgraceful state and needs upgraded with separation from traffic and a safe cycle route between the two towns |
| 178 | N/A |
| 179 | A good time to consult on this at a time when we have seen some improvement because of lockdown. |
| 180 | Need more seating for walkers in towns villages and along walking/cycling routes |
| 181 | It is important to have vehicular access but it is equally important to facilitate pedestrians and cyclist. We need designated cycle lanes on all arterial routes. We also need a cycle route to link Newry towpath and greenway. |
| 182 | More pedesterain areas would be brilliant. Cycle lanes are needed. Whenever a road is being resurfaced a cycle lane should be included throughout the network. Even bollards on roads for cyclists and walkers. |
| 183 | I would like to see a more joined up footpath system in outlying areas to encourage walking for pleasure. This should be made a condition of planning permission for developments. |
| 184 | Please introduce a lower speed limit in our area. 40 speed limit outside school and the local area. Very little footpath leading to dangerous conditions |
| 185 | Interlinking cycle/walking routes around the Newry and mourne area, from town to town free of traffic would be ideal, for both commuting and leisure cycling. Meaning children and adults would benefit from a safe area to commute and exercise. It would also bring tourism to the area as we already have beautiful scenery, all that's missing is the safety to enjoy our outdoor passions |
| 186 | Need park in Newry Need to feel safe as woman walking. |
| 187 | If the footpaths were cleared of dog poo and not dug up and patched up every few months it would make walking more pleasant and safer |
| 188 | Unused pathways & public right of ways walk or cycle only lanes linking churches chapels and schools; use back roads. Guernsey they have public toilets at intervals, coffee kiosks leased out, income, maintain toilets, employment Walking and Cycling; social prescribing, health improvement. paving slabs curbstones and flagstones; offered for sale for engraving. |
| 189 | Greenways should have tarmac better cycle lanes and better cycle to work schemes that are open all year |

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| 190 | School traffic at St Mary's High School is a disgrace. Heavy school and public traffic. No traffic control at chapel hill. Dangerous for children crossing to get buses. Not supervised either. |
| 191 | Traffic restrictions into and around small town in the area are not being adhered too!! Greater measures need to slow drivers down. Serious lack of safe footpaths and lighting needs to be addressed. |
| 192 | We need more cycle lanes away from traffic. can we link the tow path in Newry right through to the new greenway. Main route in Newry need a cycle lane Belfast road Armagh road Dublin road. |
| 193 | Happy with the car. Can walk if want to but live too far from school and work and bicycles are annoying on the road |
| 194 | I did a bike to work scheme I love it, but lots of big lorries passing and it makes me feel scared. We need a city park to have a central area for people to be able to safely make their way too with family and friends. |
| 195 | Reduce car sizes pickup trucks are very dangerous on small country roads |
| 196 | I would love to feel comfortable to cycle in and around Newry. The lack of infrastructure is the main barrier. |
| 197 | I love cycling but we need to be realistic about cycling as an option in Newry due to the steep hills. |
| 198 | I live on the Crieve Rd, which is very popular with walkers. It is close to several schools (Ashgrove/Windsor Hill/St Ronan's/ Scared Heart / Abbey G.S Newry H.S, yet, we do not have a footpath. It is very unsafe for our children to walk to and from school. |
| 199 | A safe foot path on the Crieve road will be a life saver - there are a lot of pedestrians on this road with no footpath and very fast traffic - this makes for a deathly combination |
| 200 | We have started walking our children to and from school because they get less exercise through extracurricular activities due to the pandemic. They are 9, 7 and 4 and walking a mile is no problem to them but about 100m of the journey has no footpath (Crieve road, Newry) and I am very concerned for their safety. The road has no speed bumps and cars often travel above the 30mph limit as this road is used as a short cut by drivers from Mayobridge area. |
| 201 | Street lighting, unsocial behaviour, condition of road surfaces, parking on pavements, double parking, dog dirt on pavements, rubbish |
| 202 | Traffic calming measures are mostly required in my area, ramps, island, speed zones. The speed people drive at coming into and through speed restricted zones in excessive. |
| 203 | During Covid have taken up walking up to 4 miles per day different routes. Dog fouling on pavements is a big problem as our uneven surfaces and litter. more could be done to dissuade people from the above |
| 204 | Newry basically has no cycle lanes, and when you are on you bike you have to push very hard to beat lights and not to get in the way of an impatient car driver |
| 205 | Should be more cycling lanes and road surfaces kept up to standard as they are a danger to cycle on. Existing cycle lanes are worse than road surfaces (dual carriageway) |

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| 206 | Dedicated cycle lanes should be provided in urban areas. Currently cycling is generally too risky due to motor traffic. |
| 207 | More investment is required for cycling in the Newry area to promote sustainable travel |
| 208 | Cut and I force speed limits around the city |
| 209 | Need for integrated cycling infrastructure throughout the district- not just a few isolated strips here and there. One should be able to cycle through city centre without fear of mixing with cars- dedicated cycle lanes that give access to.all.main arterial routes in and out of town. |
| 210 | Improving and lengthening Greenway and cycle lanes is long overdue |
| 211 | It is unbelievable that Roads Service reconfigured the Belfast Road in the last couple of years and did not put in cycle lanes (with 4 schools off this Road) . All main arteries need cycle lanes (Belfast Road, Armagh Road, Dublin Road, Rathfriland Road, Warrenpoint Road). |
| 212 | Improvement of the existing cycleways in Newry City and surrounding areas e.g. not incorporated within the hard shoulder and main roads such as the Warrenpoint dual carriageway and Armagh Rd |
| 213 | Provision of walking/ running tracks |
| 214 | There is no safe path in the Hilltown area for running in the winter . |
| 215 | Our area is deprived of facilities to exercise (walk / cycle /run). There are no facilities for families to take children outdoors safely for exercise. We are a small community and seem to be a forgotten one ! We need our roads made safer for people to walk/ cycle. The footpaths we have need improved maintenance so they are safe for young children/ prams/ cyclists. Thank you. |
| 216 | A walking track at drumgath GAC would be extremely beneficial as a community resource. A cycle track on the main Newry to Rathfriland road would also serve community abs it's youth |
| 217 | More cycle lanes needed. A walking track at Drumgath GAC would be very beneficial |
| 218 | Creation of footpaths to be able to walk into town |
| 219 | all residential areas should be 20mph and have speed bumps. Hill Street in Newry should be pedestrianised. Ballyholland needs speed bumps. There should be a safe cycle route linking entrance to omeath towpath and canal towpath along merchants quay in Newry |
| 220 | Although I live a 20 mins walk from work, the lack of a footpath on parts of the Crieve Road discourages walking. Zero maintenance or improvements over last 5 years when I moved here. |
| 221 | Crieve Road Newry was recently turned down for a pedestrian footpath. The road this is on is extremely dangerous with several blind bends. Without a dedicated footpath, this is a fatal accident waiting to happen. |
| 222 | i live on the crieve road area in newry and there is not a continuous footpath on this road to allow walking to newry city centre. i have campaigned to fix this with DFI for 2 years to no avail. Active travel is all well and good but the pavements even the settlement limit are not up to scratch. |

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| 223 | Crieve road Newry- residents cannot safely access the town via foot for both adults and children as there is no footpath. Alot of cars (especially in rush hour) cut off the hilltown road onto this road at speed and leave it a very unsafe road for all users on foot. There is a very bad bend with a blind spot that is a very bad accident waiting to happen. Please prioritize accessing this road for the safety of our residents. A functioning foot path and ramps are 100% necessary please. |
| 224 | I like to walk to town with my babies in a double buggy but feel very unsafe when I do as the Crieve road at parts is narrow and there is no footpath so I have to walk on the road as tight to the ditch as possible until I reach the next footpath and hope no fast traffic comes along that doesn't see me. It scares the life out of me |
| 225 | I live in a rural area. I cannot walk to the nearest shop but I would like to cycle but the roads are v scary. Would also like to see car-free days in Newry to show it is possible to get into town by public transport, cycling. |
| 226 | We live on the Crieve Road and we do not have a foot path to walk on some parts of the road. It is very dangerous and at this stage, I do not know how there is not a serious accident for the number of people on the road and the speed of cars using it as a short cut. |
| 227 | Would love to see our council using vesting orders/ landowner cooperation to expand bridleway/trails in the countryside and rural areas where leisure walking and cycling is dangerous for residents and visitors. |
| 228 | Lack of safe recreational cycling routes makes investment in a bicycle less likely. If I or my family re-engaged and invested with active travel I would be more likely to feel safer using it beyond leisure only. Need for extended greenways from Warrenpoint through to Omeath. Appreciate need for cars on any bridge at narrow water but a safe cycle lane should also be included. |
| 229 | When you live in the country between the Town and villages, the buses only stop at the allocated bus stops which are not close to your home. There are no footpaths in the country, therefore it is impossible to go for a walk unless you want knocked down. Can be extremely isolating, especially for the elderly. |
| 230 | Cycle lanes. Places for bikes outside cafes and restaurants. Shore road rostrevor needs speed ramps. |
| 231 | Rostrevor to warrenpoint greenway. Unsafe footpath and cycling currently. Greenway or safe cycle walk route to Burren. Greenway mound road |
| 232 | Investment in Greenways are essential to the promotion of walking & cycling as a means of transport. It is a shame in such a scenic area as Newry & Mourne that off-road walking and cycling paths have not been developed. Newry should be a gateway to the natural beauty of Carlingford Lough, the Ring of Gullion, the Cooleys and the Mournes. |
| 233 | I would like to see a Greenway developed and maintained from Newry to Rostrevor |
| 234 | More consideration to runners also, better street lighting eg Upper Dromore Road leading to Miltown Crossroads. |
| 235 | Paths and walk/cycle ways should be properly covered by bins both for dog owners and the general population. There should be regular weekly or even daily cleaning especially of dog waste (too many negligent dog owners out there)... Not just the street sweepers as they just smear the waste over the paths. Plenty of seating also. |
| 236 | Disabled parking space should not be used by able bodies in parking area throughout the area at at ones home |

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| 237 | I frequently walk from Warrenpoint to Rostrevor and feel that the footpath in places is unsafe. I would like to see this improved upon. The common sight of cars parked on footpaths needs to be tackled. It is a danger to those trying to pass with prams. The Front Shore and Bottom of Bridle Hill are particularly bad. We have car parks. |
| 238 | 30mph strictly adhered to in my area. |
| 239 | Lots of people walk and run to keep fit. Especially Warrenpoint, Rostrevor and Burren area. Footpaths and cycle lanes non-existent. Very dangerous. |
| 240 | This must be the worst survey I ever done. Bottom line we need a Greenway between Warrenpoint/Rostrevor along the coast. Warrenpoint/Burren with park and ride at Milltown greenway on Mound Road and Donaghaguy road Warrenpoint. NMDDC must be the worst Council on Greenways. This will help Warrenpoint to be the tourist destination that it should be. |
| 241 | On Rostrevor walking is well catered for. Leave cars as they are, you've already screwed the parking there. Cycling is what you should focus on. Omagh to Carrington is a brilliant example. Focus on Warrenpoint to Hilltown via Rostrevor. |
| 242 | We have a beautiful area to live in but to go for a walk between Warrenpoint and Burren sometimes you are taking your life in your own hands. The speed of the traffic on the back roads is sometimes frightening. |
| 243 | A shoreside greenway, from Warrenpoint to Rostrevor would promote safe exercise for all |
| 244 | I am very supportive of making our locality a lot more environmental friendly in the light of the necessity and global requirement for major changes. This area of outstanding natural beauty needs a lot more infrastructure expenditure for walking and cycling going forward. |
| 245 | I would like to see more parking facilities for motorcycles which seem to be forgotten about |
| 246 | It's terrible the number of cars using back country roads as short cuts to avoid the towns and villages and most speed on these country roads. This makes these roads very unsafe for children walking and cycling |
| 247 | Cyclists should be made to use cycle lanes where available. Footpaths blocked by overhanging trees owners should be made to cut trees. Scottish idea of paths on fields adjacent to roads with no footpaths should be introduced. |
| 248 | Despite traffic speed alerts, Kilbroney Road still has speeding motorists / lorries on the road. When walking young children on narrow pavement, can feel very unsafe due to proximity of heavy lorries / tractors travelling at speed. Need wider / protected pavements. Cycling to school is impossible as well. |
| 249 | Rural roads in the area are completely neglected - no investment in footpaths or traffic calming measures other than what has been here for the last 30 years. I have requested for the last 6 years for additional traffic management at Carrick Primary school to allow for more children to walk part of their way to school and nothing has happened after many promises! |
| 250 | Could do with fixing the roads and footpaths which are a disgrace |
| 251 | I think there should be more rural buses especially in the evenings. |

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| 252 | Old greenways, rights of way and lunnens should be properly maintained and access routes kept open so that people can use these routes to walk and cycle on instead of the main roads. Often many of them interlink to create safe routes from town to town linking the rural communities. They worked years ago. They would work equally as well today. |
| 253 | In my area WALKING imo is the main pass time along sea front, from Warrenpoint to Rostrevor. New dual walking/cycling path required, not one dedicated to either as this could cause friction and sense of entitlement to either group. Regards. |
| 254 | The speed of vehicles travelling on Milltown Street in Burren has become excessive. This coupled with no footpath for pedestrians in parts has made it extremely uncomfortable and dangerous to walk or cycle up or down the road. |
| 255 | I would like to be able to walk or cycle to Rostrevor without the treat of motor traffic |
| 256 | Basically around Warrenpoint there are so many Lorries and vans so cycle lanes from Warrenpoint to Rostrevor and beyond would be good. Out to Burren directly or via the mound road or both. I am 50 and love cycling but it is currently too dangerous. |
| 257 | A lot can be done to insure safer travel for walkers and people cycling or in wheelchairs. Especially between warrenpoint and rostrevor. A beautiful stretch of coastline on the shore of the majestic carlingford lough. Any other country in the world with similar beauty would so the same and make it accessible to all. |
| 258 | Warrenpoint is a beautiful scenic sea side town. To enhance outside travel walking and cycling would benefit all ages physically and mentally. We need routes and safety . When I was at school we all did cycling training at school it was an important part of the extra curriculum. Why not now when the traffic is do dangerous. We need to put this at the top of the agenda. It would do a lot for us as a community especially after this pandemic. |
| 259 | Improve on-road cycling - full loop of the lough connect with the ferry and Greenway at Victoria Lough or even potential bridge at Narrow Water. Links could also be made with cycling routes outside the remit of the Council region. Thus, playing a part in the larger marketing of Northern Ireland for Tourism. Dedicated cycling paths appeal to all age groups, makes for easier navigation for those not from the area and creates opportunities for local businesses to provide services along the route. |
| 260 | Speed of cars an issue along front shore in Warrenpoint I think speed checks needed. |
| 261 | Better foot path surfaces would help as would improved lighting. I would not walk after dark alone as I feel unsafe |
| 262 | Start with enforcing speed limits. Or at least putting up signs. Shore Road Rostrevor seems to be a race track when it should be 30mph-a couple of visible signs would help. |
| 263 | Warrenpoint to Kilbroney dangerous for pedestrians and cyclists. Dedicated facility urgently required. |
| 264 | I think speed as a whole is a big problem, and unfortunately it seems to be the younger newly qualified drivers that would fall into this category more so than other age groups. I would like to suggest a limit to the horse power of a car that can be driven by newly qualified drivers this would give them time to adjust themselves to the potential dangers on the roads before moving to a more powerful car in 3 to 5 years time. I also think this should be easy to police. |

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| 265 | Cycle lane on Newry Warrenpoint dual carriage way not properly maintained and places to lock bikes needs to be in a safe area where people can lock bikes with confidence |
| 266 | It is such a shame we live so close to a beautiful coastline and walking either Warrenpoint or Rostrevor direction is not an option due to traffic the footpath at the turnoff to Moygannon football pitch is a disgrace forcing prams onto the road. Walking kids to school isn't an option, the Rostrevor Road is crazy and to go up the Rath Road with a pram would be unthinkable. We get in the car to go anywhere when we love to walk. |
| 267 | More needs to be done regarding dog litter. It is horrendous in my area and encourages people to go into other districts eg ABC council etc where it dies not seem to be such an issue! |
| 268 | Where I live I can't walk or cycle anywhere, I have to drive even short distances, there is not a complete stretch of pavement and the cars drive far too fast to cycle on. Its a shame because it is a beautiful route along the edge of carlingford lough, perfect for walking or cycling into Rostrevor. I don't let my older children get the bus to school because I feel crossing our road is far too dangerous. |
| 269 | Where do I start....we have a beautiful country that is not accessible if you don't drive a car. Our bike lanes aren't bike lanes, they are painted lines on 'hard shoulders' and in the slow lane. Infrastructure needs massive investment and culture and mindsets will follow. 'If you build it, they will come' |
| 270 | I've travelled all over the world and feel that the Natural beauty of the area isn't being fully utilised. better and safer walkways from burren to warrenpoint and warrenpoint to rostrevor would be a great asset to the local community and to help boost tourism. We own a b and b and it is a death sentence to suggest our visitors walk from warrenpoint to rostrevor and it is so beautiful. |
| 271 | Footpaths too narrow in a lot of areas along the front shore, Loss of footpath near Burren Church, u either walk on the road or the mud. |
| 272 | A greenway all around Carlingford Lough out towards the Mournes would be an amazing tourism investment |
| 273 | Cycle lane and proper Footpath between Burren warrenpoint and Rostrevor is badly needed we cycle to school every day on and off footpath and road because of cars and steps there is no continuous footpath from town centre to st Dallans Rossmara park entrance which is widely used cars have no consideration for kids walking/ cycling. Proper designated cycle path along front shore would attract visitors to area increase footfall in area too |
| 274 | The only suitable area for pram/bikes is from marina carpark to the baths. After that, the path is too tight with cars parked up on kerb. It would be amazing to be able to walk out to Ross's monument with pram and child on bike. But wow.. how dangerous that road is. I'm scared to go myself never mind take my precious kids. Tight paths, cars speeding, overgrown bushes. Please please improve that route |
| 275 | I cycle when I can. People always say it is too dangerous. Some people do drive too close. Cycling encouraged more. More Cycle lanes. Cycling to and from rostrevor using a Greenway would be ideal. But also slowing down traffic |
| 276 | no continuous footpath in Burren along Milltown street. I do not let my children or feel safe myself walking to the local shop! Insufficient traffic controlling measures along cloughmore road Rostrevor at drop off and pick up for Kilbroney Integrated PS. Unable to cycle safely along the shore road from warrenpoint to Rostrevor - in an area of outstanding natural beauty it's unbelievable. Anywhere else in the world this would be totally accessible and safe for bikes/walkers. |

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| 277 | The footpaths in my local area are atrocious. Streetlights are constantly out and despite having a seafront, the accessibility is extremely limited and hazardous for walking/ cycling etc. Accessibility is zero for wheelchair and mobility scooters |
| 278 | Shore Rd between Warrenpoint and Killowen is very unsafe for cycling with busy traffic and constantly speeding drivers. Would love to see improved dedicated path for active travel especially cycling. |
| 279 | Would be marvellous attraction to see greenway between Rostrevor and Warrenpoint so as we could cycle and walk safely |
| 280 | Many more people would love to cycle to work or for leisure but fear for their safety. Cycle lanes should be separated from main roads by a boundary kerb. Cycle lanes for schools etc. should not be interrupted as at present when the lane suddenly disappears. Adult cycling courses an excellent idea for nervous cyclists. Area has huge potential for safe cycling tourism. Consultation is welcome to give all ages and abilities a voice in outdoor health and leisure activities. |
| 281 | Restricting traffic outside schools is very difficult, the kids need to be collected. Older kids may cycle or walk, but younger kids can't. I live in Burren and Milltown Street is dangerous. There are no footpaths and lots of lorries use the road. A lot of people drive too fast and as a cyclist (for leisure not commuting) I have felt unsafe many times. |
| 282 | At present there isn't even suitable footpaths for children to walk to school in Burren |
| 283 | A greenway to Kilbroney park /Cranfield beach would be ideal. One way traffic system around Warrenpoint & perhaps Rostrevor from the bridge @fairy glen. |
| 284 | There is a potential to explore greenway planning from Rostrevor to Warrenpoint. This can be fed through to Newry to meet the Omeath greenway. Strategically significant linking north and south and would reduce weekend traffic in the Rostrevor area which is becoming an issue with increased use of the mountain facilities |
| 285 | No further comment |
| 286 | My family have moved to Warrenpoint from Cambridge. We used to cycle almost everywhere locally in Cambridge. Even though its streets were smaller they were prioritised for cycling. My family's carbon footprint is through the roof since moving to Warrenpoint. Also we tried to walk from Warrenpoint to Rostrevor. It was horrible, we all felt unsafe with large noisy polluting trucks and fast moving cars so close to us. We couldn't speak due to traffic noise. It was a very sad walk indeed! |
| 287 | Would love dedicated cycle lanes eg Newry towpath Newry to Kilkeel |
| 288 | Dog fouling is a major problem in the area for anyone using wheelchairs, pushing a buggy, walking, or for young children cycling on the pavements. |
| 289 | I would like to see cycle lanes on upper Dromore road and safer walking cycle route from Warrenpoint to Rostrevor |
| 290 | Greenaway from Killowen to Warrenpoint |
| 291 | We have a road in Warrenpoint called Upper Dromore Road with three schools a graveyard football pitches it's badly in need of a cycle lane |
| 292 | More cycling routes - opportunities to cycle eg. Narrow water bridge to connect with Carlingford/Omeath & reduce vehicle traffic. |

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| 293 | Speed of traffic is a major issue. |
| 294 | Cycling is very beneficial but should not dominate or deter essential/necessary road/car travel |
| 295 | I spend part of the year in Warrenpoint. I am always struck by the ridiculous speed of drivers along the front road and the sheer noise and antisocial nature of what should be a pleasant route to walk and cycle. A safe route to Rostrevor would be great. And traffic calming measures are long overdue. |
| 296 | Need more walking paths in kilbroney...and a bridge at Narrow Water.. |
| 297 | Kilbroney park is a fantastic resource. If there were more safe cycle lanes, I think more people would cycle from Warrenpoint, Kilkeel and within Rostrevor, rather than drive. |
| 298 | In my area to walk anywhere you must walk part of it on the road which with a pram or young children is very dangerous as some roads are national speed limit. There are no dog bins located in the area so there is a lot of dog mess left on what little footpath there is which again forces me to walk on the roads. I could not walk to the local school without walking at least half of the distance on the road therefore it would be too dangerous to walk and safer to drive. |
| 299 | Introducing permanent Working from Home or partial Working from Home measures, will reduce employees' Carbon Footprint and reduce Heating, Lighting and other Expenses for the Employer. |
| 300 | There is very few green area's in warrenpoint . A vital need for a greenway along the shore from Warrenpoint to Rostrevor and more greenways along the countryside there are too many houses been built in the countryside. the greenways that are built need to be safe unlike the one down to victora lough |
| 301 | Pavements in the public realm schemes have been too slippery when wet and drainage channels too narrow/deep so wheels from chairs and prams get caught in them. |
| 302 | cloughmore rd- parking both sides especially at weekends.AWFUL IF YOU ARE A WHEELCHAIR/PRAM USER AS YOU HAVE TO DISMOUNT PAVEMENT TO PASS PARKED VEHICLES, INFURIATING AS THERE ARE SPEED BUMPS AND THERE IS FREE PARKING IN KILBRONEY PARK FOR DOG WALKERS, CYCLIST/ATHLETES/SPORTS PEOPLE. IS CURRENTLY FREE. ST BRONAGHS PS REQUIRES TRAFFIC CALMING AT SCHOOL PICKUP TIMES. |
| 303 | The pavements need to be improved as in a very poor condition and many stretches of the A2 has no pavement in the residential area. The driving restrictions need to be implemented as one risks their life crossing the road. |
| 304 | I would like to see more parking bays for motorcycles |
| 305 | Any cycle lanes should be connected to other cycle-friendly infrastructure in a sensible way with the cyclists in mind. Stop designing car-first infrastructure. |
| 306 | There is great potential to do more with cycling and making the Rostrevor and Warrenpoint to Newry and then on to either Carlingford or Portadown as a proper destination for cyclists and walkers. Bringing in the Carlingford ferry is a simple implementation, but the infrastructure in between needs to be appropriate and safe for all users away from traffic. A proper network of greenways and cycle lanes needs to be built. |

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| 307 | Parking on pavements is a serious problem in Rostrevor. Please lobby to change the law on this. |
| 308 | . I drop my kids to school by car in the mornings on my way to work. I would be unable to drop them any other way and still travel to work in time. Accessibility is not always the issue. I think safety on roads is an issue for everyone but not because we need more people walking or cycling. If people want to walk or cycle go to a dedicated space for this which is safe eg forest park or cycle route. Additional walking/cycling routes could just lead to more congestion |
| 309 | None |
| 310 | The more rural parts of our area are often forgotten. I am a keen Walker with children under 4 needing to be in a buggy. The roads are in terrible condition with pot holes. Speeding is an issue and to walk any routes near my home (for example to whitewater picnic area) the existing footpaths are totally inaccessible as they are overgrown, damaged and not fit for purpose. More should be done to consider rural areas and improving opportunities for active travel- we are more restricted |
| 311 | The speed off cars/lorries is beyond a joke 90 percent are excise off speed limits and more should be done as drivers cur far too close to cyclists even when there nothing coming other direction Some drivers do not give enough time There should be more awareness given to them should it be large bill boards I think signs showing there speed in places |
| 312 | When we have visitors that want to cycle. I have been taking them to Carlingford ferry and collecting them when they return. The yellow line section on ROI roads is so much safer for cycling. Kilkeel Rostrevor road is so dangerous. Which is a pity because it's really scenic. |
| 313 | Footpaths are too narrow in lisanacree area and the matter needs resolved ASAP very dangerous along a main road can't even walk with children or dog it is a disgrace!!! |
| 314 | You should also make more pavements joining Kilkeel with ballymartin and pavement along to cranfield thanks |
| 315 | Public transport is very poor, roads are too narrow for cars and bikes! Blind corners and narrow spots on roads. Car parking in Mountain areas are totally inadequate, public car parks are tiny and infrequent. Walking routes in mountains are inaduate. E.g. lovely car park at Spelga but no decent path for a walk, certainly not for a pram or person with access difficulties. Infrastructure is totally inadequate. |
| 316 | Single track lanes in rural areas are difficult to navigate. They have a National speed limit, it should be cut to 30 to help families get out walking. |
| 317 | Rural areas require better access to public transport and footpaths for walking to and from school |
| 318 | Improved foot paths to make walking safer especially on country roads |
| 319 | Need better hard shoulders / walkways on many of the roads. This will allow people to walk safely without fear of drivers. |
| 320 | Most lanes around Mourne have a 60mph speed limit. This is not necessary or appropriate and should be limited to 40mph. Road surfaces should be improved to facilitate safer road use. |
| 321 | Growing up in the Netherlands we had to make our own way into school by foot or on the bike. The average distance about 4-5 miles. Some students travelling more than 10 miles by bicycle to school. Along side every main road would be a cycle path seperated with a grass verge! |

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| 322 | Traffic restrictions do not mean only speed bumps |
| 323 | There should be a cycle bus for all urban areas also where a group take kids to school it works great in most areas round Europe and has been working brilliant down the country in Wicklow and limerick. |
| 324 | More assistance to cycle clubs in the area to promote cycle sports for all ages |
| 325 | I would like to see more signposting of walks throughout the mounres. |
| 326 | Too many illegal and dangerous cycle races taking place in between Rostrevor and Hilltown during spring and summer someone will be killed |
| 327 | More footpath linking up walking routes. Small towns are isolated without access to transport. More greenaway walkway and cycle ways from hilltown to newry. |
| 328 | Access via footpath for villages close to mountains or parks such as Hilltown |
| 329 | A full path from Hilltown to Rathfriland. |
| 330 | A full and safe footpath between rathfriland and Hilltown will encourage more walking and improve people's lives |
| 331 | Be good to have footpaths hilltow to rathfriland all the way and from hilltown to mallon's corner all the way. A safety rail to protect children walking up hill from bann river until mccrackens and a pedestrian crossing at bottom of spelga park is needed |
| 332 | Living in hilltown with 3 children, the cars drive very fast at all times. There isn't enough footpaths outside the village going any direction, makes it hard for walking/cycling. The route my child goes to school is not accessible for her to do on her own, there needs to be traffic lights installed closer to the school to allow for this |
| 333 | Anything that encourages outdoor activities and socialising must be facilitated post-covid |
| 334 | More footpaths to aid walking and runners |
| 335 | Footpaths need improved and go from town to town |
| 336 | More local footpath eg rathfriland to Hilltown |
| 337 | I live in the village of hilltown and there are very few safe areas to walk. The footpaths are extremely narrow and the traffic always speeds through the village. With 3 young children it is impossible to walk from my house to and around the village and feels very frustrating in area that has such natural beauty! |
| 338 | Would like a safe foot path linking Rathfriland and Hilltown. |
| 339 | A safe walking path from Hilltown to Rathfriland the whole way would be a huge benefit to the local area. |
| 340 | In Drumgath and Barnmeen area there are no cycling or walking tracks. We would like to get support for a walking track at Drumgath football field to reduce social isolation and improve fitness levels amongst the whole community. There is also a need to upgrade the path from barnmeen to rathfriland to a cycle path. |

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| 341 | Big need for a local and safe walking track |
| 342 | I am from Drumgath and we would welcome a walking / cycling track around our local Gaelic pitch. |
| 343 | Councils are not proactive in having permanent speed limits beside schools and play parks. It's reactive. It seems a child has to get knocked down before anyone pays attention |
| 344 | From yellow road Hilltown into Hilltown the street lighting is poor and missing in places. The footpath is too narrow and dangerous. Cars, vans and lorries speed excessively through Hilltown. This combination is an accident waiting to happen. |
| 345 | We would like a walk path added to Drumgath GAC it would be a great place for the community to come together and exercise. Especially as there are flood lights already in place which generally be on because of evening training so would be a great additional use of the space for the local community |
| 346 | I feel that our area drumgath should have better walking routes, the road/footpath are in parts a hazard for children/prams(have had multiple punctures due to debris) little to no area to socialise and not safe to walk from school due to speed and volume of traffic and not safe to cross the main road |
| 347 | There are no walking tracks available in our immediate area of Drumgath. The GAC field would be an ideal place for a walking track. |
| 348 | Foot path and cycle path from hilltown to rathfriland. Also footpath should be continued from rathfriland to Ballycoshone road, Cabra; and from hilltown to Ballycoshone road, Cabra. |
| 349 | Would really like walking or running track that could use in the evenings. Well lit and safe from traffic. |
| 350 | I would like to see Drumgath Gac having a walkway around pitch for community to use safely |
| 351 | A walking track around drumgath GAC would be ideal and enable a safe place to exercise with or without children away from traffic |
| 352 | Drumgath GAC needs a specific walking/running track. Barnmeen area needs better footpaths, into rathfriland for running/walking |
| 353 | A cycle path between Rathfriland and Barnmee would be desirable and a designated walking track at Drumgath football pitch in Barnmeen |
| 354 | A walking track up in place in drumgath gaa and footpath outside of Rathfriland heading to Newry widen |
| 355 | The footpath from RThfrilND to barnmeen is unsuitable for pushing a pram. A cycle lane would be beneficial as traffic is too fast also. A walking track at Drumgath GAC would be great as the ground around the pitch is uneven |
| 356 | Walking paths around drumgath Gaa pitch. Footpath from rathfriland to Hilltown. Wider footpaths |
| 357 | Would really like a footpath from Hilltown to Rathfriland, and Hilltown to Hen Mountain and Leitrim Lodge. Then cycle routes to Spelga, Rostrevor and Newcastle. |

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| 358 | A walking track around our local football pitch at Drumgath GAC would be a major benefit. The roads around the area are not safe for walking or cycling due to traffic, poor road quality and lack of lighting. A walking track that you could drive to and know you and your children were safe to walk or cycle around would be a fantastic asset to the area |
| 359 | Drumgath GAC walking facility needed - as roads very dangerous |
| 360 | There should be walking track and cycling track around Drumgath playing fields as there is ample parking available. Also a cycle path and full footpath from Barnmeen to Rathfriland to encourage more walking/cycling. |
| 361 | There are no safe cycling routes in my area. Safe walking routes are limited in the extreme. We need footpaths at the very least, preferably that allow access to, and enjoyment of, our fabulous scenery. |
| 362 | A footpath from Hilltown to Rathfriland- all the way and existing footpath cleared of thorn hedge cuttings after trimming |
| 363 | I would really like to see a safe walking footpath along the Rathfriland Road from Hilltown to Rathfriland. I also think a walking track that is lit up at night so that there is somewhere for a walk in the evenings. This could be introduced at the GAA grounds with support from the council. |
| 364 | Rostrevor Road Hilltown needs a footpath urgently as children walking home from school have to walk on the road and the speed of traffic is just too fast for it being in the 30MPH zone. Rostrevor Road Hilltown is the only road in Hilltown that does not have a footpath that goes all the way to the 30MPH signs. More needs to be done to reduce the speed ie Speed Bumps |
| 365 | Make a safe footpath from Hilltown to Rathfriland and right out Castlewellan Road from Rathfriland to junction with Ballycashone Road. This would encourage a circuit |
| 366 | Safe cycle & walking routes would increase activity. Also improved lighting in these areas |
| 367 | Footpath walking routes and footpath routes to outdoor areas e.g hillwalking areas would bring additional tourism to the area. |
| 368 | I have lived in my home for 23 years during the first lock down I happily with my family & neighbours felt safe to walk to our local village this is the first time in those 23 years I have felt this way ..a main footpath on my road would be fantastic |
| 369 | A safe, well maintained footpath the whole way from hilltown to rathfriland would be a good measure and well used. It would enable more people to use this already busy route for walking/running especially in the darker months. It is long overdue! |
| 370 | Our local GAA pitch at Drumgath would be a great place to install a walking/cycle track. This would allow community members to improve their levels of activity in a safe environment. Children and adults would be able to safely learn how to practice safe cycling techniques. |
| 371 | Road between hilltown and rathfriland to provide safe outdoor space and allow residents to walk safely |
| 372 | Adequate lighting on walking routes required. Potentially some barriers at corners of busy roads that attract large speeds |
| 373 | I think footpaths alongside main countryside roads would be fab, I feel like I have to drive somewhere to have a walk where I feel safe but the costs would be prohibitive for less densely populated areas. The speed of the traffic when you're on a bicycle is frightening. Difficult to get school pupils to |

walk much further, it's a miserable thing to arrive in school soaking wet from rain and snow, prob not feasible to expect bus drop off points to be further away from school.

- 374** We have a number of country walking routes through our area but many of this routes cover a portion of the main roads which have no footpaths. We have to walk on the main road to complete the walking loops. More footpaths could really help encourage more people to get out walking.
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- 375** Council would be better reducing rates for business that are barely making a living rather than promoting leisure activities for those who don't work and contribute to the local economy
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- 376** Following an article last week in my local paper in Rathfriland, The Outlook, regarding having a full and continuous footpath created between Hilltown and Rathfriland I believe this should be a priority for this masterplan. There is at least 2 sections with not footpath on this 3 mile road and I think this should be addresses urgently before someone gets hurt or killed.
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- 377** I live in hilltown and cannot walk any length as there is no continuous footpath. Out of each of the 5 roads the footpath stops and u need to walk in the verge facing oncoming traffic. If the footpath did continue u could enjoy a safe walk which would take you to the junction of a back road and loop round and back into the village again. It is essential this is prioritised.
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- 378** Some roads are too narrow for pedestrians to walk safely. Motorists will pass each other in opposite directions even if pedestrians are walking (in general) Good drivers know their Highway Code.
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- 379** Rostrevor road, Hilltown needs repaired also
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- 380** We have no footpath from our house to school, parks or shops we live within 30mph zone and a very fast busy road as police saticics will show very dangerous to walk on.
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- 381** Rostrevor Road, Hilltown urgently needs a footpath.
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- 382** Footpath needed ASAP on Rostrevor road from shanlieve court to Dana place no safe pathway to schools shops or playground inside 30 zone and street lit but no footpaths
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- 383** Most dangerous part of my journey is travelling to my sisters house on the Rostrevor rd. There needs to be a footpath here to prevent death or serious injuries. Can you please send me the name of the people responsible for continuously rejecting the proposal for a footpath in this area. Thank you.
-
- 384** Traffic needs to slow down to enable a safer place for adults and children walking.
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- 385** Need hedges on footpaths trimmed more regularly so they are not obstructions Also need more footpaths on the roads out of hilltown for longer distances to enable gods walking lengths that are safe
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- 386** This road is not safe at all for active travel, the traffic is too fast & large lorries constantly on it probably coming from the docks in Warren point. Also extremely busy at weekend & particularly in good weather as it's a scenic route & the number of motorists & motor bikes increase. One time in particular I had took my young baby for a walk in the pram & as I was waiting to cross over into my own driveway we had a very close call.
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| 387 | As an elderly person with a dog I am very afraid taking my dog for a walk on the local roads - no footpath and heavy volume of traffic makes it so unsafe |
| 388 | Footpaths are too narrow in places, the traffic speeds through the village. Barriers are needed between the rd and the path. |
| 389 | All roads should include space for walking and cycling in the area including footpaths and cycling lanes as all taxes go towards that. Especially between Newry to Hilltown and Rathfriland. The main roads are so dangerous it is why more people do not walk or cycle for pleasure or business. |
| 390 | We live in a rural area, but need to drive out to reach a safe place to walk, run or cycle. Need safer, wider and more footpaths. |
| BT35, BT60 | |
| 391 | I feel there is a huge opportunity to provide a loop footpath from Meigh to Slieve Gullion and back, along the Ballintemple Road. This route is used by hundreds daily, but the road used (opposite Meigh primary school) is barely wide enough for one car. An upgrade to this road and a footpath on part of Ballintemple Road would link the village and school to Slieve Gullion, and provide a loop walk for local residents. |
| 392 | A start would be to properly maintain the 'cycle lanes'. Then speak with cycling clubs - people who know of the perils of cycling around towns |
| 393 | ESPECIALLY IN RELATION TO WHEELING ANY SURFACES SHOULD BE WIDE ENOUGH TO TAKE A DOUBLE PRAM AND/OR WHEELCHAIR AT THE SAME TIME. ALOT OF PAVEMENTS DO NOT HAVE FLAT SURFACES AND MAKES IT VERY HARD TO PUSH A WHEELCHAIR AND/OR A PRAM. THE PAVEMENT SURFACES SHOULD BE REGULARLY CHECKED FOR ANY DAMAGE AND THAT IT IS LEVEL ESPECIALLY COMING DOWN OFF A FOOTPATH TO CROSS A ROAD. |
| 394 | As I live very rural a lot doesn't affect me or my family |
| 395 | It doesn't matter how much alternative travel the council provides the public won't use it as I bus routes are being limited, hence why I have to drive my children to and from school. And I wouldn't use cycle or walking routes as it is just not safe, there is too many mentally unstable people living in our communities that I would never feel that it is safe to allow young or even teenage children travel alone. I will always ensure they are safely through the school gates. |
| 396 | Newry city needs a very quick fix with a speedy introduction of safe cycle routes. Cycleway to link Canal Towpath to Carlingford Lough Greenway. a route travelling between the canal and the river should be built including through Bus Station area. Newry city should be a safe place for children to cycle, to visit friends, school, leisure. It isn't. Cycle path from Fiveways needs separated by wands at very least or moved back from the traffic. It ends abruptly before it gets into the city centre. |
| 397 | Just the cycle routes and not so much of promoting cycling please. |
| 398 | I would like to be able to use the towpath or Greenway but no longer feel it is safe to walk alone on them. It wld be good to see lighting on them or more footpaths/lighting on roads out of Newry town to make exercise safer. |
| 399 | There are some great historic places eg The Eighteen arches, Egytian arch camlough road and arch on Kidds road. It would be nice to see a plaque on those with some historic information. There is an area leading under the 18 arches which would be ideal as a picnic /tourist area to stop at. |

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| 400 | Ensure all cycle and running paths are kept to a high standard to prevent accidents |
| 401 | As someone with restricted mobility I need my car but this area needs much more for walkers and cyclists. Also, no more speed bumps.They destroy cars and cause a lot of pain to someone with my condition even when going over them at a very slow speed. Find another way of slowing traffic. |
| 402 | Marshalling on Newry towpath (the only place convenient to my address) might help with the poor etiquette and attitudes that exist with both walkers and cyclists. Also, when cycling, why are the barriers always locked!? |
| 403 | Not enough bus stops when traveling into work.Have to walk a good distance when i depart the bus. |
| 404 | I would love a safe place in Newry City to walk/run. I have to travel to Gosford or Kilbroney for this at present. |
| 405 | Footpaths on Sturgan brae to allow safe walking route to Camlough Lake |
| 406 | Quarter road speed bumps do not slow people down. Very dangerous when walking and cars flying past |
| 407 | Motor vehicles should be fitted with speed governors to keep them slow in built up areas. |
| 408 | Na |
| 409 | I would love to see a safe walking trail from Camlough to Bessbrook and then on the old tramway to Millvale and Newry which would be free from traffic |
| 410 | I enjoy walking especially on the Greenway in the Albert Basin. Cannot wait for the walk to be extended!! |
| 411 | Camlough needs some extra footpaths to enable people to walk and enjoy the beauty of our lake and surrounding areas. I have to walk along a main road - cars rushing past and there is loads of room to build a footpath. Triathlon athletes train around the lake each year and run along a busy road. Improving our footpaths and cycle routes would encourage more to get out walking and cycling. |
| 412 | Have long distances to drive to access a public park in NMD. Newry City Park is vital with connections to towpath and radial cycle network. |
| 413 | Educate car users in town re cycle lanes. Cars regularly swing onto them especially when turning left. Maybe kerbs to separate. Country roads too fast for children to cycle into town to school. Too dangerous. Incentive for new young drivers to take bike instead of car to school. |
| 414 | The council should have a policy where by when roads in country areas are been resurfaced footpaths and cycle routes should be insured. This should start with B roads between villages in the area. |
| 415 | There needs to be cycle lanes on all roads in the district, separated physically from the traffic - it would totally transform our area and benefit everyone's life. |
| 416 | Needs to be a campaign to encourage people to walk and cycle more for environmental and health reasons. |
| 417 | There is a lot of opportunity to develop walkways and paths around the area to cater for exercise in a more global way, whether it be walking, running or cycling. But also the introduction of workout stations along routes as I've seen in many other countries/cities, these would be well used and appreciated and I believe would greatly boost the general health of our local population. |

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| 418 | Footpaths for walking along busy rural roads would allow walking into village. E.g. chapel road between camlough and meigh |
| 419 | bike racks on buses, so you can bring your bike to a tourist area and cycle round it but not have to do the main road on a bike |
| 420 | Cycle lanes should be provided for all new road projects. |
| 421 | Serious enforcement of speed limits needs to happen on chancellor's road, Watson's road, Flagstaff road etc. |
| 422 | Consideration for those who live outside villages and towns. We live outside the local village ...we are within walking distance of school, shop, park, etc... but the roads are too unsafe to walk or cycle especially with children. Footpaths, speed bumps, etc... start and finish in the villages. Therefore we have to drive to access school, park, local shop, etc.. |
| 423 | A park in newry would make a massive difference |
| 424 | There is no footpath between Meigh and corner going up towards drumintee, very dangerous especially when wheeling a pram. Cars are speeding and it's on a bend |
| 425 | Help for families to buy bikes/accessories, I.e child bike seats, accessories to pull multiple small children on back of bike- bike trailer. |
| 426 | More speed bumps needed around schools and back roads that are used frequently i barely walk on my road with two young children in fear off the traffic people won't slow down now when they see people walking |
| 427 | As a strong enthusiast for outdoor activity to improve good physical and mental well being I would welcome initiatives like the park development at Albert Basin, proper cycle routes around our coasts especially Warrenpoint / Rostrevor / Kilkeel, proper car parking areas to facilitate hill walking in the Mourne, more speed controls on village / town outskirts and leisure centres opened on bank / public holidays. |
| 428 | More street lights and footpaths |
| 429 | Please introduce a non MTB bicycle track in Rostrevor Kilbourney Park and spend time cleaning the carriageway |
| 430 | Park and Ride facilities for Newry should be a priority and the city centre should be pedestrianised with disabled access. |
| 431 | As a keen cyclist I would like to see more done to improve the safety for all cyclist on our roads and improving the quality of the road surfaces would be a great help. |
| 432 | Installation of footpath from Meigh to Slieve Gullion Forest Park, along Dromintee Road. Far too dangerous to walk on road that has bad bend. |
| 433 | Better visual prompts and encouragement to promote cycling and walking. |
| 434 | Very dangerous stretch of road from Meigh Pharmacy to Wood road in serious need of a designated walkway! |
| 435 | Speed of traffic in my area is a huge concern. We live on narrow country roads with no footpaths. |
| 436 | The very limited cycle lanes that currently exist are not maintained properly. |
| 437 | more cycle lanes |

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| 438 | My children go to school outside the Council area so that is why my answers to the earlier section may show that I need the car a lot |
| 439 | Newry needs to have the greenway, the future park and the towpath connected together and then connected to other routes to bessbrook and perhaps warrenpoint. |
| 440 | There should be a footpath on the road outside of Meigh heading towards Dromintee to allow for safe walking near the busy road. |
| 441 | Parking on footpaths also needs to be addressed |
| 442 | Increase understanding of how pedestrians & cyclists move around their town, connecting zones and encourage to on foot or cycle, rather by car. Could be achieved by making walking & cycle routes greener, more pleasant and less polluted. |
| 443 | We need more continuous footpaths on roads not just adjacent to developments. Dorans Hill for example - always busy with walkers and 60mph traffic, terrifying. Watsons Road lower speed limit but still no footpath. |
| 444 | Potholes to be fixed to make cycling, driving and walking safer, unfortunately the roads are a disgrace. Couple this with inadequate transport systems and people are forced to use the car |
| 445 | more footpaths are needed in most villages. More villages could link to green spaces if there was more footpaths along the roads. They could double as cycle lanes as well. Newry should become like places like Cambridge, York / Copenhagen where is traffic lights for bikes and there own lane which is as wide as a car lane. https://resourcecentre.c40.org/resources/assessing-risks-in-cities |
| 446 | The area of crossmaglen lacks an area such as a park to walk or cycle in. There is no where safe for children and elderly to exercise other than the GAA. I would like to see investment in land for a public park. Or investment in GAA club to extend facilities. |
| 447 | I live just outside forkhill. There are no footpaths out of the village. Please put in footpaths/cycle/wheeling paths from Forkhill to Dromintee and from drumintee to Meigh, and from Meigh to Cloghogue. Any footpaths would be good. There are none!!!Even if there was a footpath to slieve gullion so we don't all have to drive there, that would be excellent. MORE FOOTPATHS ON THE RD FROM FORKHILL TO NEWRY |
| 448 | It would be good to have old off road walking routes picked up from maps where there are right of ways and maintained... eg one in Forkhill to Urney Graveyard |
| 449 | We have beautiful walks in walls area, that are not linked by footpaths |
| 450 | It would be great to see more walk ways and cycle safe tracks linking villages where people could walk, run, cycle in safety for pleasure or to visit friends and family |
| 451 | green ways that extend to the south armagh area please, give me an email: diarmuidfarmer@gmail.com . ive discussed this at length with the rog, maps have been drawn up |
| 452 | Dog shit everywhere |
| 453 | Dogs let run loose & dog fouling a major problem in this area & stops me & my kids walking more. |

454 Country roads need more signs to stop speed and promote bad bends

455 I live in a rural area, so little scope/value in introducing special cycle/walking measures. The major issue is the state of the roads particularly cleanliness. The mud and debris from farm machinery, and incursion of large vehicles on verges makes walking /wheeling difficult and unpleasant, and at times impossible. Unrepaired potholes are also an issue.

6.2 Survey

Below is a copy of the survey content. It is worth noting that the survey was disseminated and answered entirely online through the Sustrans online JISC survey platform. The survey was promoted through Sustrans' and Newry, Mourne and Down District Council's media platforms as well as promoted in the local press.

Newry Mourne and Down District Council Active Travel Masterplan – Survey on Community Views of Cycling, Walking and other Active Travel Initiatives

Newry Mourne and Down District Council is working with Sustrans to explore ways in which the council area could improve active travel options such as cycling and walking to meet the needs of local residents, businesses and school pupils. Your views on travel and active travel in your local area will be used to inform a new Active Travel Masterplan for the council area.

Active travel means a mode of transport which involves a physically active method, such as walking or cycling, for all or part of a journey - including travel to and from the places we live, work, learn, visit and play.

We would like to hear your feedback on how you currently use active travel, the opportunities and facilities available in your local area, and what potential changes you would like to see.

Your feedback will help shape future changes in your local area and the wider council area.

Your privacy

Sustrans is committed to protecting your privacy and we work in full compliance with all current data protection legislation. We will only share your personal data when you provide us with your explicit consent to do so, or when legally required. However we may share your details with carefully selected third party suppliers (data processors) working on our behalf. You have the right to access and update the data we have about you. Our Data Protection and Privacy Policy explains your rights, who has access to your data and how we safeguard your personal data: www.sustrans.org.uk/privacy.

We are working with Newry Mourne and Down District Council and will share all data and information you submit here with them. Anonymous data will be included in project reports which may be made available to the public.

If you have any questions about how we use the information, please contact our Data Protection Manager on dataprotection@sustrans.org.uk or 0117 915 320.

- 1. I confirm that I am happy for Sustrans to use the information I have provided in this survey as described above.**

Tick box - Yes

- 2. Please enter the first 5 digits of your home postcode so we see which area of the council you are based in**

3. How do you most commonly travel for journeys over 2 miles - please chose one option

- ☐ Bus
- ☐ Car
- ☐ Cycle
- ☐ Motorcycle/Moped
- ☐ Taxi
- ☐ Train
- ☐ Walk
- ☐ Wheelchair/Mobility scooter
- ☐ Other (please state) _____

4. How do you most commonly travel for journeys under 2 miles - please chose one option

- ☐ Bus
- ☐ Car
- ☐ Cycle
- ☐ Motorcycle/Moped
- ☐ Taxi
- ☐ Train
- ☐ Walk
- ☐ Wheelchair/Mobility scooter
- ☐ Other (please state) _____

5. Do you have one or more child/ren travelling to school from your household?

- ☐ Yes
- ☐ No

a. What type of school does your child/ren attend?

- ☐ Primary
- ☐ Secondary
- ☐ Other

b. How do you or your child/ren most commonly travel to school? Please chose one

- ☐ Bus
- ☐ Car
- ☐ Cycle
- ☐ Motorcycle/Moped
- ☐ Taxi
- ☐ Train
- ☐ Walk
- ☐ Wheelchair/Mobility scooter
- ☐ Other (please state) _____

5c. To what extent do you agree that the following factors would make it easier for you or your child/ren to use active travel to school? (Optional)

| | 1 | 2 | 3 | 4 | 5 |
|--|--------------------------|-----------------|-----------------------------------|--------------|-----------------------|
| | Strongly disagree | Disagree | Neither agree nor disagree | Agree | Strongly agree |
| Slower traffic speeds near school | | | | | |
| Restricted traffic around schools at pickup and drop-off times | | | | | |
| Safer walking routes | | | | | |
| Safer cycling routes | | | | | |
| Cycle/scooter training | | | | | |
| Walking bus | | | | | |
| Secure cycle/scooter storage at school | | | | | |
| Slower traffic speeds near school | | | | | |

6. We are interested in your views of your local area. To what extent do you agree or disagree with the following statements? (Optional)

| | 1 | 2 | 3 | 4 | 5 |
|--|--------------------------|-----------------|-----------------------------------|--------------|-----------------------|
| | Strongly disagree | Disagree | Neither agree nor disagree | Agree | Strongly agree |
| I would like to be able to use active travel more often in my area | | | | | |
| I do not feel safe walking or wheeling* around the area because of traffic | | | | | |
| I do not feel safe cycling in the area because of traffic | | | | | |
| It is not safe for children under 12 to walk or wheel* around the area because of traffic | | | | | |
| It is not safe for children under 12 to cycle around the area because of traffic | | | | | |
| There are too many cars cutting through back roads/streets | | | | | |
| People drive too fast in the area | | | | | |
| There is nowhere to sit and rest or socialise in my local area | | | | | |
| This area is accessible for all people – including people with pushchairs and wheelchair users | | | | | |

*Note: 'Wheeling' refers to those who use wheelchairs or mobility scooters.

7. What potential interventions would you like to see in the local area? (Optional)

| | 1 | 2 | 3 | 4 | 5 |
|--|-------------------|----------|----------------------------|-------|----------------|
| | Strongly disagree | Disagree | Neither agree nor disagree | Agree | Strongly agree |
| More should be done to enable walking or wheeling* for short trips in the area | | | | | |
| More should be done to improve safety for short cycle trips in the area | | | | | |
| More safe protected/traffic-free cycle routes created across the council area | | | | | |
| More leisure destinations for walking and cycling in parks/forests across the council area | | | | | |
| More cycle parking in towns and villages, e.g. cycle stands or bike cages. | | | | | |
| More car free areas in towns and villages | | | | | |
| Measures introduced to reduce vehicle speed on side roads/streets | | | | | |
| Improved park and ride facilities to larger town centres | | | | | |
| More safe walking and cycling routes to school | | | | | |
| Temporary traffic restrictions outside schools at peak hours to improve safety and air quality | | | | | |
| More cycle training for children | | | | | |
| More cycle skill training opportunities for adults | | | | | |
| More workplaces promoting active travel to work schemes | | | | | |

Note: 'Wheeling' refers to those who use wheelchairs or mobility scooters.

If you have any other comments about travel and active travel, please enter them below: (Optional)

About you

The following questions are about you. We ask these questions in order to ensure that we are reaching all members of the community and as part of our commitment to the Equalities Act (2010). We use your responses for analytical purposes only and they will not be used to identify you.

| Questions | Response options |
|-------------------------|---|
| What is your gender? | <input type="checkbox"/> Female <input type="checkbox"/> Male <input type="checkbox"/> I identify in another way <input type="checkbox"/> Prefer not to say |
| What is your age group? | <input type="checkbox"/> under 16 <input type="checkbox"/> 16-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64 <input type="checkbox"/> 65-74 <input type="checkbox"/> over 75 <input type="checkbox"/> Prefer not to say |