

# FERMANAGH AND OMAGH LOCAL TRANSPORT STUDY



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## 1.0 Introduction

### 1.1. Local Development Plans

- 1.1.1 The Department for Infrastructure (DfI) is working co-operatively with Councils across Northern Ireland to produce a new family of Local Transport Plans to integrate with their Local Development Plans. These plans move through different stages, and increase in detail from an overall strategic direction, through to specific local policies and schemes. The integration of land-use and transport planning processes provides a unique opportunity to combine the shared regional and local ambitions which are set out in the Programme for Government and also in the Councils' Community and Local Development Plans.
- 1.1.2 This approach is in accordance with the stated aim of the Strategic Planning Policy Statement (SPPS) with regard to transportation "to secure improved integration with land-use planning". In addition, Section 3 of Part 2 of the Planning Act (Northern Ireland) 2011 ("the 2011 Act") refers to the "survey of the district" and the requirement from councils to keep under review matters which may be expected to affect the development of its district or the planning of that development, including "the communications, transport system and traffic of the district" (Section 3 (2) (d)).
- 1.1.3 The draft Fermanagh and Omagh Local Transport Study (LTS) has been prepared by the Department for Infrastructure (DfI) in collaboration with Fermanagh and Omagh District Council to inform the Fermanagh and Omagh Local Development Plan (LDP) – Draft Plan Strategy stage. The draft LTS and the draft Plan Strategy should be read in conjunction with each other. The Fermanagh and Omagh Community Plan also contains objectives with strong links to transport and infrastructure development, which have been considered when developing the LTS.

### 1.2. Purpose of Local Transport Study

- 1.2.1 The purpose of the LTS is to set out an objective evidence-based assessment in relation to current and future transport issues, in the context of Council growth ambitions and future indicative transport measures required to facilitate growth ambitions during the LDP period to 2030 in the Fermanagh and Omagh area. It will also ensure that the transport network and transport needs of the Fermanagh and Omagh Council area are taken into account when planning for its future development. Whilst the transport elements are quite distinct in terms of the services they offer and benefits they bring, the key linkages with land-use planning will collectively help deliver on shared regional and local ambitions and outcomes.
- 1.2.2 These transport measures are developed in the LTS in line with the draft Programme for Government, current government policies and with the direction of the Fermanagh & Omagh Community Plan, Preferred Options Paper and emerging Draft Plan Strategy.

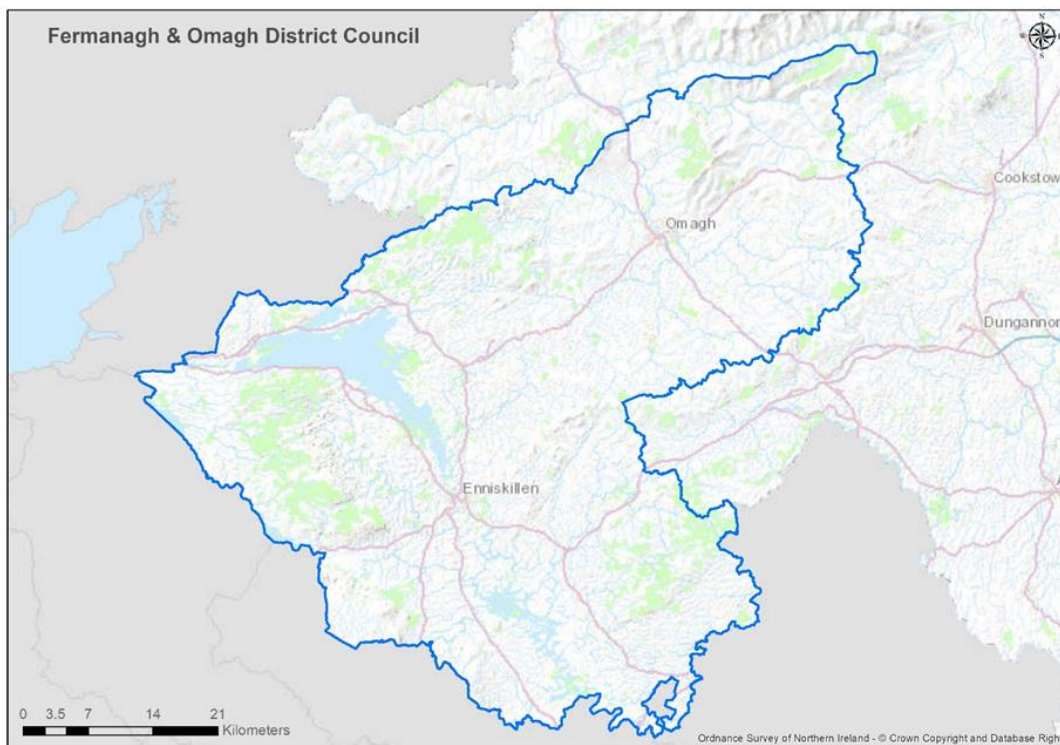
1.2.3 The LTS presents the range of illustrative measures for active travel<sup>1</sup>, public transport and roads for the period up to 2030, in addition to how it will link up with the forthcoming Regional Strategic Transport Network Transport Plan (RSTNTP), which will look at how best to develop the key transport corridors and other main routes.

1.2.4 At this point, in line with the LDP's Plan Strategy stage, the location of the transport measures are not described in detail. Rather, the detail and specific schemes will be added at the later LDP Local Policies Plan stage, when land use zonings are identified. However in this LTS, measures are described in terms of strategic locations. Fermanagh and Omagh is a predominantly rural area, and as such has particular needs for both land use planning and transportation infrastructure. The majority of key services and economic generators are located in the main urban centres of Enniskillen and Omagh, and therefore these towns naturally provide the focus for many of the transport measures.

### 1.3. Study Area

1.3.1 The Fermanagh and Omagh LTS is aligned to the Fermanagh and Omagh District Council area, as shown in Figure 1. The total 2011 residential population of 113,501 can be categorised as 30 % urban and 70 % rural. Within this urban population, Enniskillen and Omagh are comfortably the largest towns. The next largest settlements of Lisnaskea and Irvinestown are much smaller as summarised in Table 1.

**Figure 1 Fermanagh & Omagh District Council Area**



<sup>1</sup> Active travel means making journeys by physically active means such as wheelchair users, walking, scooting and cycling.

**Table 1: Fermanagh & Omagh Urban and Rural 2011 Population**

Size	Band	No of Settlements in Band	Residents	Towns	% Residents
Large Town	C	1	19659	OMAGH TOWN	17
Medium Town	D	1	13823	ENNISKILLEN	12
Intermediate	F	1	2956	LISNASKEA	3
Village	G	7	9230		8
Small Settlement	H	50	6515		6
Open Countryside			61318		54
<b>Total</b>			<b>113501</b>		<b>100</b>

Total F&O Population 2011: 113,501

Total Urban Population: 33482  
 Total Rural Population: 80019  
 % **Urban** 29.5  
 % **Rural** 70.5

Band A-E (i.e. those with a population greater than or equal to 5,000 people) are classified as urban by Northern Ireland Statistics and Research Agency  
 Bands F-H (i.e. those with a population of less than 5,000 people) are classified as rural by Northern Ireland Statistics and Research Agency

1.3.2 The Council area is markedly rural in nature. Figure 2 summarises a number of the area’s key demographic and transport- related characteristics and expresses these in terms of their percentage variation from Northern Ireland (NI) average and the average excluding the almost exclusively urban Belfast City Council (BCC). Full details are provided in Table 2.

1.3.3 Fermanagh & Omagh is a large council as measured by area and over twice the NI average. Its population density is approximately a tenth of the NI average and only 30 % of the population live in towns of 5000 or more compared to the NI council average of 58% or just under 54% excluding BCC. The large area is related to the high road length per capita which is twice the NI average. The rural nature of the roads leads to road speeds which are slightly above the NI average. The dispersed rural population results in high car dependency with only 17% of households not owning cars and only 38% of the population able to access a main town by within a 30 minute public transport; this is almost half of the NI-wide council value of 68% (62% if BCC is excluded). Fermanagh and Omagh Council has the highest rate of fatal and serious collisions in NI and is 36% above the NI average.

Figure 2: Fermanagh & Omagh Key Characteristics Compared to NI Average

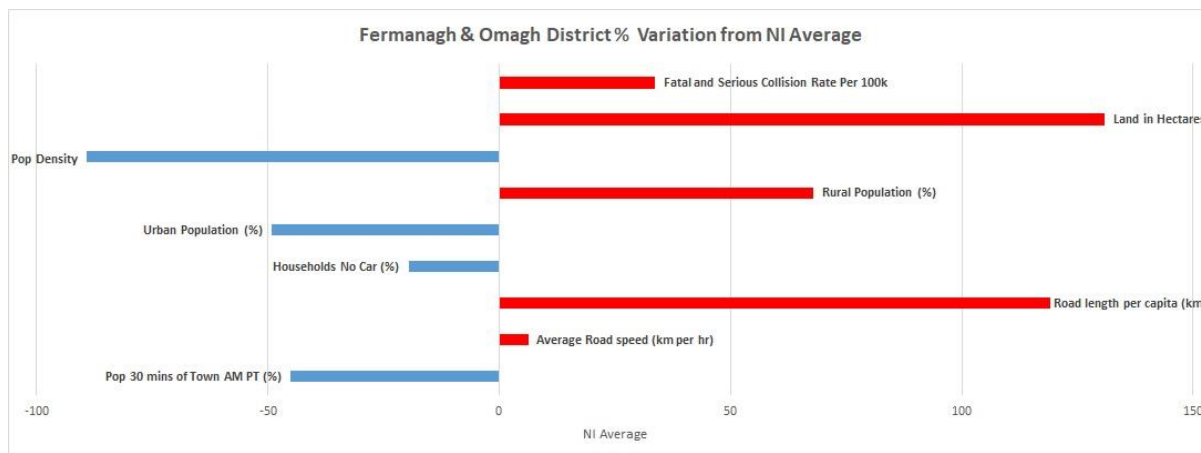


Table 2: Fermanagh & Omagh Key Characteristics Compared to NI Average

	Council	NI Avg	NI Average (excluding Belfast)	% Variation from Avg	% Variation from Avg (excluding Belfast)
Pop 30 mins of Town AM PT (%)	38	68	62	-44	-39
Average Road speed (km per hr)	65.70	61.79	65.00	6	1
Road length per capita (km)	0.038	0.017	0.019	119	104
Households No Car (%)	16.50	20.51	18.74	-20	-12
Urban Population (%)	29.50	58.01	53.90	-49	-45
Rural Population (%)	70.50	41.99	46.10	68	53
Pop Density	0.40	3.66	1.54	-89	-74
Land in Hectares	284,674	123,294	134,282	131	112
Fatal and Serious Collision Rate Per 100k	59.90	44.80	45.41	34	32

## 1.4. Report Structure

### 1.4.1 The structure of the LTS is as follows:

- Chapter 2 provides the Policy Context that outlines the principal policies and strategies that have informed the preparation of the LTS;
- Chapter 3 outlines the Transport Evidence Baseline in the form of regional connectivity, accessibility and transport networks;
- Chapter 4 outlines population growth and development proposals;

## Fermanagh and Omagh Local Transport Study

- Chapter 5 outlines a summary of the Transport issues and opportunities as developed from an interpretation of the Transport Evidence baseline;
- Chapter 6 presents the Transport Objectives which have been developed in light of the strategic policy context and local Fermanagh and Omagh issues and direction as set by the Community Plan, the Preferred Options Paper and the emerging Draft Plan Strategy;
- Chapter 7 commences with a discussion of transport options and assesses their merits before presenting the recommended Transport Measures.
- Chapter 8 summarises the conclusions of the Transport Study and the recommended measures.



## 2.0 Policy Context

### 2.1. Introduction

- 2.1.1 The Fermanagh and Omagh Local Development Plan and accompanying Community Plan set out a wide range of objectives and outcomes which the Council and residents have agreed on through public consultation and expect to be achieved by 2030, for the benefit of the entire community.
- 2.1.2 Similarly, the Draft Programme for Government (PfG) sets out the Northern Ireland Executive's wider ambitions to address the major social, economic and environmental issues affecting all sections of society.
- 2.1.3 In addition to the PfG, there are a number of strategic planning and transport policies developed by the Department for Infrastructure which set the context for this Local Transport Study, namely:
- The Regional Development Strategy 2035 – Building a Better Future;
  - Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation (the New Approach);
  - Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland; and
  - Exercise Explore Enjoy: A Strategic Plan for Greenways.
- 2.1.4 These strategic documents are NI-wide and all Council areas are required to take full cognisance of their content and to plan accordingly. In particular the urban areas in Fermanagh and Omagh, most notably Enniskillen and Omagh have a key role to play in helping to deliver any urban-related objectives. However it is recognised that due to the rural nature of the district it may be more difficult to achieve all of the aspirations within these documents.
- 2.1.5 This transport study has been developed to support the achievement of both the objectives set out in the above documents, and also the objectives of the Fermanagh and Omagh LDP Plan Strategy and Community Plan.
- 2.1.6 An overview of the content of these key strategic documents and their context is outlined below.

### 2.2 Draft Programme for Government 2016-2021<sup>2</sup>

- 2.2.1 The NI Executive's PfG framework focuses on improving wellbeing for all through tackling disadvantage and driving economic growth. The draft PfG is outcomes- based and is focused on impact at a whole population level, rather than a list of activities or inputs. The ambitions

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<sup>2</sup> The last Executive provided policy direction as set out in the PfG 2016-2021, consequently, Departments are continuing to deliver public services in line with the policy direction in the draft PfG 2016-2021.

contained in the draft PfG will only be realised through sustained collaboration, across organisational and sectoral boundaries.

- 2.2.2 The PfG identifies 14 strategic outcomes, supported by 49 indicators; draft Delivery Plans have been developed for each of these, setting out the key actions to support delivery of PfG outcomes.
- 2.2.3 The Department for Infrastructure's (DfI) main contribution to the PfG is through:
- Outcome 11: We connect people and opportunities through our infrastructure; and
  - Outcome 2: We live and work sustainably – protecting the environment.
- 2.2.4 The key focus of Outcome 11 is the importance of physical connectivity as a key enabler of economic growth and social cohesion. Outcome 2 has a focus on protecting the environment while supporting wider economic growth and social cohesion objectives. Under this framework the Department is directly responsible for delivery of two transport related PfG indicators:
- Indicator 23: Average journey time on key economic corridors
  - Indicator 25: % of all journeys made by walking, cycling and public transport
- 2.2.5 The focus within the Delivery Plan (the Plan) for Indicators 23 and 25 is to ensure that investment in our transport infrastructure supports economic and social progress while seeking to minimise the harmful effects generated by motor traffic through congestion and pollution on the environment and on health. Indicators 23 and 25 are inter-dependent, for example, progress in increasing the uptake of walking, cycling and public transport will help reduce pressure on the strategic road network, mitigate congestion and improve journey times on our key corridors.
- 2.2.6 It is understood that variations in the rural / urban settlement balance across NI will provide variations in the challenges and opportunities for Councils in delivering PfG outcomes and indicators. Nevertheless, the ability of DfI to contribute to the successful delivery of PfG will be reliant on the concerted and collaborative efforts of delivery partners working in partnership with the Department.

## 2.3 The Regional Development Strategy 2035 – Building a better Future

- 2.3.1 The Regional Development Strategy (Building a Better Future) 2035 (RDS), published March 2012, is a long-term plan to deliver the spatial aspects of the Programme for Government. The RDS recognises the need for balanced sub-regional growth and importance of key settlements as centres for growth and investment.
- 2.3.2 The RDS includes Regional Guidance (RG) to “deliver a balanced approach to transport infrastructure” (RG2) which will allow the region to remain competitive in the global market in a sustainable manner. The focus of this guidance is on managing the use of road and rail space and how we can use our network in a better, smarter way.

2.3.3 In particular, the RDS recognises the need to maximise the potential of the Regional Strategic Transport Network (RSTN) to enhance accessibility to towns; to help build an integrated regional economy; facilitate tourist travel including improving connections to key tourism sites; and reduces where possible, unsuitable traffic into towns.

2.3.4 The RDS contains a Spatial Framework and Strategic Planning Guidelines based on focusing development in gateways (such as ports and airports), hubs and clusters (such as key towns and cities), and prioritising the improvement of the main transport corridors that form the regional transportation network. The RDS identifies Enniskillen and Omagh as main hubs. It recognises their remoteness from Belfast and Londonderry and the geographical separation of the two main towns. Whilst it states that hubs should not compete for scarce resources it recognises that due to their remoteness Enniskillen and Omagh have less potential to cluster.

## 2.4 Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation

2.4.1 The New Approach to Regional Transportation (the 'New Approach') published April 2012, sets out proposals for regional transportation beyond 2015. The New Approach was developed to complement the RDS.

2.4.2 The New Approach sets out three High Level Aims for transportation, each of which is supported by a number of Strategic Objectives – these are outlined below:

### **A. Support the Growth of the Economy**

- 1: Improve connectivity within the region
- 2: Use road space and railways more efficiently
- 3: Better maintain transport infrastructure
- 4: Improve access in our towns and cities
- 5: Improve access in rural areas
- 6: Improve connections to key tourism sites

### **B. Enhance the quality of life for all**

- 7: Improve Safety
- 8: Enhance Social Inclusion
- 9: Develop transport programmes focused on the user

### **C. Reduce the Environmental Impact of Transport**

- 10: Reduce Greenhouse gas emissions from transport
- 11: Protect biodiversity
- 12: Reduce water, noise and air pollution

2.4.3 The New Approach sets out the Policy Prioritisation Framework which is an objective-led decision-making tool which allows for transport schemes/ programmes to be assessed by taking a broad view on how they contribute to specific policy objectives. The aim is to link strategic

transportation interventions to the Executive's Programme for Government, based on qualitative and quantitative evidence.

## 2.5 Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland

2.5.1 A bicycle strategy for Northern Ireland, published August 2015, outlines the ambition to transform cycling in Northern Ireland over a 25 year period. The strategy the vision for cycling in Northern Ireland:

*“A community where people have the freedom and confidence to travel by bicycle for every day journeys”*

2.5.2 The document identifies a number of objectives which have been set to guide the delivery of the bicycle strategy. These are:

- Making urban areas in Northern Ireland more accessible for people using the bicycle – improvements to cycling infrastructure will enable more people to access facilities in our urban centres by bicycle or by multi modal journeys.
- Improve opportunities for social interaction – 22% of households in Northern Ireland do not have access to a car/van. Improved cycling infrastructure enhances the travel opportunities for those who don't have access to a car/van. Perhaps more importantly, cycling is a social form of transport. It allows people to interact and engage with their surroundings, their community and their neighbours. This can help build a sense of community and contribute to personal well-being and social inclusion.
- Improvements in public health – increased levels of bicycle use have both direct (personal fitness) and indirect (improvements to air quality) benefits for public health.
- Increase safety for people using the bicycle – this includes reducing the proportion involved in collisions and increasing the 'feel safe' factor for people riding a bicycle.

2.5.3 The Strategy outlines how a comprehensive network of bicycle facilities should be developed, including a focus on urban networks where detailed proposals for infrastructure should be outlined and delivered alongside specific behaviour change initiatives and campaigns. In the urban areas, radial routes (primary routes) and quiet routes should be developed to form a comprehensive hierarchical network. The Strategy also highlights the role that greenways can play in a comprehensive network and this is developed in the greenway network that was published in 'Exercise – Explore – Enjoy: a Strategic Plan for Greenways' in November 2016.

2.5.4 The Bicycle Strategy outlines a 3 Pillar Approach, based around Build (infrastructure, design, cycle parking and safety), Support (education and training, safety and security, legibility and mapping), and Promote (respect and understanding, marketing and flagship events and schemes).

2.5.5 The Bicycle Strategy is particularly relevant to the towns of Enniskillen and Omagh.

## 2.6 Exercise Explore Enjoy: A Strategic Plan for Greenways

- 2.6.1 In November 2016 the Department published its greenways strategy entitled “Exercise Explore Enjoy: A Strategic Plan for Greenways”. The document provides a vision for “A region where people have ready access to a safe traffic free environment for health, active travel and leisure”.
- 2.6.2 The strategy sets out the plans for a network of greenways, connecting towns and cities to the villages and countryside from east to west and north to south across all eleven councils.
- 2.6.3 The document identifies 3 classifications of greenway routes that should be explored;
- Primary Greenway Network – to provide long distance connectivity;
  - Secondary Greenway Network – to provide wider access to greenways; and,
  - Community Paths – to provide doorstep opportunities to connect local communities to their local green space and neighbouring communities.

## 2.7 Sub Regional Transportation Plan 2015

- 2.7.1 The Sub-Regional Transport Plan 2015 (SRTP 2015) was launched by the Department on 11 June 2007. The SRTP 2015 deals with the transport needs of the whole of Northern Ireland with the exception of the Belfast Metropolitan Area and the Regional Strategic Transportation Network.
- 2.7.2 The purpose of the SRTP 2015 is to study the needs of the designated areas in detail and to confirm a package of transport schemes, consistent with the general principles and indicative levels of spend in regional policy at the time.
- 2.7.3 Whilst many of the core objectives of the SRTP 2015 remain relevant, the wider strategic framework has changed with the publication of the RDS 2035 and a new RTS and therefore SRTP 2015 is considered outdated. Schemes and transportation initiatives included in the SRTP 2015 will require further consideration as part of the development of the new Sub Regional Transport Plan 2035 which will accompany the Local Policies Plan.

## 2.8 Planning Policy Context

### Reform of local government & development planning

- 2.8.1 Reform to the Northern Ireland planning system came into operation on 1st April 2015. The unitary system where all planning powers rested with the Department of the Environment<sup>3</sup> was replaced by a new two-tier systems model of delivery, with Local Government District Councils

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<sup>3</sup> The Department of the Environment no longer exists. Functions and services delivered by the Department of the Environment have been transferred to new departments, including the Department for Infrastructure.

being made responsible for a number of planning functions including local plan-making, development management and planning enforcement.

- 2.8.2 Within this system central government (Department for Infrastructure) has responsibility for regional planning policy, the determination of regionally significant planning applications and called-in applications, and planning legislation. It also provides oversight, guidance for councils, audit, governance and performance management functions. In addition to this the Department for Infrastructure (Dfi) continues to be the competent authority for transport.

### Strategic Planning Policy Statement

- 2.8.3 The Strategic Planning Policy Statement for Northern Ireland – Planning for Sustainable Development (SPPS) was published in September 2015 and provides the government’s policy on important planning matters that should be addressed across Northern Ireland. It reflects expectations for delivery of the planning system.

- 2.8.4 The document consolidates the 20 separate Planning Policy Statements (PPSs) into one document, and sets out strategic subject planning policy for a wide range of planning matters. It sets out the core planning principles to underpin delivery of the two-tier planning system with the aim of furthering sustainable development.

- 2.8.5 The SPPS identifies a number of regional strategic objectives for transportation and land-use planning as follows:

- promote sustainable patterns of development which reduce the need for motorised transport, encourages active travel, and facilitate travel by public transport in preference to the private car;
- ensure accessibility for all, with the needs of people with disabilities and others whose mobility is impaired given particular consideration;
- promote the provision of adequate facilities for cyclists in new development;
- promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion;
- protect routes required for new transport schemes including disused transport routes with potential for future reuse;
- restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes; and
- promote road safety, in particular for pedestrians, cyclists and other vulnerable road users.

- 2.8.6 Accessibility is considered to be a key strand throughout the SPPS. The SPSS must be taken into account in the preparation of Local Development Plans (LDPs) and in the determination of planning applications. The SPPS also recommends that councils undertake local transport studies to identify transportation and land use planning issues to be addressed in through the

delivery of Local Development Plans. This is to have consideration of transport infrastructure (as related to development proposals / land use zoning); new transport schemes; walking & cycling; car parking etc.

### Local Development Plan

- 2.8.7 Part 2 of the Planning Act (NI) 2011 places a statutory requirement on each council to prepare an LDP for its district. An LDP consists of two separate development plan documents, covering the council district:
- (i) a Plan Strategy (PS) which will set out the council's vision, objectives and growth strategy for the area along with strategic policies; and
  - (ii) a Local Policies Plan (LPP) which will set out the council's detailed policies in relation to the development and use of land in its district.
- 2.8.8 The PS is produced first with scrutiny at the independent examination stage. The LPP is prepared subsequently to be consistent with the PS.
- 2.8.9 As an initial task, each council is also required to prepare and publish a Preferred Options Paper (POP) which sets out for consultation purposes:
- a series of options for dealing with the key issues in the plan;
  - evidence to appraise the different issues and options; and
  - the council's preferred options and its justification for selecting/recommending its preferred approach.
- 2.8.10 Fermanagh and Omagh District Council completed this initial task by publishing their POP on 3rd October 2016 and in October 2018 published its LDP draft Plan Strategy.

### Community Plan

- 2.8.11 The Fermanagh and Omagh 2030 Community Plan sets out the vision for “a welcoming, shared and inclusive Fermanagh and Omagh district, where people and places are healthy, safe, connected and prosperous, and where our outstanding natural, built and cultural heritage is cherished and sustainably managed”.
- 2.8.12 The shared values and principles which underpin this vision are grouped under the themes of ‘People and Communities’, ‘Economy, Infrastructure and skills’ and ‘Environment’. These themes are fundamental in guiding the emerging vision and strategic objectives of the Local Development Plan – Plan Strategy and the Local Transport Plan – Plan Strategy.
- 2.8.13 Figure 3 provides an illustration of the Fermanagh and Omagh District Council Community Planning Vision, Themes and Aims.

**Figure 3: Community Planning Vision, Themes and aims**



2.8.14 The Community Plan developed ‘outcomes’ which Fermanagh and Omagh District Council will measure against a series of indicators – a number of which relate to transport. The most directly related being ‘Outcome 6: Our district is better connected’ for which the Council have identified the following as indicators:

- Length of motorways, dual carriageway and ‘A’ Roads
- % of journeys made on public transport and active travel
- Length of listed walkways and cycle paths on the district.

2.8.15 Other transport related indicators are listed under the following outcomes:

- Outcome 2: Older people lead more independent, engaged and socially connected lives (relevant indicator – number of Senior Smart Pass holders)
- Outcome 7: Our outstanding natural environment and built and cultural heritage is sustainably managed and, where possible, enhanced (relevant indicator – usage of quality listed walkways and cyclepaths in the district)
- Outcome 8: Our district is an attractive and accessible place (relevant indicator - provision of car parking spaces, including disabled spaces).

2.8.16 The subsequent Community Plan Action Plan identifies a range of Strategic Actions which will be considered throughout the development of this transport study and referred to in Section 6.0 of this Study.



## 3.0 Transport Evidence Baseline

### 3.1. Introduction

3.1.1 Figures 1 and 2 in Section 1 – Introduction, have provided a demographic and transport context for the Fermanagh and Omagh Council area, noting in particular its predominantly rural nature and high car dependency. This section introduces a more detailed transport evidence baseline for the Fermanagh and Omagh Council area as presented in Annex A.

3.1.2 The evidence is presented in the form of maps, diagrams and tables provided in Annex A. The evidence has been gathered from a range of standard published sources including the 2011 Census, Translink public transport timetables, and Police Service NI statistics, in addition to analytical analyses undertaken by the Department and fieldwork surveys on behalf of the Department. The evidence baseline focuses on the performance of the transport networks and features accessibility and modal choice.

3.1.3 Whilst the Fermanagh and Omagh area has a marked rural nature, the key public services and economic generators are centred on the largest towns of Enniskillen and Omagh. Therefore consideration of transport and access in and around Enniskillen and Omagh is key to the performance of the area as a whole. The evidence is presented for a range of issues; for some cases across all of the Council area and for others, where appropriate, with a focus on the towns of Enniskillen and Omagh. Annex A presents the following in turn:

- Regional connectivity, outward from the area, considering the key centres of Enniskillen and Omagh by road and public transport – what time is required to travel to the economic centres and travel gateways of Northern Ireland and the Republic of Ireland?
- Accessibility within the area, to essential local services by public transport from across the Council area – to what degree do current rural bus services allow all residents, including those in rural areas, to reach essential services such as health, shops and banks?
- Urban walking and cycling infrastructure – how well developed are the current networks in the population centres of Enniskillen and Omagh?
- Local urban bus services – to what degree do they provide coverage for residents of Enniskillen and Omagh?
- Travel to work journeys – where do residents of Fermanagh and Omagh work?
- Modal choice for journeys to work and education across the Council area – how far do people travel to work and school / college and what mode of travel do they use?
- Road network speeds at peak and off-peak time periods – to what degree is the road network congested?
- Road collision history in the Council area – how do the urban and rural roads compare and how many people are injured or killed on roads and streets in the towns and which modes are most vulnerable?

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- Parking provision in Enniskillen and Omagh – how many parking spaces are there in the town centres, where are they located and how are they designated for use?

3.1.4 Interpretation of the evidence and identification of transport issues and opportunities are described in the Section 5 – Transport Issues and Opportunities.

## 4.0 Growth and Development proposals

### 4.1 Growth in Population and Employment

4.1.1 The Fermanagh and Omagh POP foresees a population increase of 7332 and 5190 new houses required over the period 2015 – 2030. The proposed allocation of housing would locate approximately 47% of the new houses in the main towns, with the remainder allocated between the smaller towns, villages, small settlements and the countryside. Additional population, new houses and households will lead to increases in the demand for travel. This gives rise to the following transport issues:

- Addressing additional congestion which would be created by an increase in private cars. Our urban road network is already congested at peak times whilst relatively few people choose to walk, cycle or use public transport.
- Additional demand for travel needs to be minimised through land-use planning and sustainable infrastructure provided to reduce growth in road traffic. In all cases the consideration of safety for all road users will be a primary concern.
- Housing growth in the main towns is the most integrated land-use and transport planning solution. It offers the greatest opportunity to minimise congestion, social exclusion, air quality problems and increase walking and cycling. However, it is recognised that where there are committed housing sites which have planning permission or where development is ongoing, the ability to provide alternative modes of travel as part of any current development control process may be more difficult to achieve.
- Outside the two main towns, most settlements are located on the public transport network. Those that have frequent and direct bus services to Enniskillen and Omagh offer the best locations for sustainable transport opportunities, offering people an alternative to the private car. These should be the focus of most new housing (and taking into account the Housing Evaluation Framework, RDS)
- Houses in the countryside are unlikely to contribute to a meaningful shift towards alternative transport modes. However, where houses can be located within easy walking distance of existing bus routes, this may help minimise the potential for social exclusion.

4.1.2 The potential for increasing social inclusion is magnified by the predicted differential ageing effect and the growth in people living alone. The proportion of over 65's is expected to increase to 22.5% by 2030 whilst over the same period single person households will increase to 29.4%.

4.1.3 The Preferred Options Paper proposes that 4875 new jobs may be required over the period 2015 – 2030. Employment land would be allocated primarily to Enniskillen and Omagh (85%) with the balance in the local towns of Carrickmore, Dromore, Fintona, Irvinestown and Lisnaskea.

4.1.4 The transport impacts differ according to the type of employment and are generally as follows:

- The Commercial, Business and Service use class, such as a business park, would generate a relatively high number of people movements and a primary concern should be its accessibility by public transport, walking and cycling.
- Manufacturing would require a balance concerning accessibility for employees and the traffic impacts of heavy goods vehicles carrying materials and finished goods to and from the site.

4.1.5 However, in both cases it should be noted that the location, and in particular its distance from residential areas will dictate whether accessibility by walking and cycling is practical and whether public transport becomes the primary consideration for employee accessibility. In all cases the consideration of safety for all road users will remain a primary concern.

## 4.2 Town Centre Developments

4.2.1 There is the potential for change in Enniskillen and Omagh arising from the relocation of educational establishments. The primary opportunity may be the release of a number of town centre sites which could be developed in a sustainable fashion. In general terms the locations offer:

- Town centre locations which may be accessible locally by walking and cycling and more widely by bus services to the town centre;
- Opportunities to plan and deliver attractive new walking and cycling linkages; and
- Opportunities to provide and manage car parking as part of an integrated parking strategy for the town.

## 5.0 Transport Issues and Opportunities

### 5.1. Introduction

5.1.1 This section provides an interpretation of the Evidence Baseline and proposes issues and opportunities for transport measures to be considered for inclusion in the Draft Transport Study.

5.1.2 The following are dealt with in turn:

- Regional connectivity from Enniskillen and Omagh by road and public transport
- Accessibility to essential local services by public transport from across the Council area
- Urban walking and cycling infrastructure and bus services in Enniskillen and Omagh
- Modal choice for journeys to work and education across the Council area
- Road network speeds at peak and off-peak time periods
- Road collision history in Enniskillen and Omagh
- Parking provision in Enniskillen and Omagh; and
- Legacy Road Alignments.

### 5.2. Regional connectivity

5.2.1 The towns of Enniskillen and Omagh are currently relatively well connected by road to Belfast, Derry/ Londonderry and the transport gateways (ports and airports, including Dublin Airport) by the Key Transport Corridors. However, travel times are inevitably long on account of the towns' locations and the predominantly single carriageway roads. Travel times from Enniskillen are, on average 30 minutes longer than from Omagh due to the town's more westerly location; see Figures 2 and 4 in the attached Annex A.

5.2.2 The completion of the A5 road dual carriageway upgrade will provide substantial improvements to road standards, journey times and safety from Omagh and between Ballygawley and Derry / Londonderry. A dual carriageway upgrade to the A4 between Ballygawley and Enniskillen would substantially improve regional travel times to and from Enniskillen. This could be further considered in the Regional Strategic Transport Network Transport Plan.

5.2.3 The A32 provides the key road connection between Enniskillen and Omagh. DfI has developed an Improvement Strategy for the A32 route comprising a number of separate schemes to improve safety and journey time reliability. The Improvement Strategy is shown in Annex B.

5.2.4 Public transport travel times are dependent on the bus network coverage and timetable integration. The Goldline 'limited-stop' bus network is important in providing attractive travel times but overall plays a limited role as its focus is primarily the A4 corridor and Belfast. There are additional services which use the A5, including cross-border services, but these are less frequent. As a consequence, unlike car travel times, the pattern of public transport travel times are very unevenly distributed as they require interchanges and hence long journey times to

reach locations to the north and south of the A4 / M1 corridor. From Enniskillen, journeys of up to 1 hour generally extend only within the Council area and travel times to Belfast and Derry are 2- 2.5hrs hours, as shown in Figure 3 of Annex A. These travel times are comparable with the times provided by the Translink Journey Planner<sup>4</sup> of 2 hours 1 minute to Belfast Europa Bus Station and 2 hour 36 minutes for travel to Derry Buscentre<sup>5</sup>. In general terms regional travel times from Omagh are significantly shorter than Enniskillen with Belfast within 1.5 - 2 hours and Derry within 1 - 1.5 hours, as shown in Figure 5. These travel times are comparable with the times provided by the Translink Journey Planner<sup>6</sup> of 1 hour 49 minutes to Belfast Europa Bus Station and 1 hour 14 minutes for travel to Derry Buscentre.

- 5.2.5 The proposed A5 dual carriageway improvement could facilitate improvements to Goldline services especially to Derry / Londonderry. However, there would appear to be a case for giving special attention to strengthening services to and from Enniskillen.
- 5.2.6 In both Enniskillen and Omagh, and at strategic locations along the routes, park and ride facilities may have a role to play in encouraging use of Goldline services for longer journeys. These facilities may be especially important for residents of smaller towns and villages and outlying rural areas.

### 5.3. Accessibility to essential local services

- 5.3.1 Figures 6, 7 and 8 in Annex A show accessibility by public transport to shops, banking and health facilities. The maps show that there is fair accessibility to shops, banking and health services in the morning peak period. These services have been chosen to represent day-to-day requirements for which standard locational dataset are available and spread beyond the centres of Enniskillen and Omagh.
- 5.3.2 At a glance, the figures for food, banking and health are very similar, with people living on the bus routes having travel times of up to 60 minutes. However, on closer inspection, it can seem that travel times tend to increase from food (Figure 6) through banking (Figure 7) to health (Figure 8). This is consistent with the number of facilities. Accessibility is provided by bus services scheduled to provide access to work and education to Enniskillen and Omagh town centres, and to a lesser degree, the smaller settlements.
- 5.3.3 In general, however, these services do not operate return trips other than mid-afternoon or the end of the working day and so time windows for this access may not be convenient. In addition, the catchment areas are effectively limited to the radial bus routes and large outlying tracts of the Council area have no access. Bus services and their frequency from towns/villages to the main Hubs of Enniskillen and Omagh are limited.

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<sup>4</sup> Sourced on 30/01/18 from [http://journeyplanner.translink.co.uk/web/XSLT\\_TRIP\\_REQUEST2?language=en](http://journeyplanner.translink.co.uk/web/XSLT_TRIP_REQUEST2?language=en)

<sup>5</sup> The 6 minute discrepancy between the accessibility analysis and Journey Planner Travel times may be accounted for by the differences in how the two packages handle walking distances and times.

<sup>6</sup> Sourced on 30/01/18 from [http://journeyplanner.translink.co.uk/web/XSLT\\_TRIP\\_REQUEST2?language=en](http://journeyplanner.translink.co.uk/web/XSLT_TRIP_REQUEST2?language=en)

- 5.3.4 Any rationalisation of facilities, especially banking and health could result in substantial increases in journey time which may effectively put these services out of reach for residents outside the main towns, without access to private car. Also any reductions in rural bus services could have a direct detrimental impact on these residents. Any additional residential development in rural areas not currently on a bus route will add directly to the number of people who have no access to essential local services except by private car.
- 5.3.5 Conversely, where affordable and viable, increased integration of transport modes to bring about greater use of public transport, could bring wider benefits in terms of traffic congestion relief and encouraging healthier and more environmentally sustainable lifestyles.

## 5.4. Urban sustainable transport infrastructure in Enniskillen and Omagh

### Enniskillen

- 5.4.1 Figure 9 of Annex A shows details of the pedestrian infrastructure in Enniskillen. The length of radial road within the development limit in Enniskillen totals 29.8 km (18.5 miles). A length totalling 4.4 km (2.7 miles) do not have footways. Whilst there is reasonably consistent provision of dropped kerbs at breakpoints, only a small length of footway exceeds 2.5m in width.
- 5.4.2 Within Enniskillen town centre there are over 60 crossing facilities for pedestrians and cyclists. The most common form of provision is at signal controlled traffic junctions. There are also over 20 pedestrian refuges.
- 5.4.3 Figure 10 of Annex A shows details of the cycling infrastructure in Enniskillen. There is 20km (12.4 miles) of cycle network infrastructure in Enniskillen as follows:
- 16.0 km (9.9 miles) shared cycleway / pedestrian footway
  - 3.2 km (2 miles) mandatory cycle lane
  - 0.8 km (0.5 miles) off-road traffic free cycle route.
- 5.4.4 There would appear to be significant gaps in the provision of sustainable transport infrastructure in Enniskillen including missing footway sections. Whilst there is a substantial length of cycle network, this is predominantly (80%) shared cycle way / pedestrian footway.
- 5.4.5 Figure 11 of Annex A shows details of the local bus network in Enniskillen. Enniskillen has 3 town centre bus services that operate circular routes at 2 hourly headways through the morning on weekdays and Saturday. The 3 routes serve the South West Acute Hospital and the north of the town (Ulsterbus service 397a) between 9am and 5pm, Cleenish Park and the south west sector (Ulsterbus service 397b) between 10am and 4pm and Cavanleck and the northeast sector (Ulsterbus service 397c) between 1030am and 530pm. It is noticeable that the town centre services are focused on the morning inter peak period and there are few services in the afternoon between 3pm and 4pm. In particular the services provide accessibility to town centre for residents who may live up to 2km (1.2 miles) from the centre and find walking or cycling impractical. It is likely that the services will be most attractive to people without a car

and for those who have free concessionary fares. In addition children may find the Saturday services attractive.

5.4.6 The town centre bus service in Enniskillen could be improved by:

- Extending the hours of operation, especially to support the town centre evening economy;
- Increasing the number of services to ensure full coverage of all residential areas in the town.

However these improvements would likely require an ongoing financial subsidy and careful consideration would be needed of their long term viability as many of the benefits accrue against environmental, health or social outcomes which cannot be easily evaluated.

## Omagh

5.4.7 Figure 12 of Annex A shows details of the pedestrian infrastructure in Omagh. The length of radial road within the development limit in Omagh totals 36.4 km (22.6 miles). A length totalling 6.1 km (3.8 miles) do not have footways. Whilst there is consistent provision of dropped kerbs at breakpoints, only a small length of footway exceeds 2.5m in width.

5.4.8 Within Omagh town centre there are almost 70 crossing facilities for pedestrians and cyclists. The most common form of provision is at signal controlled traffic junctions, a number of which include explicit provision for cyclists. There are also 26 pedestrian refuges.

5.4.9 Figure 13 of Annex A shows details of the cycling infrastructure in Omagh. There is 9.2 km (5.7 miles) of cycle network infrastructure in Omagh which is provided as shared cycleway / pedestrian footway.

5.4.10 There would appear to be significant gaps in the provision of sustainable transport infrastructure in Omagh including missing footway sections. The length of cycle network is a small proportion (25%) of the pedestrian network and this is exclusively shared cycle way / pedestrian footway.

5.4.11 Figure 14 of Annex A shows details of the local bus network in Omagh. Omagh has 7 town centre bus services that operate local routes at a range of headways ranging from half hourly to the Hospital & Primary Care Complex (Ulsterbus service 384e) to only two per day to Culmore Park Flats (Ulsterbus service 384d). The 7 routes serve the majority of the residential areas, generally between 830am and 5pm on weekdays and Saturday. Many of the services appear to be operated in conjunction with school services. Several of the services are looped in nature and hence may not be competitive with car travel. As for Enniskillen, the services will be most attractive to people without a car and for those who have free concessionary fares.

5.4.12 The town centre bus service in Omagh could be improved by:

- Extending its hours of operation, especially to support the town centre evening economy;



- Increasing the number of services to ensure full coverage of all residential areas in the town.

## 5.5. Modal choice for journeys to work and education

### Introduction

- 5.5.1 The 2011 census results for journey to work present a summary of movements between Council areas. As reported at 2011, it is possible to inspect the results for the old Fermanagh and Omagh Council areas separately, as shown in Figures 15 and 16 of Annex A respectively. These show that a high proportion of employed residents in both Fermanagh (83.9%) and Omagh (69.7%) work within their own Council area. However there are some notable differences with a higher proportion of Omagh residents (2.9%) working in Belfast compared to Fermanagh residents (2.4%) and a greater number of Omagh residents travelling to neighbouring Councils, especially Derry (2.8%), Dungannon (5.4%) and Strabane (4.9%).
- 5.5.2 The 2011 census results<sup>7</sup> also allow contrasts to be drawn between Fermanagh and Omagh (F&O) and Northern Ireland (NI) in terms of travel behaviour, differentiating between working adults and school children and students.

### Results

- 5.5.3 Figure 17 of Annex A shows that the use of sustainable modes in F&O is below the NI average for journeys to work with only 8% walking, cycling or using public transport compared to 15% across NI. It is notable that for short journeys (less than 2km/1.2 miles) only 28% use active modes (walking and cycling) compared to the NI average of 37%, as shown in Figure 18.
- 5.5.4 Whilst the use of sustainable modes for journeys to education matches the NI average of 46%, only 9% in F&O are made by the active modes compared to 18% across NI, as shown in Figure 19 of Annex A. This may be explained in part by the area's rural nature having a higher proportion of longer journeys. However, as for work journeys it is notable that for short journeys (less than 2km/1.2 miles) only 27% use active modes compared to the NI average of 44%. This differential is repeated for the next shortest journeys (2km/1.2 miles to less than 5km/3.1 miles) where only 4% use active modes compared to 9% in NI, as shown in Figure 20.
- 5.5.5 Comparing journeys to education and work presents a stark contrast in terms of use of public transport. Public transport accounts for 37% of journeys to education, but only 1% to work, suggesting a switch from bus to private car on leaving education and starting work. It is notable

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<sup>7</sup> It should be noted that journey distance is calculated as the straight line distance between the enumeration postcode and the workplace postcode – this will underestimate the true distance travelled along the transport network and does not take account of any diversions to drop off passengers. Comparisons across Councils are used in order to minimise the impact of this limitation.

that 14% of shortest (less than 2km/1.2 miles) education journeys are made by public transport whilst by far the greatest share is car passenger (55%).

## Conclusions

- 5.5.6 The 2011 census concludes that F&O has low levels of active travel modes compared to NI averages and these apply even when comparisons are limited to short journeys. In F&O 55% of journeys to work less than 2km/1.2 miles are made by single occupancy cars. Therefore there appears to be considerable potential to increase the number of journeys made by walking and cycling. This would require new improved infrastructure, picking up on the conclusions of the previous section and a continued emphasis on road safety for vulnerable road users. Land-use planning should therefore seek to encourage residential development within the existing urban area to reduce travel distances. Ideally residential development should be located in proximity to existing centres of employment and schools and convenient to existing radial routes and existing walking and cycling infrastructure.
- 5.5.7 The 2011 census for F&O also show that public transport is popular for children and students journeys to education, presumably where it is provided on a statutory and subsidised basis to a small number of largely centralised locations. However, public transport is almost unused for adult journeys to work which tend to be more widely distributed and where fares are generally not subsidised. Therefore there appears to be considerable potential for additional use of buses for journeys to work to town centre locations provided fares can be made attractive. Land-use planning should therefore seek to encourage employment development in town centres where practical.

## 5.6. Road network speeds

### Introduction

- 5.6.1 An investigation of road network efficiency has been undertaken by inspection of estimates of actual vehicular speeds calculated from global positioning system data sourced by commercial telematics sources (INRIX). The data was collected between October 2013 and 2015 and is available for peak (7 – 9am and 4-7pm) and offpeak (9am – 4pm) periods.

### Results

- 5.6.2 The offpeak speeds have been inspected for the road network which extends over the Fermanagh and Omagh Council area as this is considered most appropriate for most inter-urban journeys including commercial traffic. Figure 21 of Annex A shows that in general terms the A road network, consisting of the A4, A5, A32 and A505 between the principal towns operates at

speeds exceeding 50mph except where it passes through villages. On the A roads in the vicinity of Enniskillen and the B road network, it is notable that speeds are generally below 50mph.

- 5.6.3 Peak period speeds have been considered in the urban areas of Enniskillen and Omagh as this will highlight congestion on journeys to and from work. Speeds in the urban area of Enniskillen, in Figure 22 of Annex A, show a general pattern of decreasing speed toward the centre of the town. Speeds on the outer lengths of the main radial generally exceed 31 mph. In general terms, speeds drop to 16 – 30mph on the inner lengths relating approximately to the 30mph speed restricted area and drop further to 15mph and less at the principal junctions in the town centre. The impact of the River Erne is that all east – west links must use the town centre network and bridges. The bridges at Wellington Road and Ann Street and Cornagrade Road operate at speeds of 15mph and less.
- 5.6.4 Speeds in the urban area of Omagh, in Figure 23 of Annex A, show a general pattern of decreasing speed toward the centre of the town. Speeds on the outer lengths of the main radials generally exceed 31 mph within the urban development limit until, in general terms, the 30mph speed restricted area is reached where speeds drop to 16 – 30mph. At the principal junctions in the town centre, speeds drop further to 15mph and less. Speeds below 15mph are noted at a number of junctions on the eastern approaches. Speeds on the A5 Great Northern Road, which provides an alternative to the south of the centre, contrast with the other urban links and there a number of sections where speeds exceed 31mph.

## Conclusions

- 5.6.5 In general terms traffic speeds are consistent with the road class and level of development. On the principal inter-urban network roads are generally single-carriageways with a small number of short overtaking sections where local conditions permitted. Recorded average speeds generally exceed 50mph except where they pass through villages. There is no practical method of increasing speeds other than an alternative new section providing a bypass of the village. Such bypasses may be provided as part of extensive upgrade schemes which would provide dual carriageway standards which would likely increase average speeds to 60mph and above.
- 5.6.6 In the urban areas of Enniskillen and Omagh speeds reduce in line with the urban restrictions of 30mph. Traffic progression is controlled by the throughput of the principal junctions in the town centre which reduces peak speeds to less than 15mph. The Great Northern Road in Omagh provides traffic relief to the town centre whilst no similar link exists in Enniskillen whose limited bridges are a focus for traffic.

## 5.7. Road Collision History

### Introduction

- 5.7.1 An investigation of road collision history has been undertaken for the Fermanagh and Omagh Council area using PSNI records dated between 2012 and 2016. Initial consideration has been given to the road type at a Council – wide level in Table 1 of Annex A. Subsequently in view of the policy direction to encourage greater use of walking and cycling in urban areas the investigation focuses on the urban centres of Enniskillen and Omagh and on type of road user, the severity of the casualties and the location of the collision. The results for the two towns are presented in Figures 24 and 25 of Annex A

### Results

- 5.7.2 The Table of collisions and casualties across Fermanagh and Omagh roads show that almost four times as many killed and seriously injured casualties occur in rural areas (271) as compared to urban areas (76). This is consistent with the rural nature of the area.
- 5.7.3 The total killed and seriously injured casualties in urban areas from 2012 to 2016 equals 76. The corresponding sum for Enniskillen and Omagh is 52 and represents some 68% of the urban total across the Council area. The collision records show that pedestrians and cyclists are over-represented in the seriously injured casualties and fatalities in the urban areas. In Enniskillen between 2012 and 2016, there were a total of 19 people seriously injured of which 5 were pedestrians. Of the 2 Enniskillen fatalities, 1 was a pedestrian. The pattern is similar in Omagh, where a total of 24 people were seriously injured of which 9 were pedestrians and 2 were cyclists. Of the 7 Omagh fatalities, 4 were pedestrians.
- 5.7.4 The locations of the collisions are distributed around the urban road networks in Enniskillen and Omagh. There is also a focus at the road junctions where conflicts between traffic flows and with crossing pedestrians and cyclists naturally occur.

### Conclusions

- 5.7.5 The Council's high collision and casualty rate relates directly to the high proportion of residents living in rural areas and their use of the extensive rural road network. Whilst the detailed consideration of rural collisions and casualties in the area is beyond the scope of this Local Transport Study, it is expected that the conclusions in the recently published Rural Road Analysis<sup>8</sup> would apply to Fermanagh and Omagh. Amongst the publication's most striking conclusions regarding killed and seriously injured persons are:
- the top three causation factors are "inattention or attention diverted", "excessive speed having regard to conditions" and "wrong course / position";

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<sup>8</sup> Northern Ireland Rural Road Analysis, 2012-2016 available at <https://www.infrastructure-ni.gov.uk/publications/northern-ireland-rural-road-analysis-2012-2016> as of 7th August 2018

- 77% are car users and only 6% are pedestrians and 3% cyclists;
- 16-24 year olds (29%) and males (65%) are over represented.

5.7.6 Whilst there are relatively small numbers of journeys made by walking and cycling in the urban areas of Enniskillen and Omagh, pedestrians and cyclists are often seriously injured in road collisions. By contrast, collisions in the urban areas involving vehicles only tend to result in slight casualties to driver or passengers. The application of engineering, enforcement and education methods all have a role in minimising urban road casualties. In particular the message that there needs to be mutual respect between all road users is particularly important for the safety of pedestrians and cyclists.

## 5.8. Parking provision in Enniskillen and Omagh

### Introduction

5.8.1 An investigation of existing public car parking provision has been undertaken by surveying and recording the location of all on and off-street spaces in the town centres of Enniskillen and Omagh in 2017. At a later date surveys will be undertaken of occupancy.

### Results

5.8.2 The results for Enniskillen are presented in Figures 26, 27 and 28 of Annex A. The surveys show that the town centre of Enniskillen provides a total of 3718 public parking spaces of which 3277 are off-street and 441 are on-street. Of the off-street spaces, 1758 are free and 1429 require payment. A number of the free carparks are privately operated, often by supermarkets, options for any change in future operation should be carefully considered. All of the on-street spaces are free, however 331 have day time restrictions (generally 1 hour no return in 1 hour) and 110 are unrestricted. The on-street spaces are generally the most conveniently located for shopping and personal business purposes in the principal business streets, whilst the free off-street parking spaces are generally located to the edge of the centre and to the south of the busy Wellington Road.

5.8.3 The results for Omagh are presented in Figures 29, 30 and 31 of Annex A. The town centre of Omagh has a total of 3054 public parking spaces of which 2571 are off-street and 483 are on-street. Of the off-street spaces, 1735 are free and 728 require payment. The future operation of the privately operated carparks would need to be considered. All of on-street spaces are free, however 270 have day time restrictions (generally 1 hour no return in 1 hour) and 213 are unrestricted. As for Enniskillen, the on-street spaces are generally the most conveniently located to town centre services, whilst the free off-street parking spaces are generally located to the edge of the centre. The Council recently produced a Parking Strategy and Action Plan to address the overall requirement for off-street car parking within the District in terms of availability, accessibility and convenience for residents and visitors.

## Conclusions

- 5.8.4 Whilst parking enforcement is generally effective in Enniskillen, there are issues relating to traffic circulating around the town centre network searching for the most convenient free on-street spaces. The town centre is relatively narrow and approximately three quarters of a mile in length. Therefore it is not unreasonable to expect drivers to walk from edge of town to their places of work or other long-stay purposes. The operation of such a system could reduce traffic congestion at the key junctions and bridge crossings, especially if long-stay car parks were located adjacent to the town centre.
- 5.8.5 Omagh has a similar problem to Enniskillen in terms of traffic circulating to find the most convenient free on-street spaces. The town centre is approximately three quarters of a mile in length or breadth, therefore it is not unreasonable to expect drivers to walk from edge of town to their places of work or other long-stay purposes. Public parking arranged at the edge of town convenient to the key radial routes could reduce traffic congestion at the key junctions and encourage onward travel by walking.

## 5.9. Legacy Road Alignments and Other Protected Land

- 5.9.1 Legacy Road Alignments and other transport related schemes with associated protected lands exist in the extant Local Development Plans within the study area. They are regarded as undeveloped alignments/areas identified in previous Local Development Plans that have been protected from development. While not all alignments/schemes will be retained in the future, they should remain protected until more detailed consideration is given to each alignment at the LDP Local Policy Plan/Local Transport Plan stage when zoning and scheme level detail will be provided.
- 5.9.2 In some cases these alignments may first appear out of line with current policy and some schemes will not progress in the form previously planned or not at all. However, these alignments will be retained until the Local Policies Plan when they will be reviewed in conjunction with individual zoning considerations and consequently dropped or retained as they could have potential alternative uses such as for active travel routes.
- 5.9.3 The Legacy Road Alignments included in the previous area plans for Fermanagh and Omagh are as follows;
- Winters Lane Link Road to Hospital Road;
  - Crevenagh Road Lissan Road Link Omagh;
  - Realignment of Tattyreagh Road to Ecclesville Road Fintona; and
  - Derrychara Development Road at Algeo Drive.

## 6.0 Transport Objectives

### 6.1. Introduction

6.1.1 This chapter sets out the transport context and objectives. This has been undertaken following careful consideration of the existing strategic policy context and the draft local policies contained in the Draft Plan Strategy for Fermanagh and Omagh (contained in Annex C).

### 6.2. Context

6.2.1 The New Approach to Regional Transportation document, published by the former Department for Regional Development in 2013, recognised that while some car journeys are unavoidable, it is important that the all Council areas, including Fermanagh and Omagh, are developed in a way which enables people to have options, other than driving, to access key services. Although challenging, this requires a rebalancing of transport provision in conjunction with the new Local Development Plan to ensure that all modes of transport play their part in maximising options for residents.

6.2.2 This rebalancing must recognise the need for long-term stability and maintenance of the network and hence must play to the natural strengths of each mode of transport. For example, in general, public transport must focus on travel to and from urban centres where there is a 'critical mass' of key services and travel demand. Similarly walk and cycle must provide safe and attractive local connectivity to challenge the presumption of car travel for short journeys. Roads standards should be in balance with the economic role of the traffic carried whilst care should be taken to ensure vehicles do not dominate town centres and hence reduce vital place-making opportunities.

### 6.3. Objectives

6.3.1 The Transport Objectives link to the objectives in the Draft LDP Plan Strategy as shown below. The rationale for each objective is also explained.

Draft Transport Study Objectives

Objective 1	
<p><b>Enhance accessibility by road and public transport from the centres of Enniskillen and Omagh to Belfast, Londonderry, gateways and hubs.</b></p>	<p><b>Link to Draft LDP - Plan Strategy</b></p>
	<p><b>Social (1)</b></p> <p><b>Economic (12)</b></p>

**Rationale**

6.3.2 One of the Programme for Government high level indicators for transport is to improve travel times on key inter-urban economic corridors. The outworking of this will be to provide highway capacity improvements and attractive limited-stop bus services focused on inter-urban journeys made on the key economic corridors linking the gateways and hubs identified in the Regional Development Strategy. This transport objective links to action 6.1 of the Fermanagh and Omagh Community Plan Action Plan.

Objective 2	
<p><b>Ensure financially viable and sustainable public transport accessibility to essential services for people living in Fermanagh and Omagh Council Area.</b></p>	<p><b>Link to Draft LDP - Plan Strategy</b></p>
	<p><b>Social (1), (4), (5), (6)</b></p> <p><b>Economic (7), (10)</b></p>

**Rationale**

6.3.3 It is important that everyone can access essential services such as work, education, health or food shops. Whilst private car may be the preferred mode of travel for those people who own one, it should be possible to access these services without a private car. However, standard bus services are not financially viable where there is not a ‘critical mass’ of passengers. The Transport Study and Plan will therefore seek to identify a range of possible innovative public transport options for the area, which although not currently developed, may be deliverable



within the lifetime of the plan, subject to NI-wide transport policy. This will take account of the location of current and future essential services. This transport objective links to actions 2.1 and 6.2 of the Fermanagh and Omagh Community Plan Action Plan.

<b>Objective 3</b>	
<b>Ensure there are attractive and safe active travel networks (walking and cycling) linking all residential, employment, retail and leisure uses in the urban areas of Enniskillen and Omagh.</b>	<b>Link to Draft LDP - Plan Strategy</b>
	<b>Social (1), (4), (5), (6) Economic (7), (10)</b>

#### **Rationale**

- 6.3.4 Creating higher density, mixed use places will require transport investment to be fully aligned with the growth strategy set out by Fermanagh and Omagh District Council.
- 6.3.5 Although still in the development stages, by working closely with the Council it is intended that growth will focus on the large urban centres of Enniskillen and Omagh. This will effectively maximise the capacity of the existing urban bus and active travel networks and will facilitate the improvement of these networks.
- 6.3.6 It is considered that development should be located in areas which have good accessibility. This will enable residents to access facilities which are within walking and cycling distances and have the option to use bus services for longer journeys. In general the scale of Enniskillen and Omagh are such that the full development area is within a convenient cycling distances (approximately 3 miles or 20 minutes). Similarly almost all residential areas within the development limits are within walking range of the centre of the town (approximately 1 mile or 20 minutes).
- 6.3.7 In finalising planning permission for all new development it will remain a requirement to ensure the provision of safe transport infrastructure for all users.
- 6.3.8 This transport objective links to action 6.3 of the Fermanagh and Omagh Community Plan Action Plan.

Objective 4	
<b>Deliver high quality public realm in the centres of Enniskillen and Omagh, with reduced vehicle dominance, to make the towns attractive places to live and work and to improve safety for active travel modes.</b>	<b>Link to Draft LDP - Plan Strategy</b>
	Social (1) (6) Economic (10)

**Rationale**

6.3.9 Indicator 25 of the Programme for Government focuses on increasing the proportion of journeys made by walking, cycling and public transport. This will require a change in modal demands in urban areas by reducing private car travel whilst providing safer infrastructure which will encourage and support an increase in walking, cycling and public transport use. Journeys to and within the town centre, where there is critical mass of demand, offer the greatest potential for walking and cycling and public transport and can be influenced by parking strategy. The transport infrastructure in town centres also merit special priority in terms of place-making. This transport objective links to action 8.3 of the Fermanagh and Omagh Community Plan Action Plan.

Objective 5	
<b>Enhance transport accessibility to the centres of Enniskillen and Omagh to safeguard their viability</b>	<b>Link to Draft LDP - Plan Strategy</b>
	<b>Economic (10)</b>

**Rationale**

6.3.10 Enniskillen and Omagh town centres offer a broad range of services which meet the needs of residents of the Omagh and Fermanagh Council areas. By improving transport infrastructure and hence accessibility between and within our towns it is considered that the role of these town centres will be strengthened, supporting their development and vitality. Development in close proximity to town centres should be focussed on walking and cycling networks and public transport, reducing the need for car use and contributing to the place making responsibilities placed on the council.

Objective 6	
<b>Ensure our transport systems are resilient to climate change, safe to use, and are well maintained.</b>	<b>Link to Draft LDP - Plan Strategy</b>
	<b>Environment (14)</b>  <b>Social (6)</b>

**Rationale**

6.3.11 This objective is over-arching in nature. Any new infrastructure should be designed and constructed to the latest standards and future-proofed taking account of the particular flood risks applying in Fermanagh and Omagh. Also taking account of the rural nature of the area and the high dependence on car the infrastructure should be as safe as possible whilst users made aware of the risks. Maintenance needs to be considered fully, taking account of the flood risks and the remoteness of some locations.

**6.4. Alignment with wider strategy aims and objectives**

6.4.1 Table 3 shows how the Local Transport Study objectives align with key objectives from other policy documents, including:

- The Programme for Government (PfG)
- Regional Development Strategy 2035 (RDS)
- The DRD New Approach to Regional Transportation (New Approach)
- DfI NI Changing Gear: Cycling Strategy (NI Changing Gear)
- Local Development Plan Draft Strategy (LDP)

Table 3: Alignment with wider strategy aims/ objectives and LDP Draft Strategy objectives

LTS Objective	PfG	RDS	New Approach	NI Changing Gear	LDP Draft Strategy
<b>Objective 1:</b> Enhance accessibility by road and public transport from the centre of Enniskillen and Omagh to Belfast, Londonderry, gateways and hubs	Outcome 1 (economic focus)	Aim 1	Objective 1		Social (1)
	Outcome 2	Aim 2	Objective 2		Economic (12)
		Aim 5	Objective 4		
	Outcome 13	Aim 8	Objective 8		
<b>Objective 2:</b> Ensure financially viable and sustainable public transport accessibility to essential services for people living in Fermanagh and Omagh Council Area	Outcome 2	Aim 3	Objective 2		social (1), (4), (5), (6)
		Aim 4	Objective 4		
	Outcome 13	Aim 5	Objective 5		Economic (7), (10)
		Aim 7	Objective 8		
			Objective 10		
<b>Objective 3:</b> Ensure there are attractive and safe active travel networks (walking and cycling) linking all residential, employment, retail and leisure uses in the urban areas of Enniskillen and Omagh.	Outcome 2	Aim 1	Objective 2	Objective 1	Social (1), (4), (5), (6)
		Aim 3	Objective 4	Objective 2	
	Outcome 13	Aim 4	Objective 7	Objective 3	Economic (1), (10)
		Aim 5	Objective 8	Objective 4	
		Aim 6	Objective 9		

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		Aim 7	Objective 10 Objective 12		
<b>Objective 4:</b> Deliver high quality public realm in the centres of Enniskillen and Omagh, with reduced vehicle dominance, to make the towns attractive places to live and work and improve safety for active modes.	Outcome 2	Aim 1	Objective 4	Objective 1	Social (1), (6)
	Outcome 13	Aim 3	Objective 7	Objective 2	Economic (10)
		Aim 4	Objective 8	Objective 3	
		Aim 6	Objective 9	Objective 4	
		Aim 7	Objective 10 Objective 12		
<b>Objective 5:</b> Enhance transport accessibility to the centres of Enniskillen and Omagh to safeguard their viability	Outcome 2	Aim 1	Objective 4	Objective 1	Economic (10)
	Outcome 13	Aim 3	Objective 9	Objective 2	Environmental (14)
		Aim 4		Objective 3	
		Aim 5		Objective 4	
<b>Objective 6:</b> Ensure our transport systems are resilient to Climate Change, safe to use, and are well maintained.	Outcome 2	Aim 4	Objective 3	Objective 1	Social (6)
		Aim 6	Objective 7	Objective 3	Environmental (14)
		Aim 7	Objective 12	Objective 4	

## 7.0 Assessment of Transport Options

### 7.1 Introduction

7.1.1 This section presents the assessment of transport options and the conclusions of the Draft Transport Study for Fermanagh and Omagh. The conclusions have been reached by comparing a number of different Transport Measures using a standard objectives-based approach. Alternative transport options are assessed against the objectives identified earlier in order to identify a recommended set of Transport Measures. The following sequence of processes are described in turn:

- General approach to assessment
- Development of options
- Assessment of options and selection of recommended Transport Measures
- Confirmation of Transport Measures Assessment against the objectives

### 7.2 General approach to assessment

7.2.1 The previous sections have presented the context and provided a set of objectives for local transport development in Fermanagh & Omagh consistent with the Community Planning and LDP processes. These objectives are used to assess alternative options and recommend a set of Transport Measures.

7.2.2 This objectives-based approach is considered consistent with the “New Approach to Regional Transportation” and suited to the outcome-based approach being applied across policy making in NI, particularly as the objectives have been formulated to take account of the draft PfG Outcomes. The approach is also preferred to a “problems- based” approach that might tend to simply replicate past strategies and measures and make the achievement of new objectives and outcomes particularly difficult.

### 7.3 Development of Options

7.3.1 The development of options is initiated by the consideration of the objectives:

- **Objective 1:** Enhance accessibility by road and public transport from the centres of Enniskillen and Omagh to Belfast, Londonderry, gateways and hubs.
- **Objective 2:** Ensure financially viable and sustainable public transport accessibility to essential services for people living in Fermanagh and Omagh Council Area
- **Objective 3:** Ensure there are attractive and safe active travel networks (walking and cycling) linking all residential, employment, retail and leisure uses in the urban areas of Enniskillen and Omagh.

- **Objective 4:** Deliver high quality public realm in the centres of Enniskillen and Omagh, with reduced vehicle dominance, to make the towns attractive places to live and work and improve safety for active modes.
- **Objective 5:** Enhance transport accessibility to the centres of Enniskillen and Omagh to safeguard their viability
- **Objective 6:** Ensure out transport systems are resilient to Climate Change, safe to use, and are well maintained.

7.3.2 **Objective 1 summarised as External Accessibility**, is specific in requiring improvements in both road and public transport and in identifying the precise locations which focus improvements on the Key Transport Corridors (KTC). The only potential options appear to be:

- Improved inter-urban roads on KTC
- Improved inter-urban roads on KTC and A32
- Improved 'limited-stop' bus services to key hubs
- New rail line extensions to Enniskillen and Omagh
- Park and Ride and Park and Share also have complementary roles in improving local access or increasing vehicle occupancy respectively.

7.3.3 **Objective 2 summarised as Public Transport Accessibility**, essentially focuses on rural bus services and connections to essential services such as, for example, health, food shops and banks. The potential options deliverable within the lifetime of the plan appear to be:

- Maintained or improved Ulsterbus rural services
- Alternative Ulsterbus rural operations including integration with 'limited-stop' services
- Integrated public transport services including innovative transport models such as 'ride-share'
- Land-use policy changes which focus residential development in towns
- New or improved public transport serving new developments funded by the developer
- Alternative models of delivery of essential services including mobile services and use of the internet

7.3.4 **Objective 3 summarised as Attractive and Safe Active Travel Networks**, focuses on improved walking and cycling linkages within Enniskillen and Omagh. The potential options appear to be:

- Provision of improved walking facilities in towns
- Provision of a network of attractive cycling routes in towns
  - Focus on radial routes
  - Local improvements which together provide longer routes
- Identification and implementation of measures to address road user behaviour related to walking and cycling

7.3.5 There are other options which relate to how this infrastructure is provided and at additional locations such as:

- For new developments, walk and cycle infrastructure both within the development and linking to existing or planned networks are provided by the developer

- The provision of greenways between towns

7.3.6 **Objective 4 summarised as High Quality Public Realm in town centres**, generates a number of largely complementary transport options:

- New bypasses of Enniskillen and Omagh town centres to reduce vehicle flows through the town centre
- Town Centre Parking Strategies that reduce circulating traffic searching for parking spaces
- Traffic management schemes that remove traffic routes through the town centre
- Priority to be given to pedestrians in moving to and around town centre streets
- Pedestrianisation of town centres

7.3.7 **Objective 5 summarised as Accessibility to Town Centres**, generates a number of quite different transport options:

- New bypasses of Enniskillen and Omagh town centres to reduce travel times to town centres by all road-based modes
- New urban roads and traffic management to reduce travel times to town centres by all road-based modes
- Public Transport improvements options and identified against Objective 2
- Improved walking and cycling options identified against Objective 3
- Town Centre Parking Strategies that provide for demand for long and short-stay spaces at locations which reduce town centre congestion
- Traffic management schemes that give priority to movements to the town centre

7.3.8 **Objective 6 summarised as Resilience and Safety**, is over-arching. The options appear to be:

- Ensure transport infrastructure is designed and provided to current 'best practice' standards regarding extreme weather events and safety
- Ensure transport infrastructure is maintained to 'best practice' standards to maximise operational and safety performance at all times and that whole life costs are minimised
- Ensure that user behaviour regarding safe use of the transport network is monitored and addressed.

## 7.4 Assessment of options and selection of recommended Transport Measures

### Objective 1: External Accessibility

7.3.9 The following options **are progressed** as feasible within the LTS time frame of 2030 and consistent with the objectives.

- Improved inter-urban roads on KTC with complementary Park and Share
- Improved 'limited-stop' bus services to key hubs with complementary Park and Ride

7.3.10 The reasons for **not progressing** the other options are outlined below:



- Improved inter-urban roads on KTC and A32 - considered that further improvements to A32 beyond those currently committed will not facilitate limited-stop public transport services and may be largely superfluous as a strategic route once A5 dualling is complete
- New rail line extensions to Enniskillen and Omagh – could not be delivered within 2030 timeframe and would be uneconomic compared to proposed improved ‘limited-stop’ bus services and committed A5 dualling.

### Objective 2: Public Transport Accessibility

- 7.3.11 It is proposed that these transport options are considered in the context of NI-wide policy issues for DfI and other statutory transport providers and would be the subject of separate work. It is the intention that the findings and recommendations will be fed back to the Local Transport Plan and LDP processes as and when the next steps for the wider public transport network are identified and agreed. In outline, the proposal is to develop innovative integrated public transport services, using for example transport models such as ‘ride-share’
- 7.3.12 It is also recommended however that the options for land-use policy to focus residential development in towns and to consider alternative models of delivery of essential services including mobile services and use of the internet are taken account of in the Fermanagh and Omagh Plan Strategy and during the subsequent Plan Policies stage.

### Objective 3: Urban Active Travel Networks.

- 7.3.13 It is proposed that in general all of the options **are progressed** as feasible within the LTS time frame of 2030 as follows:
- Provision of improved walking facilities in towns
  - Provision of a network of attractive radial cycling routes in towns and greenways between towns
  - For new developments, walk and cycle infrastructure both within the development and linking to existing or planned networks are provided by the developer
- 7.3.14 It is recommended that there is a focus on radial routes in towns in order that it is clear that the expectation is for direct high quality cycle routes which can provide a realistic option for journeys to and through the town centre. The designation of routes also facilitates the proposal to seek developer contributions for infrastructure over and beyond the development site.

### Objective 4 High Quality Public Realm in town centres

- 7.3.15 It is proposed that, with two exceptions, all of the options **are progressed** as feasible within the LTS time frame of 2030 as follows:
- New bypass of Enniskillen town centre to reduce vehicle flows through the town centre
  - Town Centre Parking Strategies that reduce circulating traffic searching for parking spaces

- Traffic management schemes that remove traffic routes through the town centre
- Priority to be given to pedestrians in moving to and around town centre streets

7.3.16 The exceptions which are **not progressed** are outlined below with reasons:

- New bypass of Omagh town centre – the A5 dualling scheme will provide a new strategic bypass of Omagh and therefore this would be a direct duplication
- Pedestrianisation of town centres – this measure is considered outmoded and likely to fail by removing key servicing access and after-hours animation. The other options seek to deliver the positive points of pedestrianisation relating to reducing vehicle dominance.

#### Objective 5 Accessibility to Town Centres

7.3.17 It is proposed that, with two exceptions, all of the options **are progressed** as feasible within the LTS time frame of 2030 as follows:

- New bypass of Enniskillen town centre to reduce travel times to town centres by all road-based modes
- Public Transport improvements options and identified against Objective 2
- Improved walking and cycling options identified against Objective 3
- Town Centre Parking Strategies that provide for demand for long and short-stay spaces at locations which reduce town centre congestion
- Traffic management schemes that give priority to pedestrian, cycling and public transport movements to the town centre

7.3.18 The exceptions which are **not progressed** are outlined below with reasons:

- New bypass of Omagh town centre – as noted above, the A5 dualling scheme will provide a new strategic bypass of Omagh and therefore this would be a direct duplication
- New urban roads and traffic management to reduce travel times to town centres by all road-based modes – this would act directly against the Objective 4 High Quality Public Realm in town centres by promoting car use in town centres and against the schemes to give priority to pedestrian and cycling movements to the town centre.

7.3.19 However it is noted that there are likely to be instances when key development will require essential new urban road infrastructure simply to access and service the development and to facilitate active travel modes. In such instances the urban road infrastructure will be provided by the developer. Therefore the following option is progressed:

- New urban road links (and supporting sustainable transport infrastructure) to facilitate key development funded by developer.

#### Objective 6 Resilience and Safety.

7.3.20 All options **are progressed** as feasible within the LTS time frame of 2030 and consistent with the objectives. It is proposed that the first two options can be combined and a specific measure allocated to safety as follows:

- Transport infrastructure to be designed, provided and maintained to ‘best practice’ standards to maximise operational performance and safety at all times
- Ensure that user behaviour regarding safe use of the transport network is monitored and addressed.

## 7.5 Confirmation of Transport Measures Assessment against the Objectives

7.5.1 The Transport Study for Fermanagh and Omagh is primarily focused on the principal urban centres of Enniskillen and Omagh where there are opportunities to deliver the most significant impact on the greatest number of residents and employees in conjunction with the Local Development Plan. However the Transport Study also includes two inter-urban measures that also link to the Regional Strategic Network Transport Plan. The Transport Study is purposely composed of measures rather than schemes as this provides flexibility in the definition and design of schemes in order to integrate with land-use opportunities that arise in the Local Policies Plan stage of the Local Development Plan.

7.5.2 The Transport Study is recommends the following 11 measures:

- 1: Improved inter-urban roads on KTC
- 2: Improved ‘limited-stop’ bus services to key hubs
- 3: Integration of passenger transport services including innovative transport models such as ‘ride-share’
- 4: New orbital urban roads to bypass Enniskillen town centre
- 5: New urban road links and supporting sustainable transport infrastructure to facilitate key development funded by developer
- 6: Town Centre Parking Strategies including integrated management of long and short-stay spaces
- 7: Provision of improved walking facilities in towns
- 8: Provision of a network of attractive radial cycling routes in towns and greenways between towns
- 9: Traffic management schemes in urban areas to re-balance modal hierarchy
- 10: Transport infrastructure to be designed, provided and maintained to ‘best practice’ standards to maximise operational performance and safety at all times
- 11: Ensure that user behaviour regarding safe use of the transport network is monitored and addressed.

7.5.3 Each of the measures are confirmed against the transport objectives below. The table summarises how each of the 11 measures support the 6 Transport Objectives. A double tick (VV) designates strong or direct support for the objective whilst a single tick (V) designates lesser or indirect support. Each measure is subsequently described separately below.

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and Safety
1: Improved inter-urban roads on KTC	√√				√√	
2: Improved 'limited-stop' bus services to key hubs	√√	√			√√	
3: Integration of passenger transport services including innovative transport models such as 'ride-share'	√	√√			√	
4: New orbital urban roads to bypass Enniskillen town centre	√√			√	√	
5: New urban road links and supporting sustainable transport infrastructure to facilitate key development funded by developer		√	√√		√√	
6: Town Centre Parking Strategies including integrated management of long and short-stay spaces		√		√√	√√	

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and Safety
7: Provision of improved walking facilities in towns		√	√√	√	√√	√
8: Provision of a network of attractive radial cycling routes in towns and greenways between towns			√√	√	√√	√
9: Traffic management schemes in urban areas to re-balance modal hierarchy		√	√√	√	√√	√
10: Transport infrastructure to be designed, provided and maintained to 'best practice' standards to maximise operational performance and safety at all times.			√	√		√√
11: Ensure that user behaviour regarding safe use of the transport network is monitored and addressed.			√	√		√√

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and Safety
Improved inter-urban roads	√√				√√	

### 1: Improved inter-urban roads

- 7.5.4 New inter-urban road schemes will be identified and prioritised on the Key Transport Corridors to improve external accessibility from the F & O area. These schemes will include the committed ‘flagship’ A5 and other schemes to be listed in the Regional Strategic Transport Plan to be prepared in 2018. In general these inter-urban roads schemes are likely to be dual-carriageways or bypasses of small towns or villages.
- 7.5.5 These roads would improve external accessibility by reducing journey times or improving journey time reliability. This will impact on bus travel in addition to private car and goods travel.
- 7.5.6 These roads would also directly improve accessibility to the town centres by reducing journey times from the catchment areas.

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and safety
Improved 'limited-stop' bus services to key hubs	√√	√			√√	

## 2. Improved 'limited-stop' bus services to key hubs

- 7.5.7 New 'limited-stop' bus services are expected to be identified and prioritised on the Key Transport Corridors to improve external accessibility from the F & O area. These services will build upon the existing Goldline route network to be listed in the Regional Strategic Transport Plan to be prepared in 2018. The bus services will capitalise on continued road improvements and new Park and Ride schemes.
- 7.5.8 These 'limited-stop' bus services will improve external accessibility by reducing journey times by public transport and increasing service frequency between the key hubs.
- 7.5.9 These services have more limited impact on public transport accessibility from the wider rural area as they do not have frequent pick-up points.
- 7.5.10 These services will also directly improve accessibility to the town centres by reducing journey times from the catchment areas, potentially in combination with Park and Ride sites.

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and Safety
Integration of passenger transport services including innovative transport models such as 'ride-share'	√	√√			√	

### 3. Integration of passenger transport services including innovative transport models such as 'ride-share'

- 7.5.11 The integration of passenger transport services has the potential to increase the public transport opportunities for rural communities. These transport options will be considered in the context of NI-wide policy issues for DfI and other transport providers.
- 7.5.12 Increased public transport opportunities for rural communities will have a direct and markedly positive impact on the public transport accessibility objective as residents living beyond the current Translink bus network would be able to use the new services, potentially on a door to door basis.
- 7.5.13 Increased public transport opportunities for rural communities will also have a positive impact on external accessibility as a proportion of rural residents who do not have the use of a car would now be able to travel by public transport to the bus station in Enniskillen or Omagh and then interchange to Goldline services.
- 7.5.14 Increased public transport opportunities for rural communities will also have a positive impact on accessibility to town centres as the new services, though carefully fitted to users travel needs, will invariably include a proportion of journeys to town centres where key services are centred.



Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and safety
New orbital urban road to bypass Enniskillen town centre	√√			√	√	

#### 4. New orbital urban roads to bypass Enniskillen town centre

- 7.5.15 It is acknowledged that the road network of Enniskillen is incomplete in that there is no orbital route avoiding the use of the western bridges. The precise route and its design will be confirmed as part of the Transport Plan and the Plan Policies stage of the Local Development Plan.
- 7.5.16 The proposed Southern Bypass would make a direct contribution to improving external accessibility by improving travel times on the A4 route and onwards to Sligo.
- 7.5.17 The bypass would make an indirect impact to providing high quality public realm by removing through traffic from the town centre of Enniskillen.
- 7.5.18 Similarly the bypass would make an indirect impact to improving accessibility to the Town Centres by reducing traffic levels on radial roads and hence reducing congestion in Enniskillen town centre.

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and Safety
New urban road links and supporting sustainable transport infrastructure to facilitate key development funded by developer		√	√√		√√	

**5. New urban road links and supporting sustainable transport infrastructure to facilitate key development funded by developer**

- 7.5.19 It is inevitable that the LDP Local Policies Plan stage will generate new zonings or developments that will require new infrastructure to enable their delivery. In some cases new urban road links will be needed simply to provide direct access however walking cycling and public transport infrastructure and services are also likely to be needed. That infrastructure will need to be funded by the developer and planned and delivered in conjunction with the transport authority.
- 7.5.20 The new infrastructure will impact directly on the objective to improve urban active travel networks.
- 7.5.21 It is also inevitable that the new infrastructure will improve accessibility to the town centres.
- 7.5.22 Where new public transport services are secured, these may improve public transport access to key town centre services.

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and Safety
Town Centre Parking Strategies including integrated management of long and short-stay spaces		√		√√	√√	

### 6. Town Centre Parking Strategies including integrated management of long and short-stay spaces

- 7.5.23 Town Centre Parking Strategies will be required in Enniskillen and Omagh as stipulated in the SPPS. At this stage it is clear that the parking strategies have a key role to play in improving how the urban transport networks operate as public parking locations represent the ultimate destination for many car journeys. The location of public parking and its designation as long or short-stay using payment controls will be identified in the strategy at the Plan Policies stage.
- 7.5.24 In Enniskillen and Omagh Parking strategies will have a direct impact on the potential to provide high quality public realm. By removing extraneous traffic which often dominates the town centres it will be possible to design and deliver public realm geared to increase social interaction and animation.
- 7.5.25 The parking strategies will have a direct impact on accessibility to the town centres. It will be important that the strategies improve turnover of parking spaces, and by reducing traffic searching for spaces, to improve travel times and safety by public transport and walking and cycling.
- 7.5.26 The parking strategies will have an indirect impact on public transport accessibility as it is envisaged that the charges needed to increase the turnover of spaces may lead to public transport becoming a more attractive and financially viable option.

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and Safety
Provision of improved walking facilities in towns		√	√√	√	√√	

### 7. Provision of improved walking facilities in towns

- 7.5.27 The provision of improved walking facilities in Enniskillen and Omagh will be a central measure of the Transport Study. Evidence has shown that the pedestrian networks are incomplete and that local levels of walking are low and fall below NI averages. Whilst improvements to the walking facilities may require retro-fitting work and may impact on traffic capacity it is clear that the measure has a role in delivering greater walking activity and hence a number of objectives. In addition, attractive local and town-centre routes must be an integral part of any development plan strategy or subsequent plan policy.
- 7.5.28 Improved walking facilities will have a direct impact on urban active travel networks. In particular in designing off-road walking routes consideration will be given to their potential as shared cycle facilities.
- 7.5.29 Improved walking facilities will have a direct impact on accessibility to the town centres. By making it easier to cross roads and generally making walking routes to the town centre more attractive, it will be more convenient for people without cars to travel to the town centre. Walking routes can provide convenient access to the town centre from residential areas within a range of up to 1 mile (assuming a travel time of 20 minutes); this represents all residential areas within the development area of both towns with few exceptions. In addition, should parking strategies displace long stay parking to the edge of town, the accessibility of the town centre for car users would be largely unaffected as the consequent longer walk access would be improved in quality.
- 7.5.30 Improved walking facilities will have an indirect impact on public transport accessibility as local town centre walk access is often the final component of a public transport journey.
- 7.5.31 Improved walking facilities will have an indirect impact on high quality public realm as they are often designed together in an integrated fashion.

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and Safety
Provision of a network of attractive radial cycling routes in towns and greenways between towns			√√	√	√√	

### 8. Provision of a network of attractive radial cycling routes in towns and greenways between towns

- 7.5.32 The provision of improved cycling facilities in Enniskillen and Omagh will be a central measure of the Transport Study. Evidence has shown that the cycle networks are far from complete and serve only a small proportion of the residential areas. Whilst the provision of a network of radial cycling routes in Enniskillen and Omagh may impact on traffic capacity it is clear that the measure has a role in delivering sustainable accessibility across the urban areas. The designation and identification of a network of routes must be an integral part of any development plan strategy and subsequent plan policy such that the network can be delivered in co-ordination with development proposals.
- 7.5.33 Attractive cycle routes will have a direct impact on urban active travel networks. In particular in designing off-road cycle routes consideration will be given to their potential as shared walking facilities. Cycle routes can provide convenient access to places of employment and education within a range of up to 3 miles (assuming a travel time of 20 minutes) which would encompass the entire development area of the towns.
- 7.5.34 Improved cycle routes will have a direct impact on accessibility to the town centres. By making these attractive, it will be more convenient for people without cars (including children), to travel (independently) to the town centre.
- 7.5.35 Improved cycle routes will have an indirect impact on high quality public realm as they are often designed together in an integrated fashion as part of local routes or longer greenways. Care will be needed to ensure that the cycle route function and use does not discourage use by pedestrians, elderly people or other people with particular impairments.

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and Safety
Traffic management schemes in urban areas to re-balance modal hierarchy		√	√√	√	√√	

### 9. Traffic management schemes in urban areas to re-balance modal hierarchy

- 7.5.36 It is inevitable that the imposition of sustainable transport measures, as proposed in the Transport Study, will involve an impact on traffic capacity and on traffic flows. Consequently there will be a requirement for the transport authority to consider how road-space is designated and used by a range of modes (pedestrian, cyclist, bus, goods service vehicle and general traffic) and exactly what priority is given to each. Traffic management schemes can complement physical infrastructure schemes by amending regulations, signing and lining to achieve that priority and provide safer and more coherent networks.
- 7.5.37 Traffic management schemes will impact directly on the objective to improve and create continuous high quality urban active travel networks where traffic capacity has to be re-assigned using amended road markings, junction layouts or phasing of signal settings.
- 7.5.38 Traffic management schemes will be required to ensure that accessibility to the town centre is improved. Consideration will be given to re-balancing priority to pedestrians and public transport in town centre shopping streets whilst private car routes to designated parking locations as identified in the parking strategy should not be unduly inconvenienced.
- 7.5.39 Traffic management will also indirectly impact on public transport accessibility from the wider catchment as town centre bus priority could make a significant difference in the viability of routes at off-peak periods.
- 7.5.40 Traffic management will also indirectly impact on public realm as traffic engineers will likely need to engage in the co-design of schemes that require changes in local traffic designations or regulations to ensure their success.

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and safety
Transport infrastructure to be designed, provided and maintained to 'best practice' standards to maximise operational performance and safety at all times.			√	√		√√

**10. Transport infrastructure to be designed, provided and maintained to 'best practice' standards to maximise performance at all times.**

- 7.5.41 The provision of transport infrastructure designed, provided and maintained to 'best practice' standards to maximise operational performance and safety at all times relates directly to the objective of resilience and safety. The measure is of special importance in Fermanagh and Omagh due to its rural profile and high road collision and casualty record.
- 7.5.42 The consideration and implementation of safety measures is particularly important in the design of walking and cycling networks and of public realm schemes. Motor vehicles present a very real risk to people who choose to travel sustainably by walking and cycling and it is important to include features in the design which will deliver the Draft Programme for Government objective of increasing the percentage of journeys made by walking, cycling and public transport.
- 7.5.43 This measure is however effectively cross-cutting and, it could be argued, maintenance in particular, has positive impacts on each of the other objectives.
- 7.5.44 It may be worth noting in addition, that despite 'best practice' in extreme conditions such as road collisions or traffic signals failures or flooding, road infrastructure, especially urban, can reach capacity leading to grid-lock. Similar grid-lock would never occur on active travel networks. Resilience to system failures, such as traffic signal failures, can be increased by providing 'back-up' systems whilst overall urban travel resilience can be increased by ensuring that realistic active travel options are provided.

Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and safety
Ensure that user behaviour regarding safe use of the transport network is monitored and addressed.			√	√		√√

**11. Ensure that user behaviour regarding safe use of the transport network is monitored and addressed.**

7.5.45 This measure focuses on the human aspects of road safety and complements the previous measure which is concerned with the physical infrastructure. The measure is especially relevant in Fermanagh and Omagh where its rural profile and high road collision and casualty record likely follow general rural trends with single vehicle collisions and driver behaviour.

7.5.46 The consideration of user behaviour is also particularly important for objectives relating to walking and cycling networks and of public realm schemes which may involve relatively innovative design features requiring supporting public information.

7.5.47 This measure is however effectively cross-cutting and, it could be argued, has positive impacts on each of the other objectives.



## 8.0 Summary of Conclusions

### 8.1 Conclusion

8.1.1 The Draft Transport Study for Fermanagh and Omagh has identified that the area faces a number of challenges in ensuring transport infrastructure and services facilitate government policies and the Council's growth ambitions.

8.1.2 The study has therefore developed specific transport objectives and assessed a range of alternative options to address these. The assessment has confirmed 11 Transport Measures.

8.1.3 The Draft Transport Study for Fermanagh and Omagh concludes that the following 11 measures should assist in the future development of the Council areas:

- **1: Improved inter-urban roads on KTC**

New inter-urban road schemes will be identified and prioritised on the Key Transport Corridors. These schemes will include the committed 'flagship' A5 and other schemes to be listed in the Regional Strategic Transport Plan to be prepared in 2018. In general these inter-urban roads schemes are likely to be dual-carriageways or bypasses of small towns or villages.

- **2: Improved 'limited-stop' bus services to key hubs**

New 'limited-stop' bus services are expected to be identified and prioritised on the Key Transport Corridors to and from Enniskillen and Omagh. These services will build upon the existing Goldline route network to be listed in the Regional Strategic Transport Plan to be prepared in 2018. The bus services will capitalise on continued road improvements and Park and Ride schemes.

- **3: Integration of passenger transport services including innovative transport models such as 'ride-share'.**

The viability of this measure would be considered in the context of NI-wide policy issues for DfI and other transport providers and would be the subject of separate work.

- **4: New orbital urban roads to bypass Enniskillen town centre**

The road network of Enniskillen currently does not provide an orbital route avoiding the use of the western bridges. The precise route and its design will be confirmed as part of the Transport Plan and the Plan Policies stage of the Local Development Plan.

- **5: New urban road links and supporting sustainable transport infrastructure to facilitate key development funded by developer**

The LDP Local Policies Plan stage will generate new zonings or developments that will require new infrastructure to enable their delivery. In some cases new urban road links will be needed simply to provide direct access however walking cycling and public transport infrastructure

and services are also likely to be needed. That infrastructure will need to be funded by the developer and planned and delivered in conjunction with the transport authority.

- **6: Town Centre Parking Strategies including integrated management of long and short-stay spaces**

Town Centre Parking Strategies will be required in Enniskillen and Omagh. The location of public parking and its designation as long or short-stay using payment controls will be identified in the strategy at the Plan Policies stage. The strategies should remove extraneous traffic which dominates the town centres and improve the turnover of parking spaces.

- **7: Provision of improved walking facilities in towns**

The provision of improved walking facilities in Enniskillen and Omagh will be a central measure of the Transport Study. The current pedestrian networks are incomplete and local levels of walking are low and fall below NI averages. Improvements to the walking facilities may require retro-fitting work and may impact on traffic capacity.

- **8: Provision of a network of attractive radial cycling routes in towns and greenways between towns**

The provision of improved cycling facilities in Enniskillen and Omagh will be a central measure of the Transport Study. The current cycle networks are far from complete and serve only a small proportion of the residential areas. The provision of a network of radial cycling routes in Enniskillen and Omagh may impact on traffic capacity. The designation and identification of a network of routes will allow its delivery in co-ordination with development proposals.

- **9: Traffic management schemes in urban areas to re-balance modal hierarchy**

Consideration of how road-space is designated and used by a range of modes (pedestrian, cyclist, bus, goods service vehicle and general traffic) in Enniskillen and Omagh. Traffic management schemes can complement physical infrastructure schemes by amending regulations, signing and lining to achieve appropriate priority and provide safer and more coherent networks.

- **10: Transport infrastructure to be designed, provided and maintained to 'best practice' standards to maximise operational performance and safety at all times.**

The reliable operation of transport infrastructure is especially important in Fermanagh and Omagh due to the remoteness of many locations and the flooding risk. Rural road safety is also related.

- **11: Ensure that user behaviour regarding safe use of the transport network is monitored and addressed.**

Road safety depends heavily on drivers, pedestrians and cyclists understanding how they should use the infrastructure and the risks of inattention and excessive speed etc. This is especially important for any new pedestrian and cycling facilities and for rural roads.

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Introduction

Figure 1 - OSNI Map of NI Road and Rail Transport Network

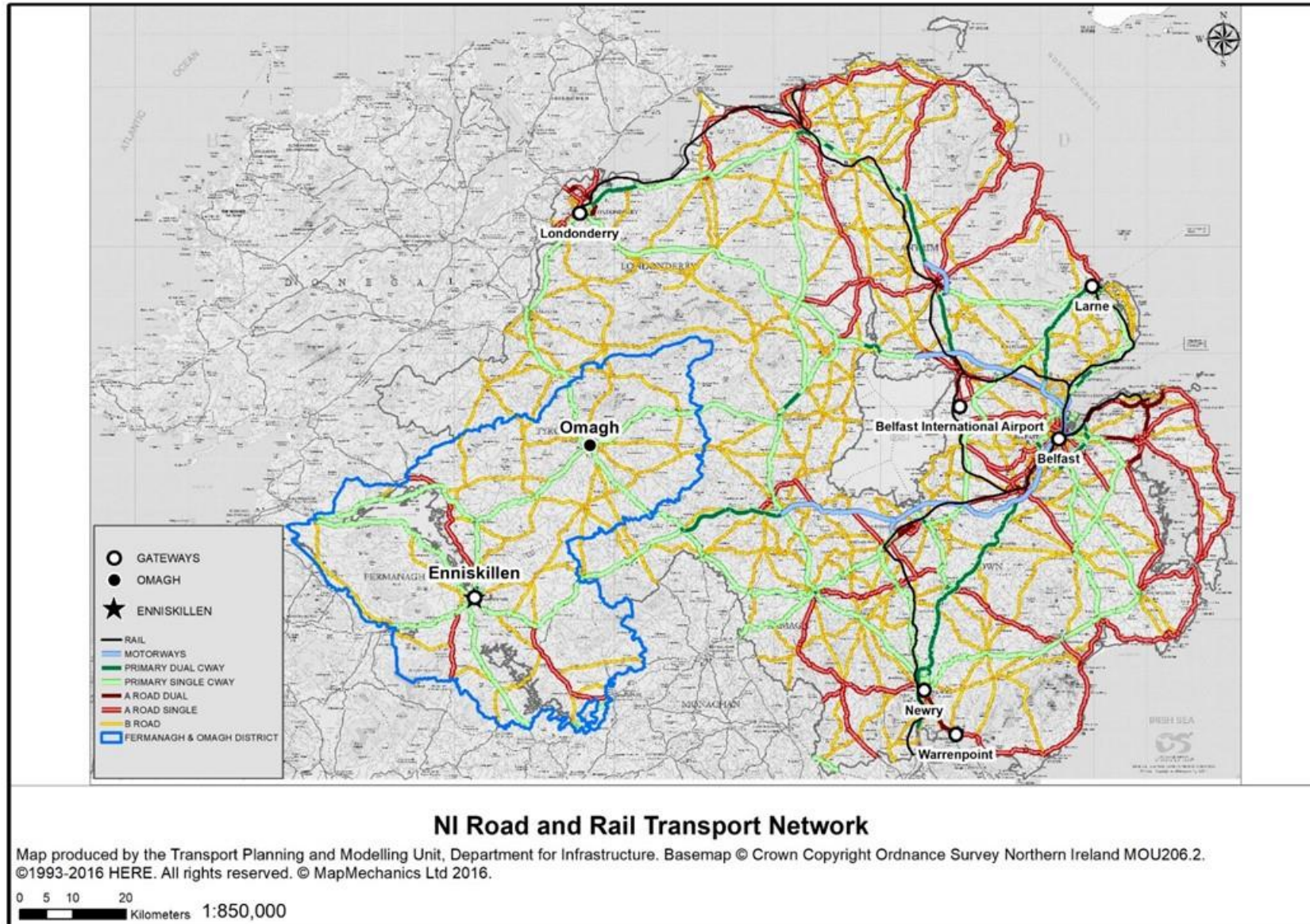
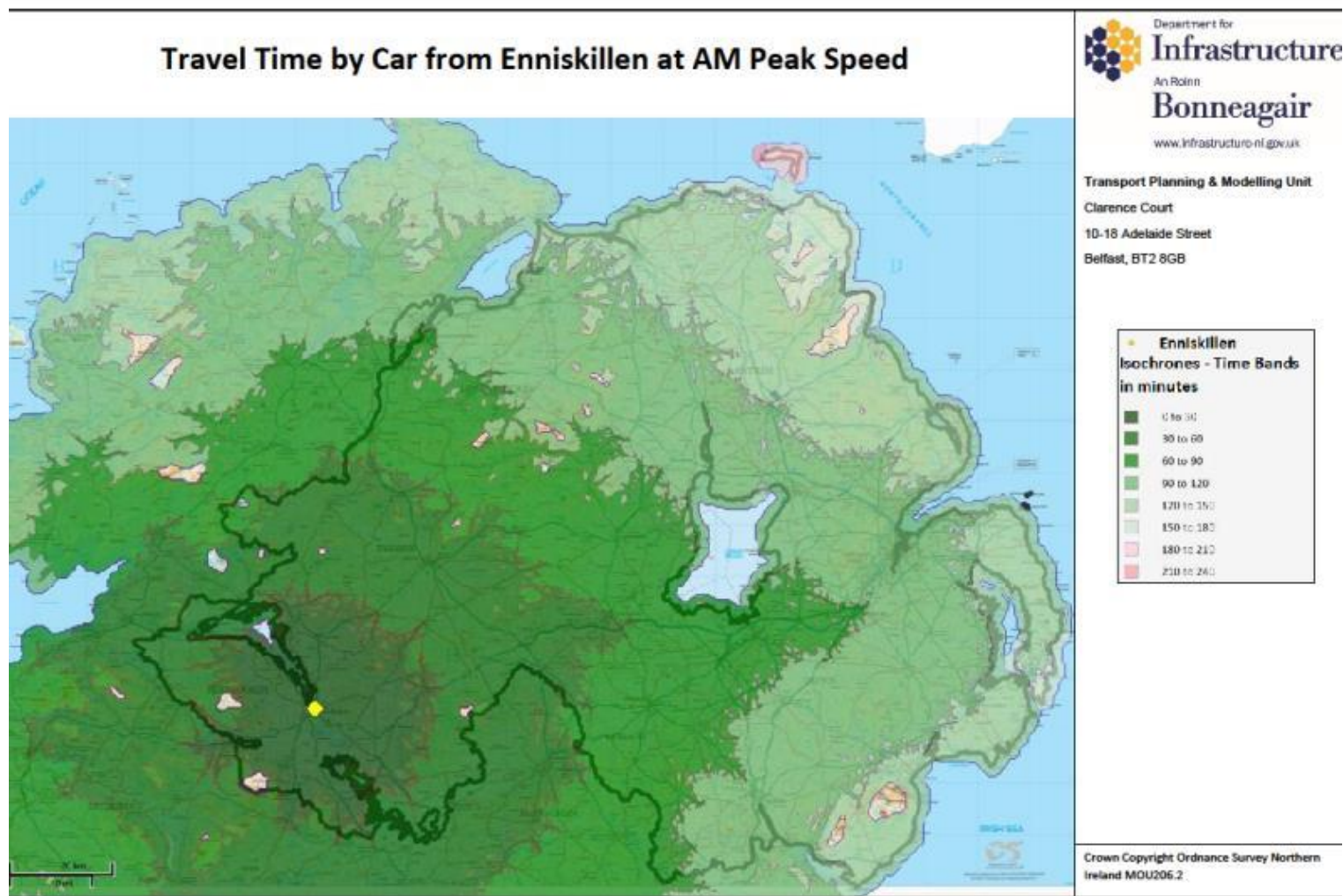


Figure 2 - Travel Time by Car from Enniskillen at AM Peak Speed



## NOTES

Figure 2 shows the travel times from Enniskillen to locations every 200m throughout Northern Ireland and bordering regions.

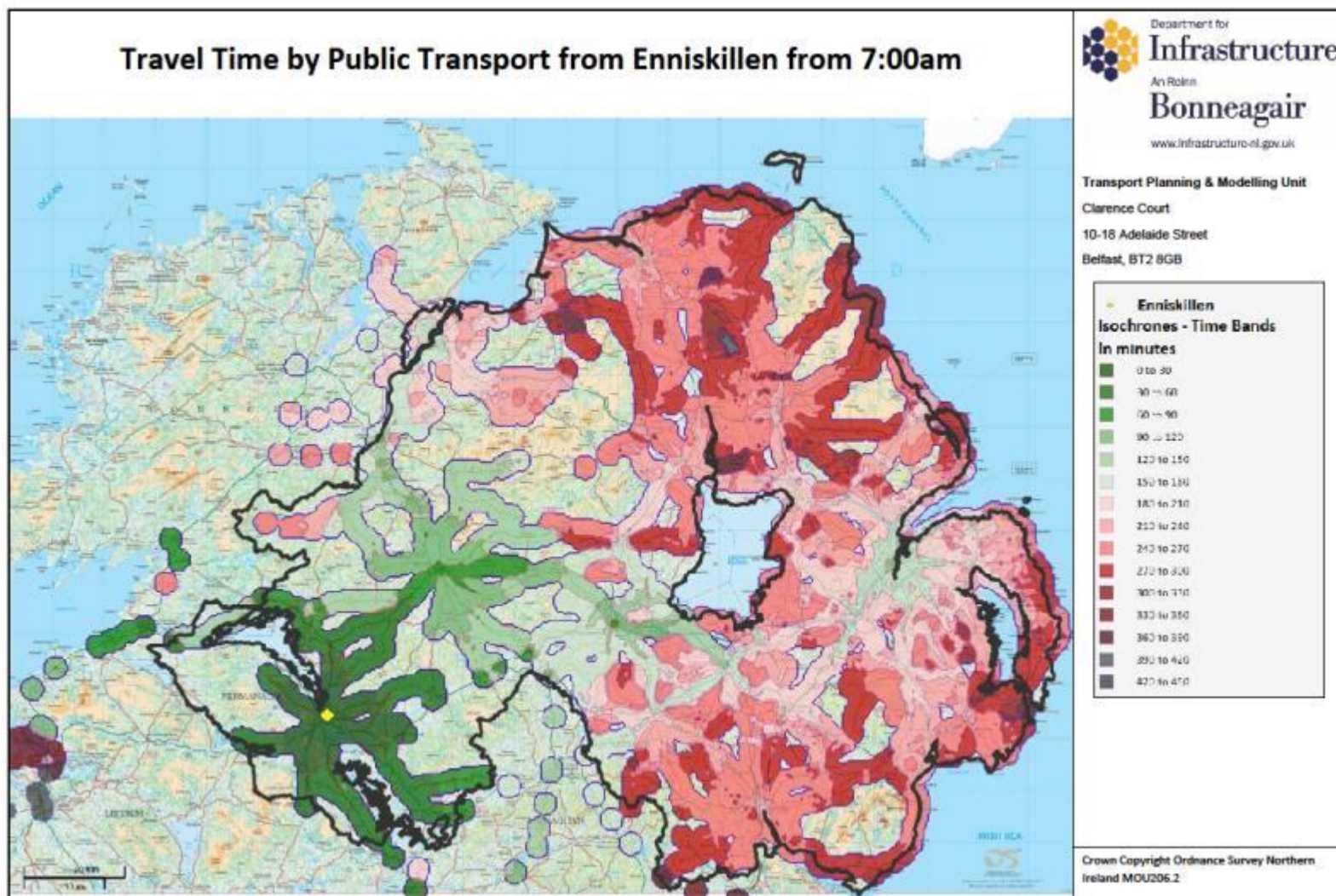
The travel times are shown in 30 minute time bands in different shades of green and red running from dark green through light green to light red. The darkest shade of green represents a time of less than 30 minutes while the lightest shade of green represents a time range between 150 -180 minutes (2.5 - 3 hours). Although they only make up small proportion of the map, the red areas show travel times from 180 -240 minutes (3 - 4 hours). The same time bands have been used for both the car and public transport accessibility maps to allow for direct comparison, however the drive time map requires fewer bands as the maximum journey time to locations accessible by car is lower than the maximum journey time to locations accessible by public transport.

The analysis uses average recorded AM peak road speed data sourced from INRIX to determine the journey time along each road link meaning that traffic and congestion has been factored in.

As not all locations fall on a road, the analysis allows for a walking interchange from the nearest point on the road network (hence the overlap past the NI boundary). The maximum interchange is 800 metres at a walking pace of 4.8km/hr which equates to a 10 minute walk. Any areas not covered by a time band are not within 800m of the road network.

Regional connectivity from Omagh and Enniskillen by road and public transport

Figure 3 - Travel Time by Public Transport from Enniskillen from 7:00am





## NOTES

Figure 3 shows the travel times from Enniskillen to locations every 200m throughout Northern Ireland and bordering regions. The earliest permitted start time is 7:00am but actual journey start times depend of the availability of public transport services in the vicinity of Enniskillen town centre.

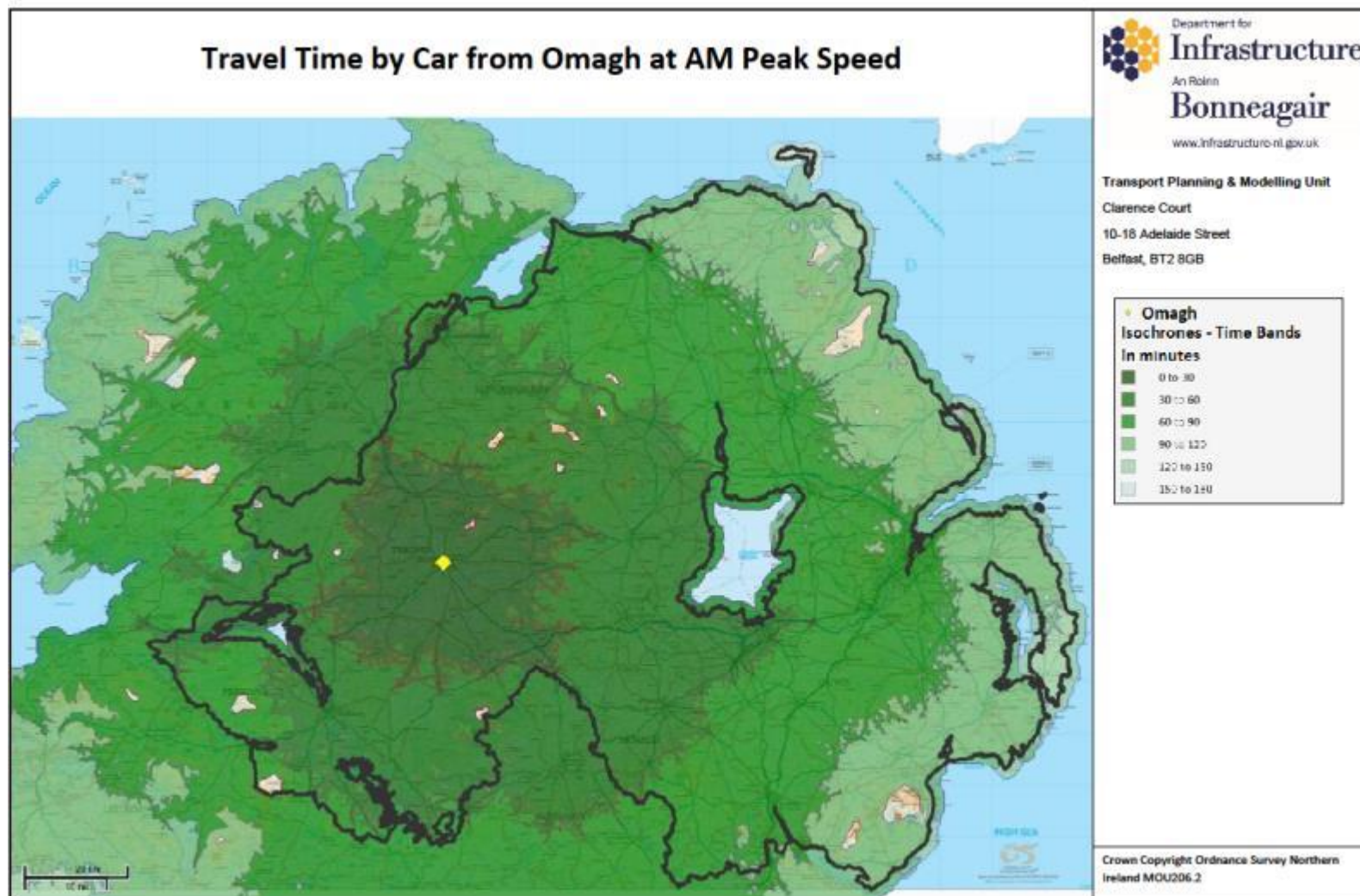
The travel times are shown in 30 minute time bands in different shades of green, red and grey. They run from dark green through light green, light red, dark red to dark grey. The darkest shade of green represents a travel time of less than 30 minutes while the lightest shade of green represents a time ranging between 150 -180 minutes (2.5 - 3 hours). The lightest shade of red shows travel times from 180 - 210 minutes (3 – 3.5 hours) while the darkest shade of red indicated a travel time of 360 – 390 minutes (6 – 6.5 hours). Although they only make up small proportion of the map, the grey areas show travel times from 390 – 450 minutes (6.5 – 7.5 hours). The same time bands have been used for both the car and public transport accessibility maps to allow for direct comparison, however the drive time map requires fewer bands as the maximum journey time to locations accessible by car is lower than the maximum journey time to locations accessible by public transport.

The analysis uses public transport timetable information relating to buses, railways and ferries to determine the journey times. The bus service data relates to Translink, Bus Eireann and Private Operators.

As not all locations fall on the public transport network the analysis allows for a walking interchange from the nearest point on the network (hence the overlap past the NI boundary). The maximum interchange is 800 metres at a walking pace of 4.8km/hr which equates to a 10 minute walk. The analysis also allows for interchanges between services. For instance travel times could include the time taken to walk to a bus stop and take a service to a bus or train station, the time taken to transfer to another service and finish with up to a 800 walk to the destination. Multiple interchanges are permitted. The maximum allowable distance for interchange is 400 metres at a walking pace of 4.8km/hr which equates to a 5 minute walk. In addition a 5 minute interchange penalty is added to this meaning that the individual must complete the interchange 5 minutes prior to the departure time of the next service to allow for ticketing and boarding.

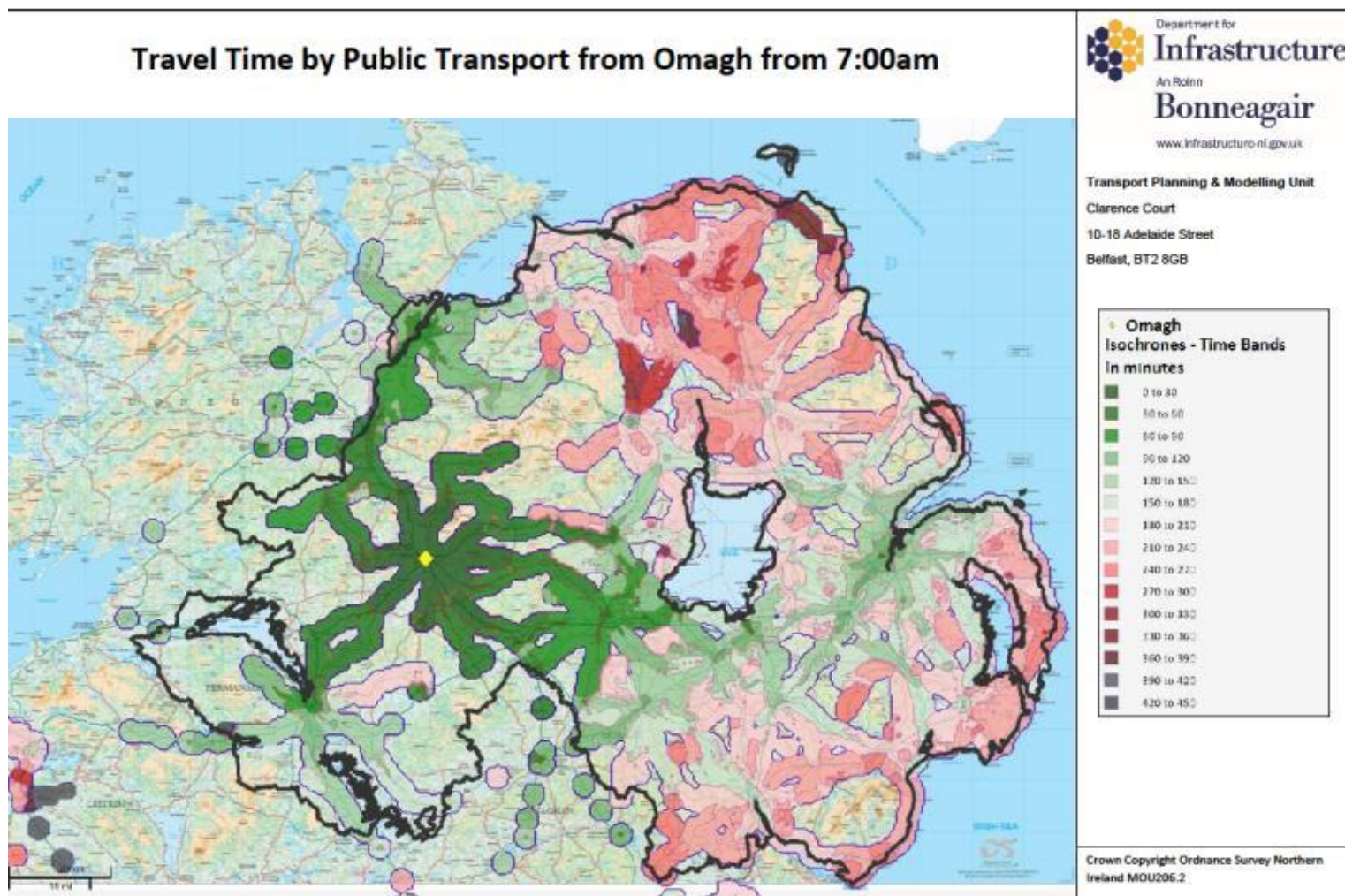
This is a much more complex analysis compared to that used to produce the drive time map as can be seen by the nature of the time bands produced.

Figure 4 - Travel Time by Car from Omagh at AM Peak Speed



NOTES: As for Figure 2

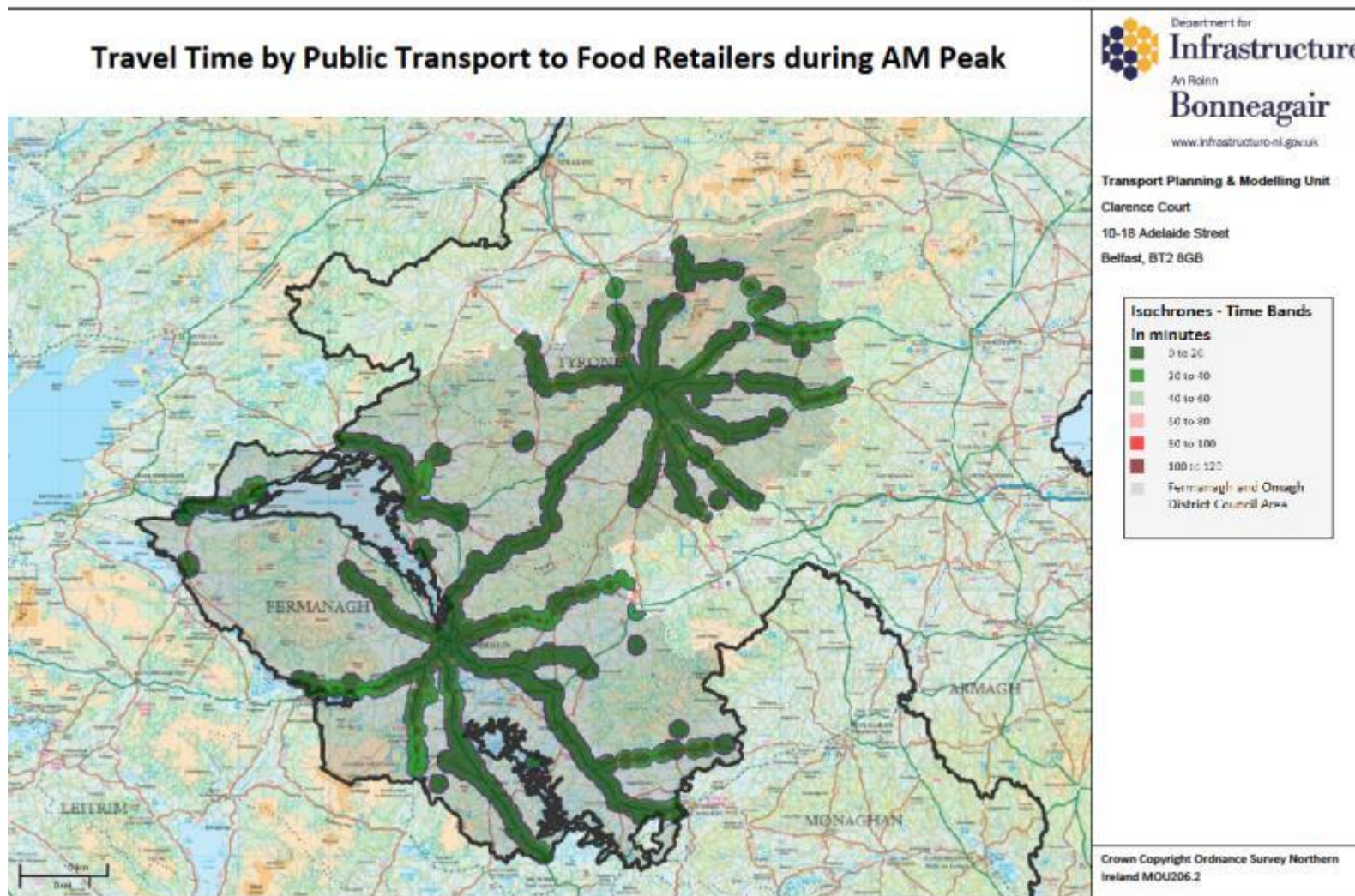
Figure 5 - Travel Time by Public Transport from Omagh from 7:00am



NOTES: As for Figure 3

Accessibility to essential local services by public transport from across the Council area

Figure 6 - Travel Time by Public Transport to Food Retailers during AM Peak



NOTES:

Figure 6 shows the travel times from locations every 200m throughout the Fermanagh and Omagh District Council Areas to the nearest food retail outlet. The earliest permitted start time is 7:00am but actual journey start times depend of the availability of public transport services in the vicinity of the starting location. The latest permitted arrival time is 10:00am.

The travel times are shown in 20 minute time bands in different shades of green and red. They range from under 20 minutes represented by the darkest green to 100 – 120 minutes (1 hour 40 minutes – 2 hours) represented by the darkest red.

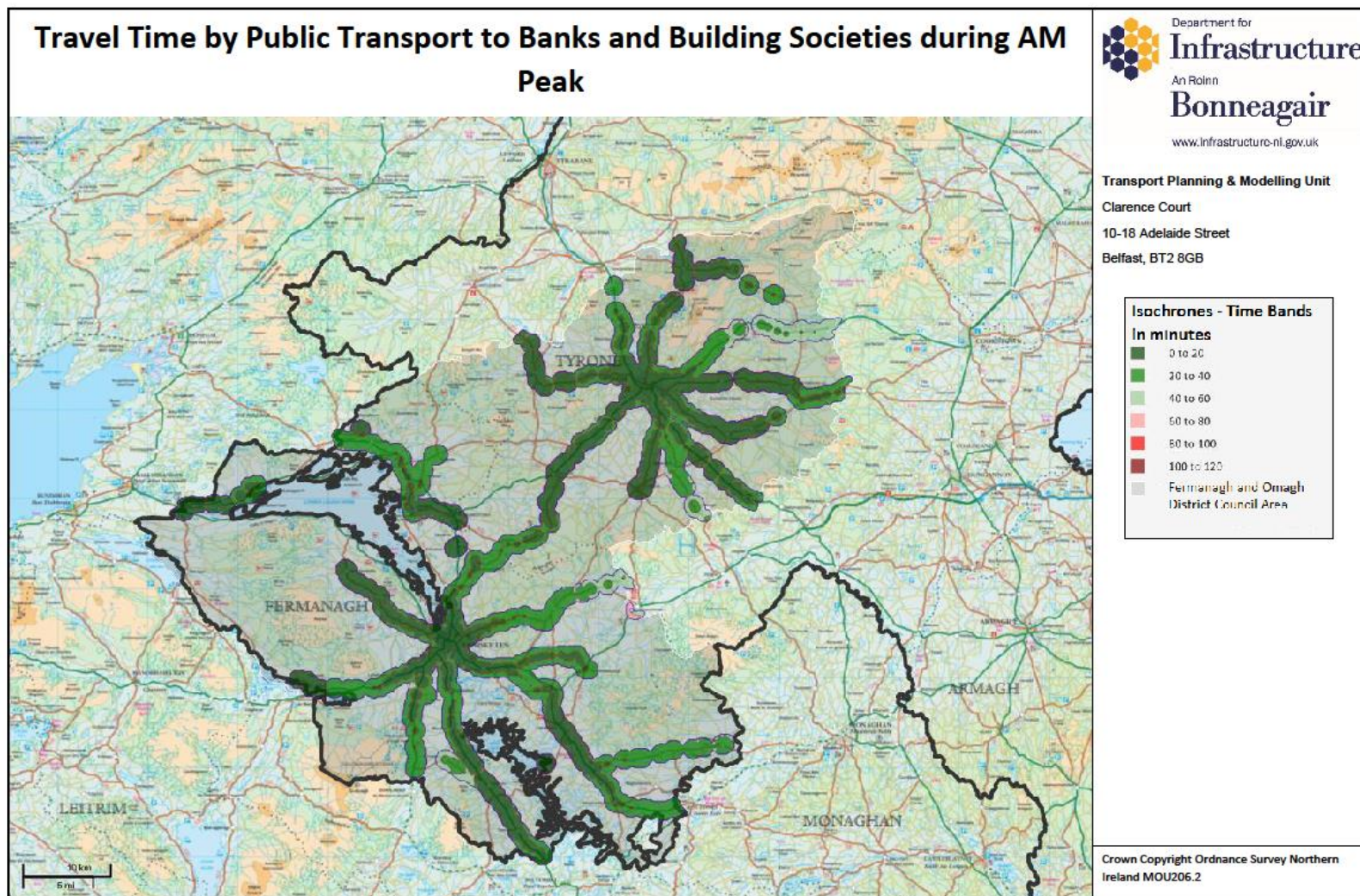
The analysis uses public transport timetable information relating to Translink, Bus Eireann and Private Operators bus services.

The retail locations were sourced from the Census of Employment 2015. Travel time analysis by public transport to GP surgeries and emergency departments as shown in Figure 8 is based on an NI wide health facility dataset. Nearest facilities may therefore be beyond the council boundary.

As not all locations fall on the public transport network the analysis allows for a walking interchange to the nearest point on the network. The maximum interchange is 800 metres at a walking pace of 4.8km/hr which equates to a 10 minute walk. The analysis also allows for interchanges between services. For instance travel times could include the time taken to walk to a bus stop, take a service to a bus station, transfer to another service and walk up to 800 metres to the destination. Multiple interchanges are permitted. The maximum allowable distance for interchange is 400 metres at a walking pace of 4.8km/hr which equates to a 5 minute walk. In addition a 5 minute interchange penalty is added to this meaning that the individual must complete the interchange 5 minutes prior to the departure time of the next service to allow for ticketing and boarding.

Accessibility to essential local services by public transport from across the Council area

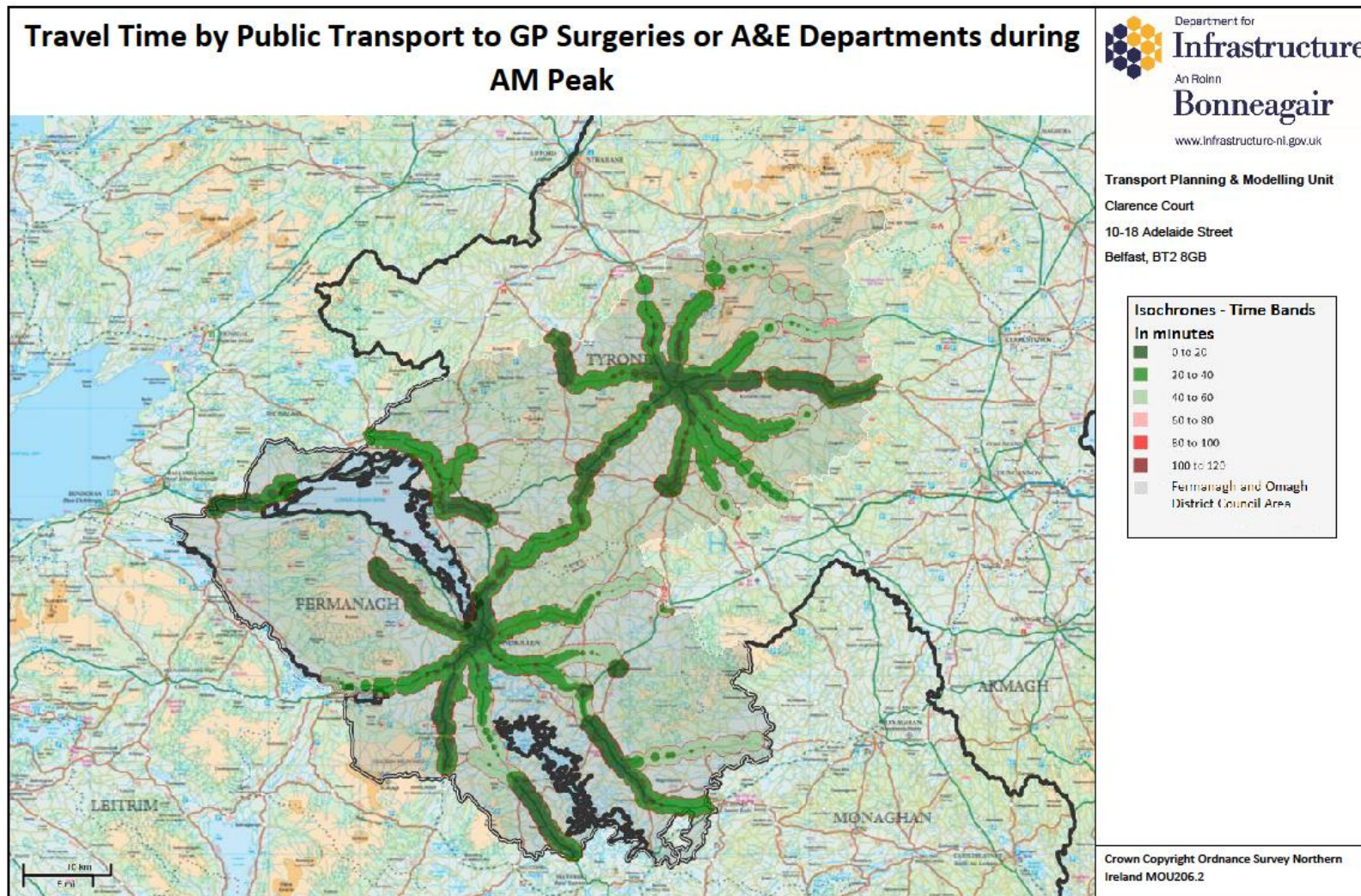
Figure 7 - Public Transport Travel Times (AM Peak) to Bank Facility



NOTES: As for Figure 6

Accessibility to essential local services by public transport from across the Council area

Figure 8 - Public Transport Travel Times (AM Peak) to Health Facility



NOTES: As for Figure 6

Figure 9 - Pedestrian Infrastructure in Enniskillen – Key Radial Footways by Width and Crossing Type

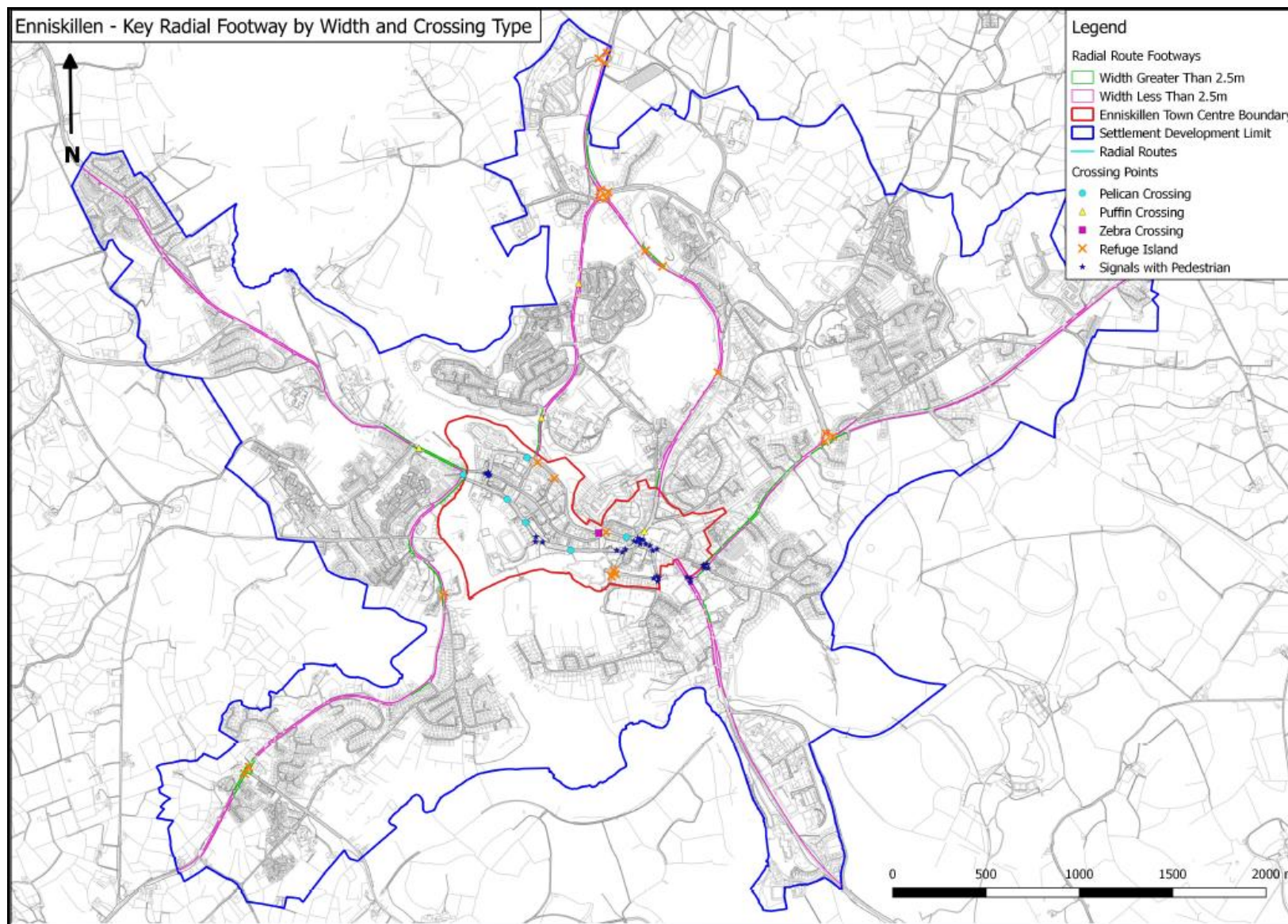




Figure 10 - Cycling infrastructure in Enniskillen

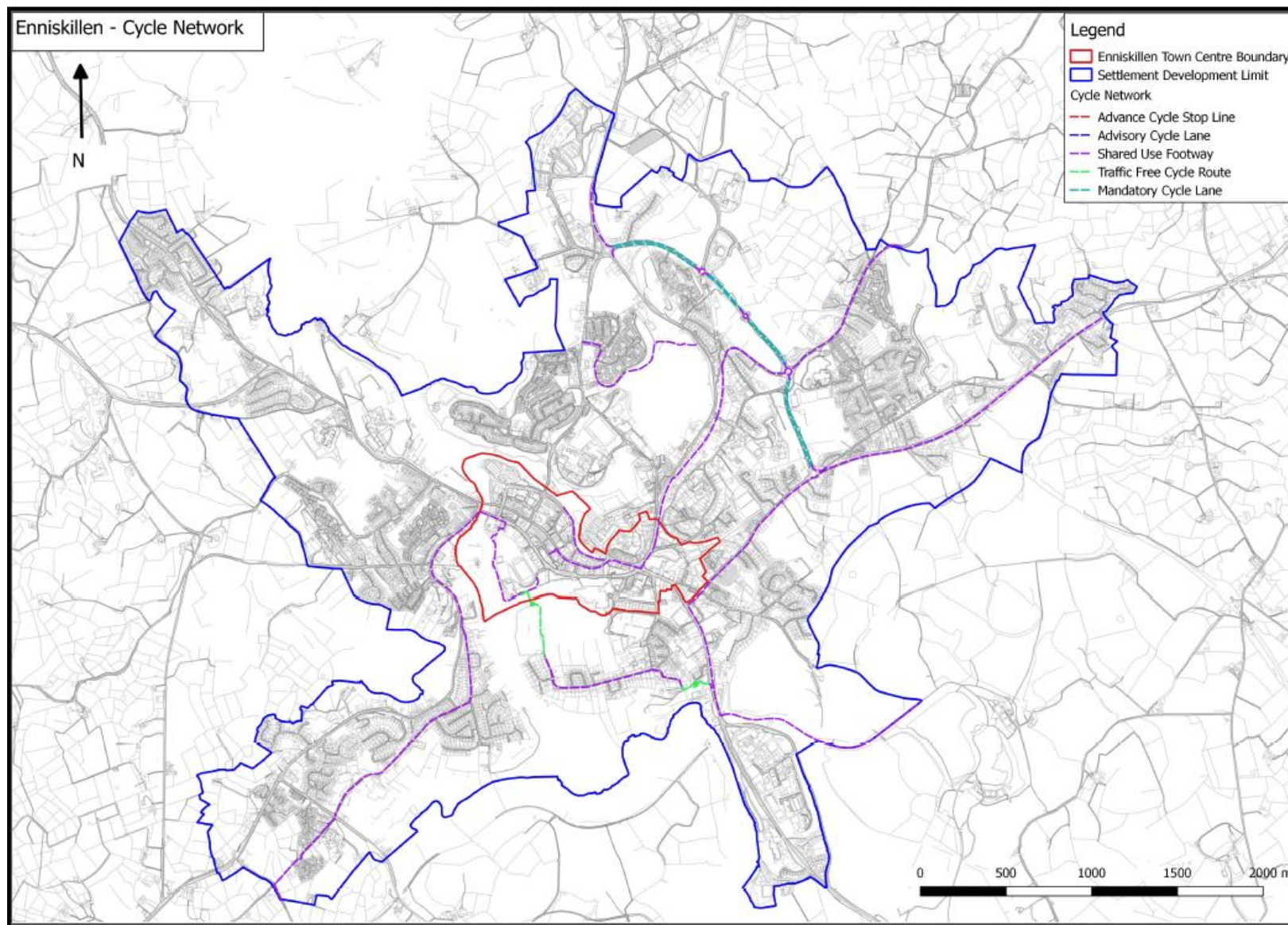


Figure 11 - Bus Service Routes in Enniskillen

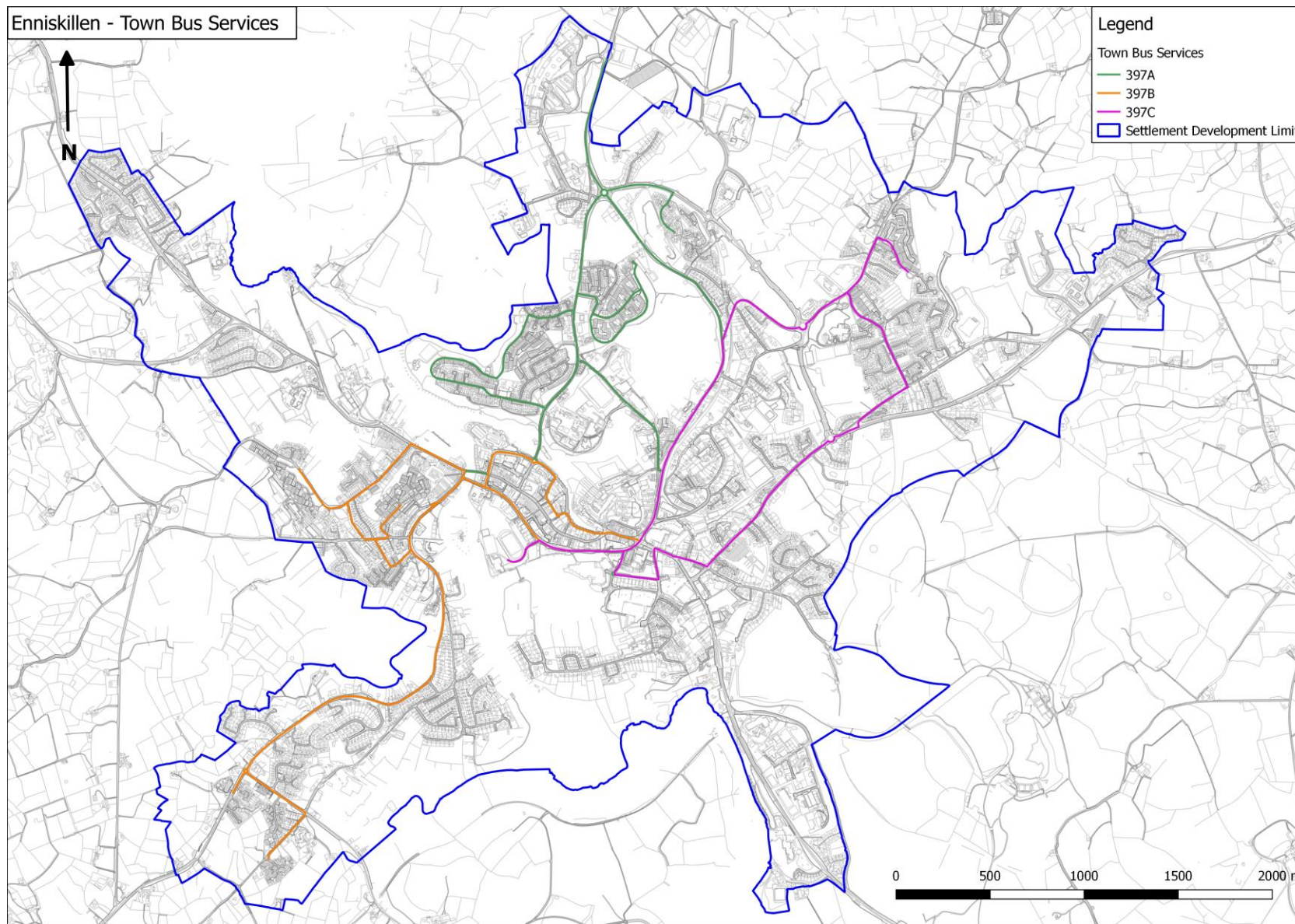


Figure 12 - Pedestrian Infrastructure in Omagh – Key Radial Footways by Width and Crossing Type

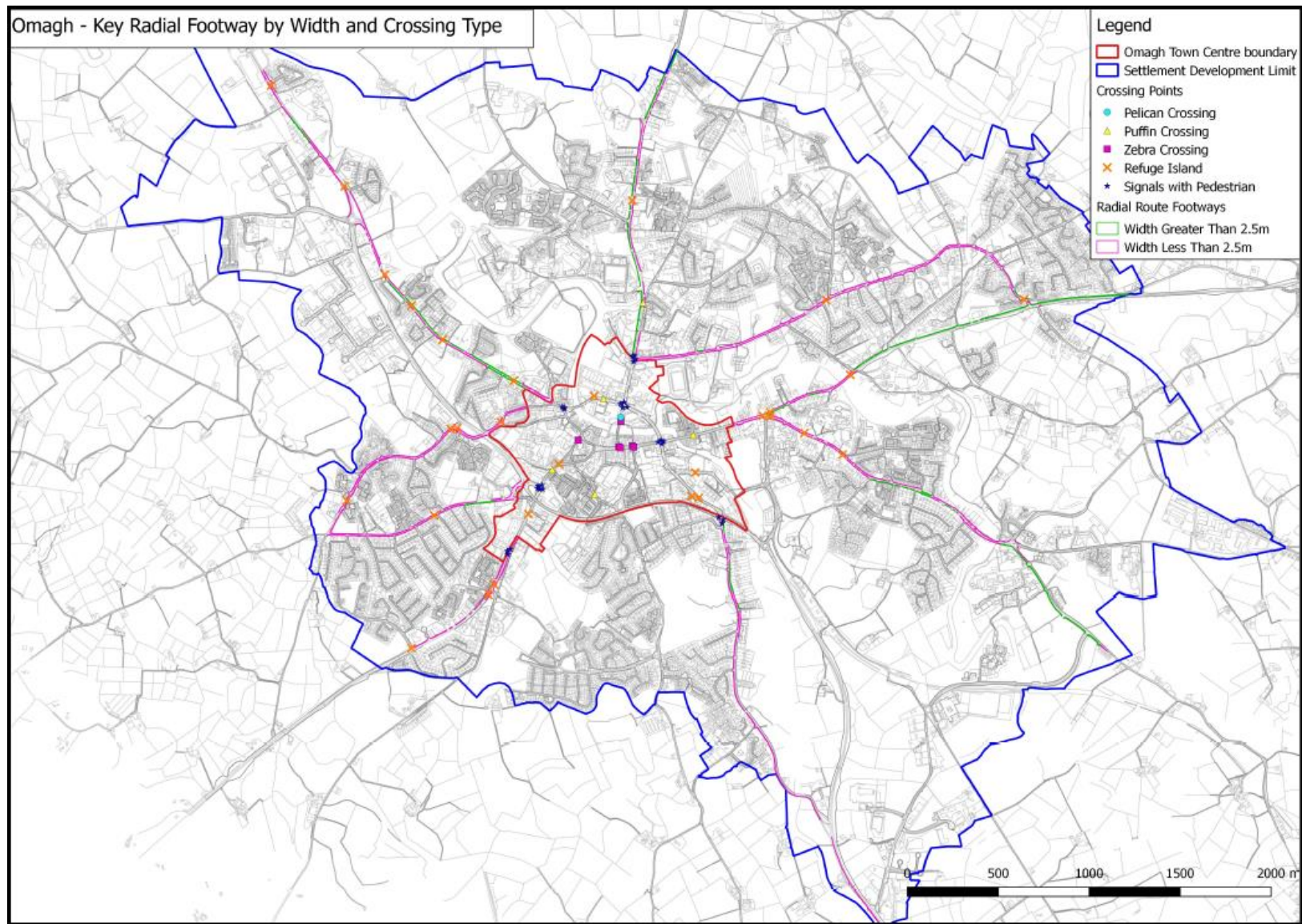


Figure 13 - Cycling infrastructure in Omagh

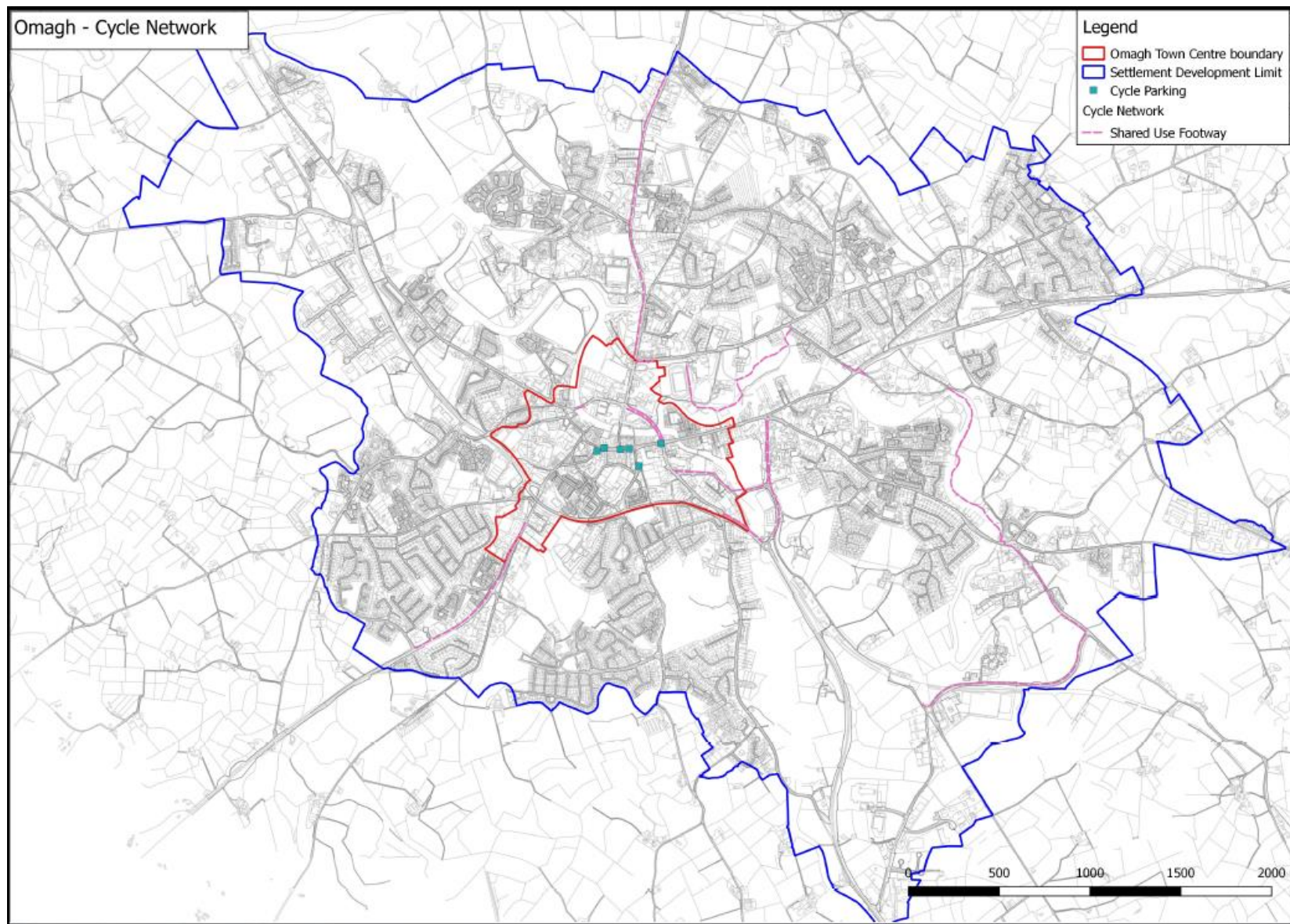
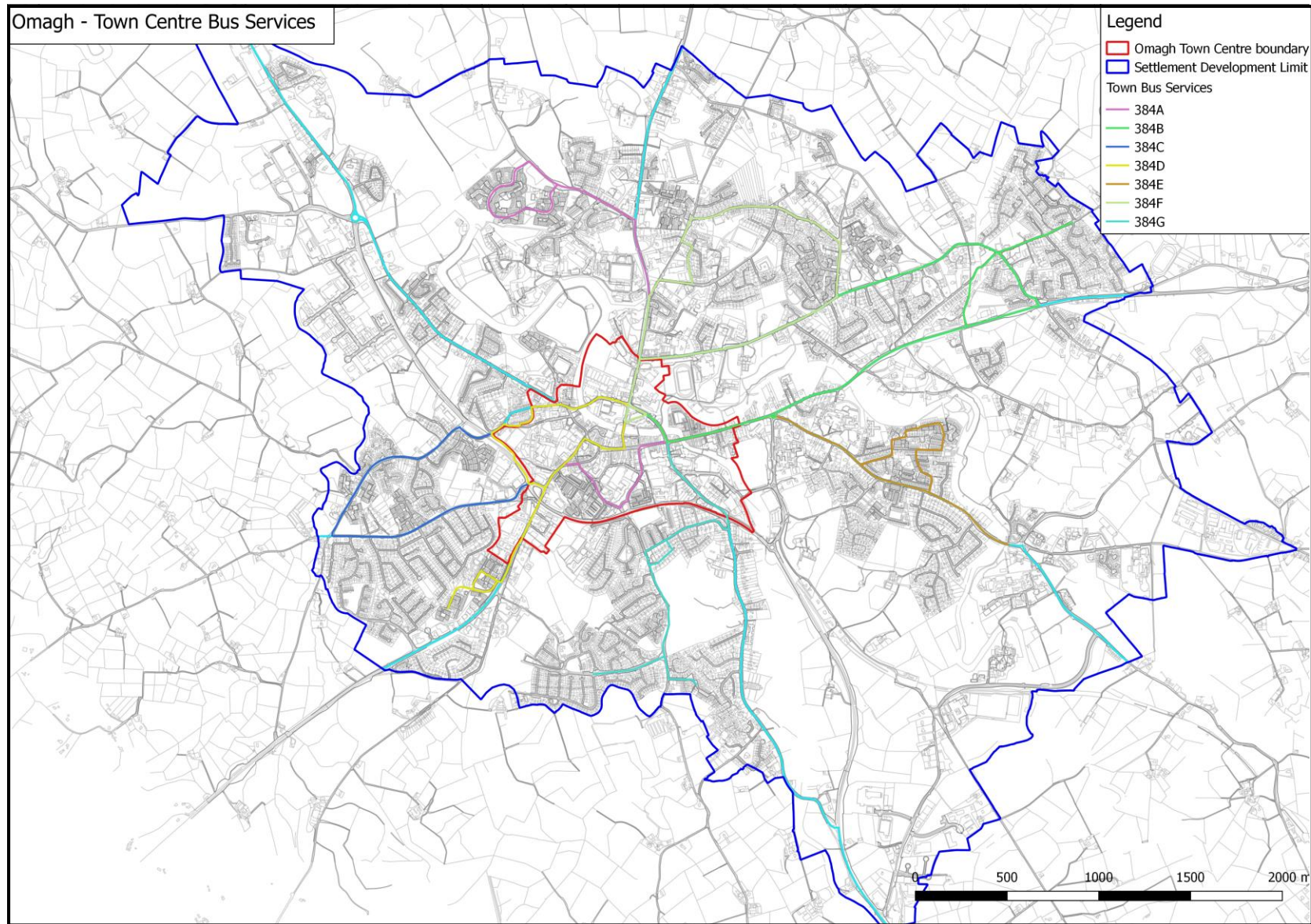
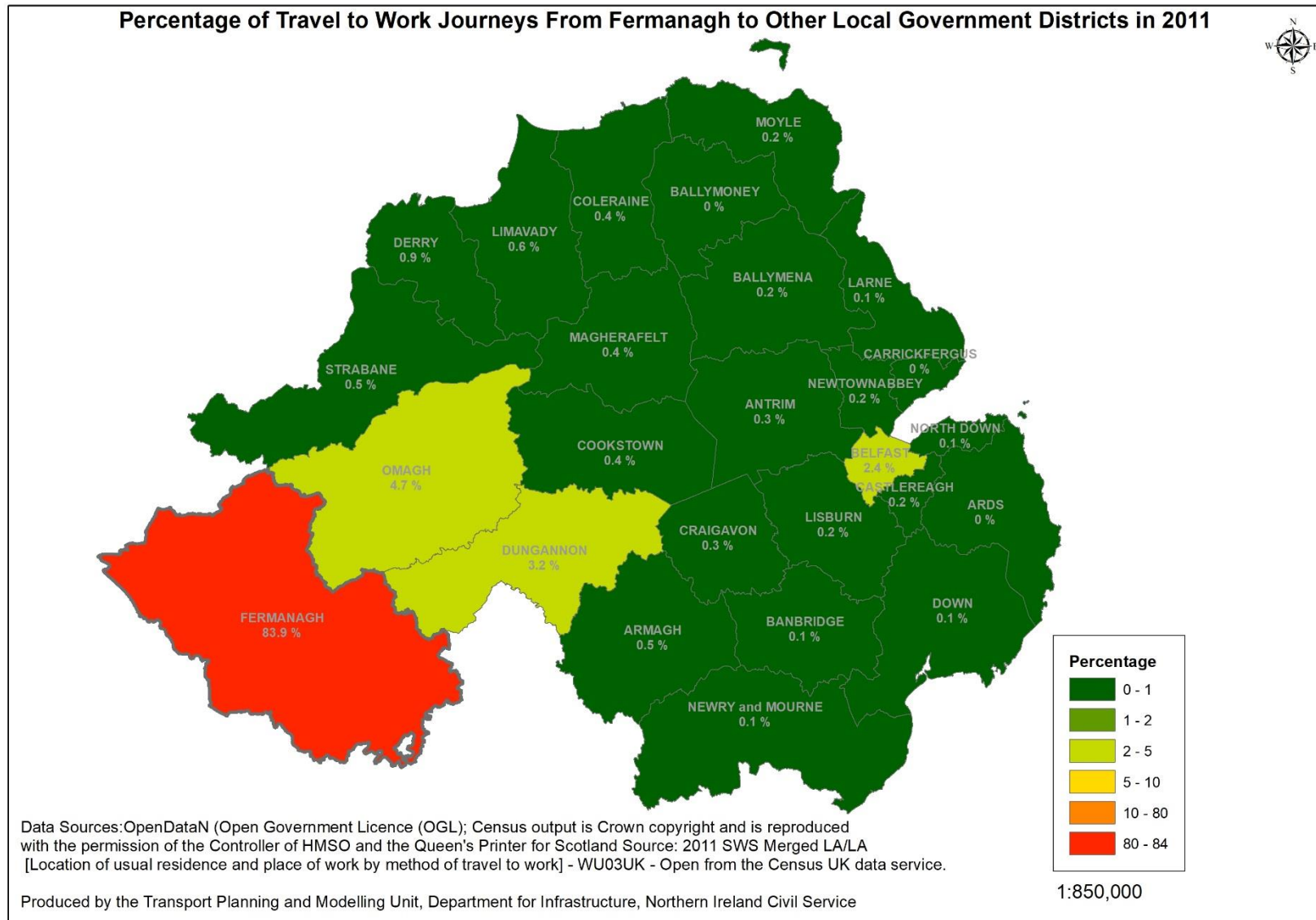


Figure 14 - Bus Service Routes in Omagh



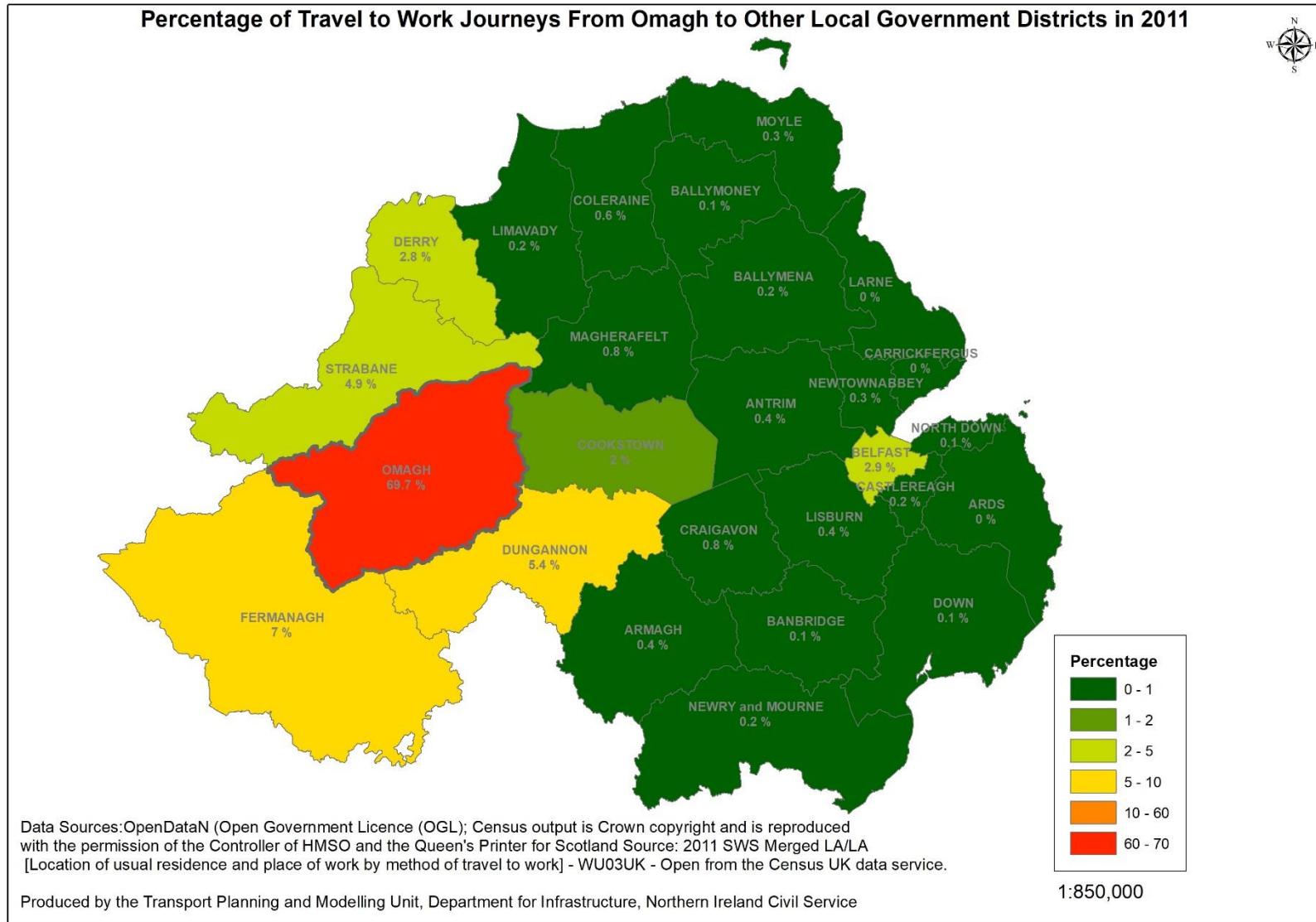
Travel to work destinations

Figure 15 - Percentage of Travel to Work Journeys from Fermanagh to other Local Government Districts in 2011



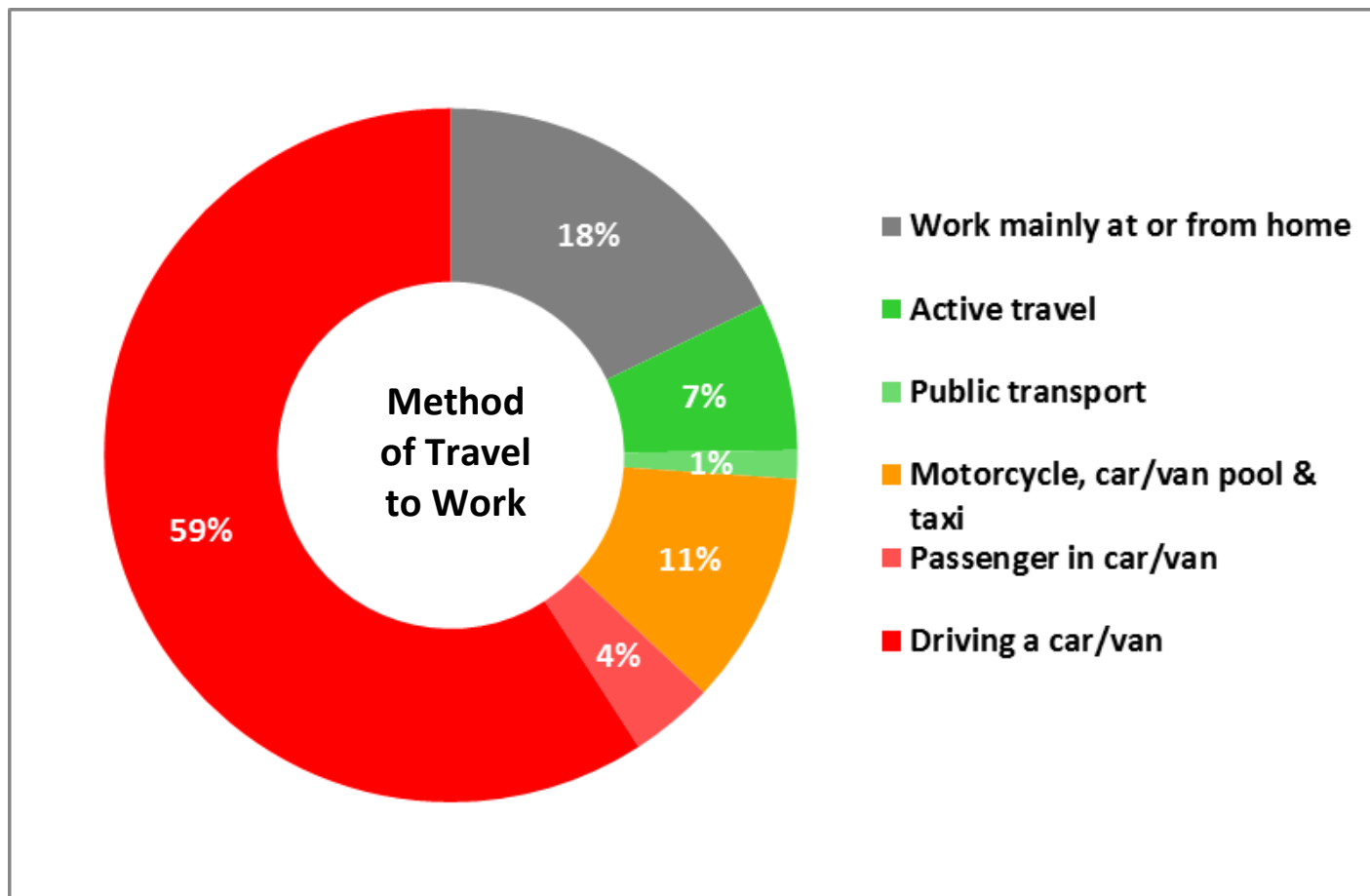
Travel to work destinations

Figure 16 - Percentage of Travel to Work Journeys from Omagh to other Local Government Districts in 2011



Modal choice for journeys to work and education across the Council area

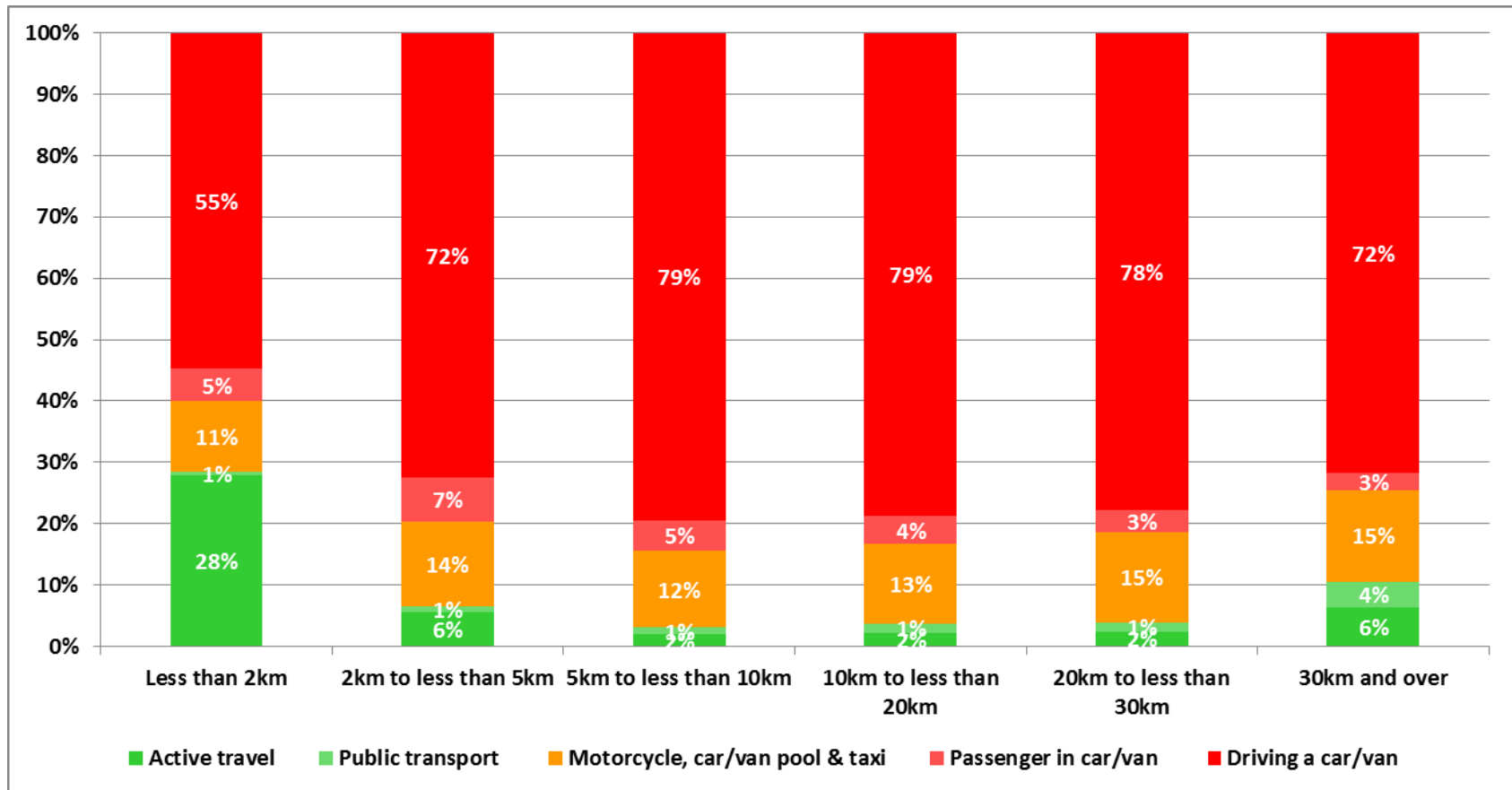
Figure 17 - Modal Choice for Journey to Work in Fermanagh and Omagh





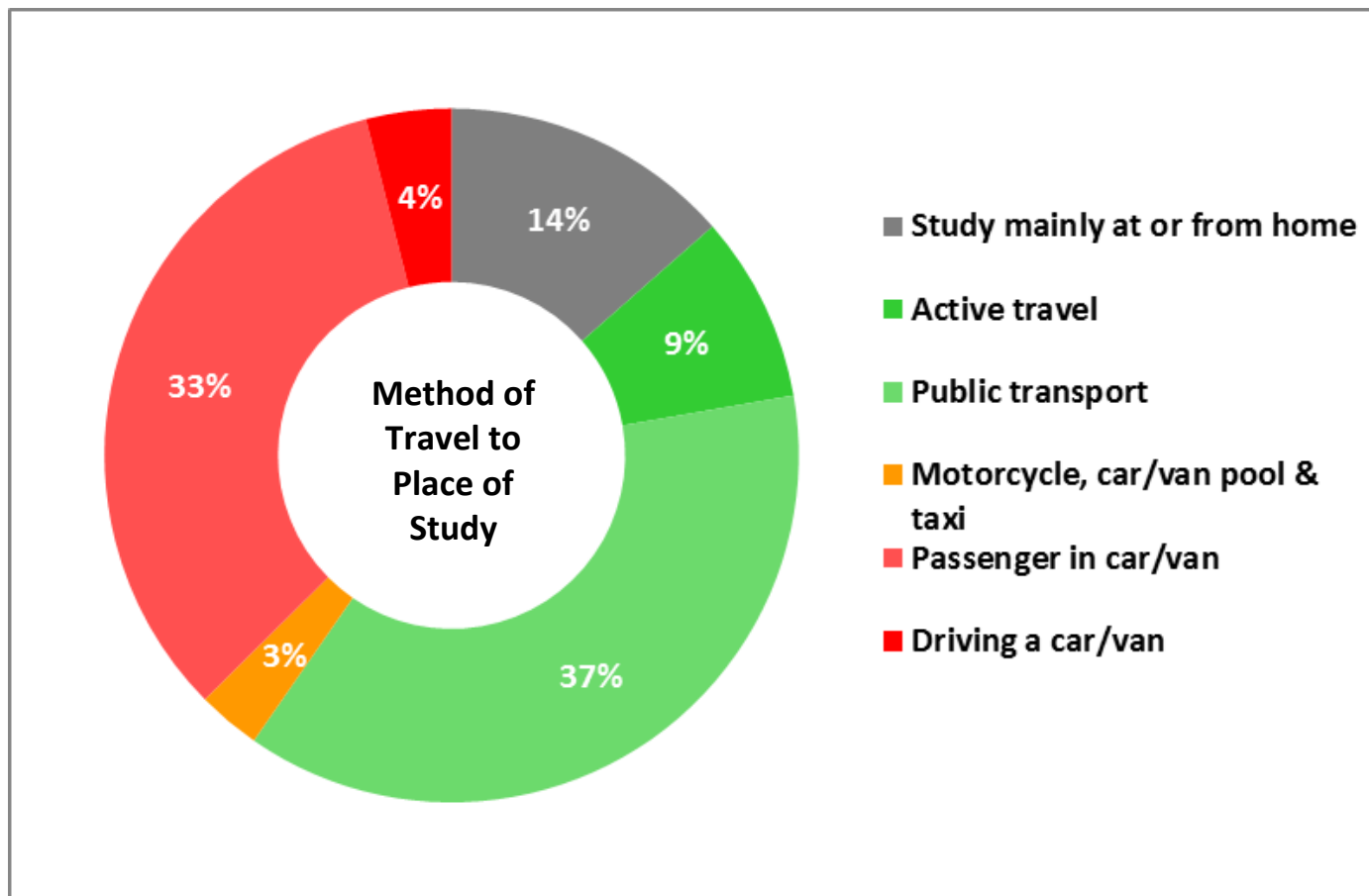
Modal choice for journeys to work and education across the Council area

Figure 18 - Modal Choice for Journey to Work by distance in Fermanagh and Omagh



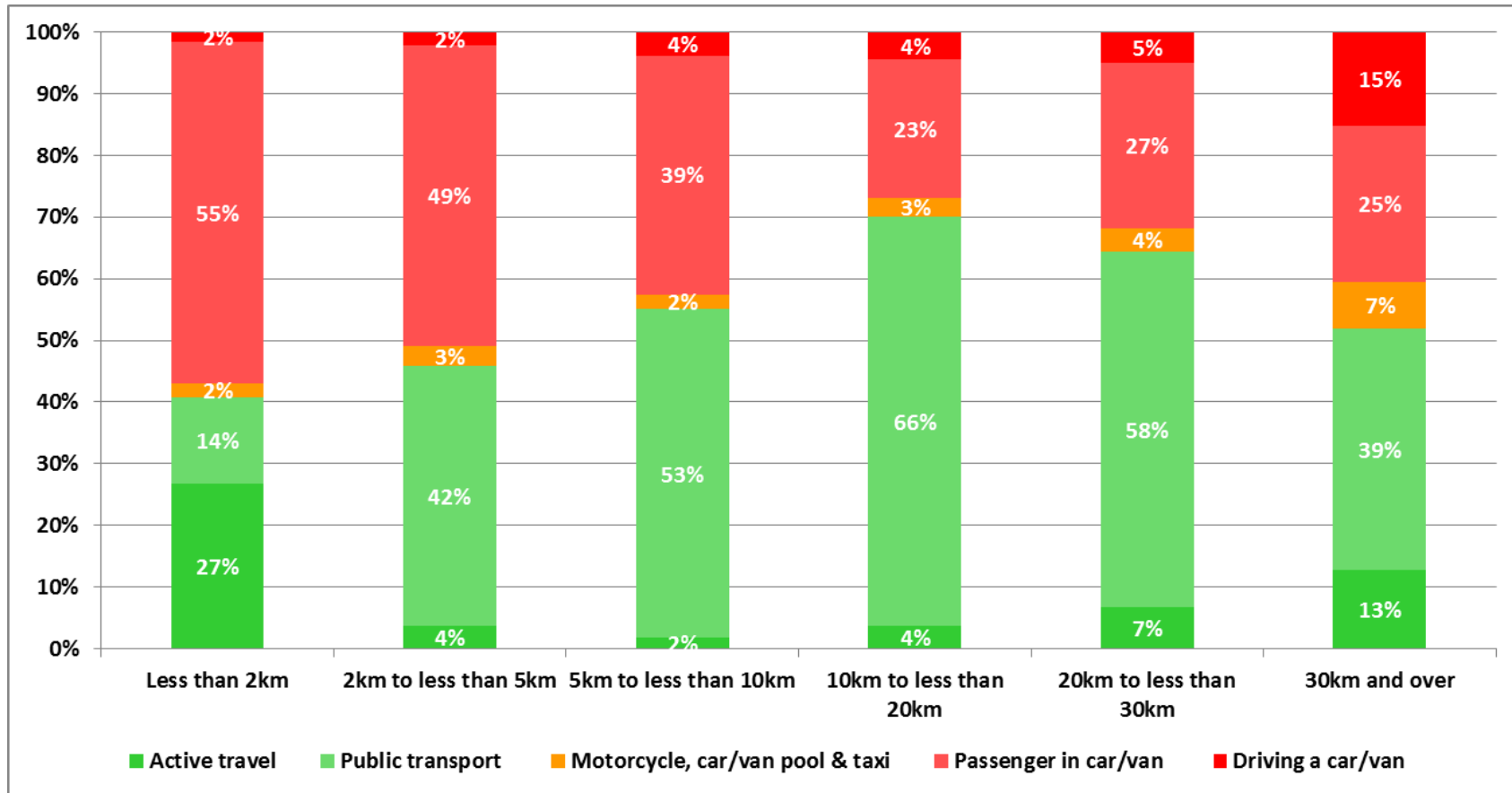
Modal choice for journeys to work and education across the Council area

Figure 19 - Modal Choice for Journey to Education in Fermanagh and Omagh



Modal choice for journeys to work and education across the Council area

Figure 20 - Modal Choice for Journey to Education by distance in Fermanagh and Omagh



Road network speeds at peak and off-peak time periods

Figure 21 - Average Off Peak Speeds (mph) for Roads in Fermanagh and Omagh Council

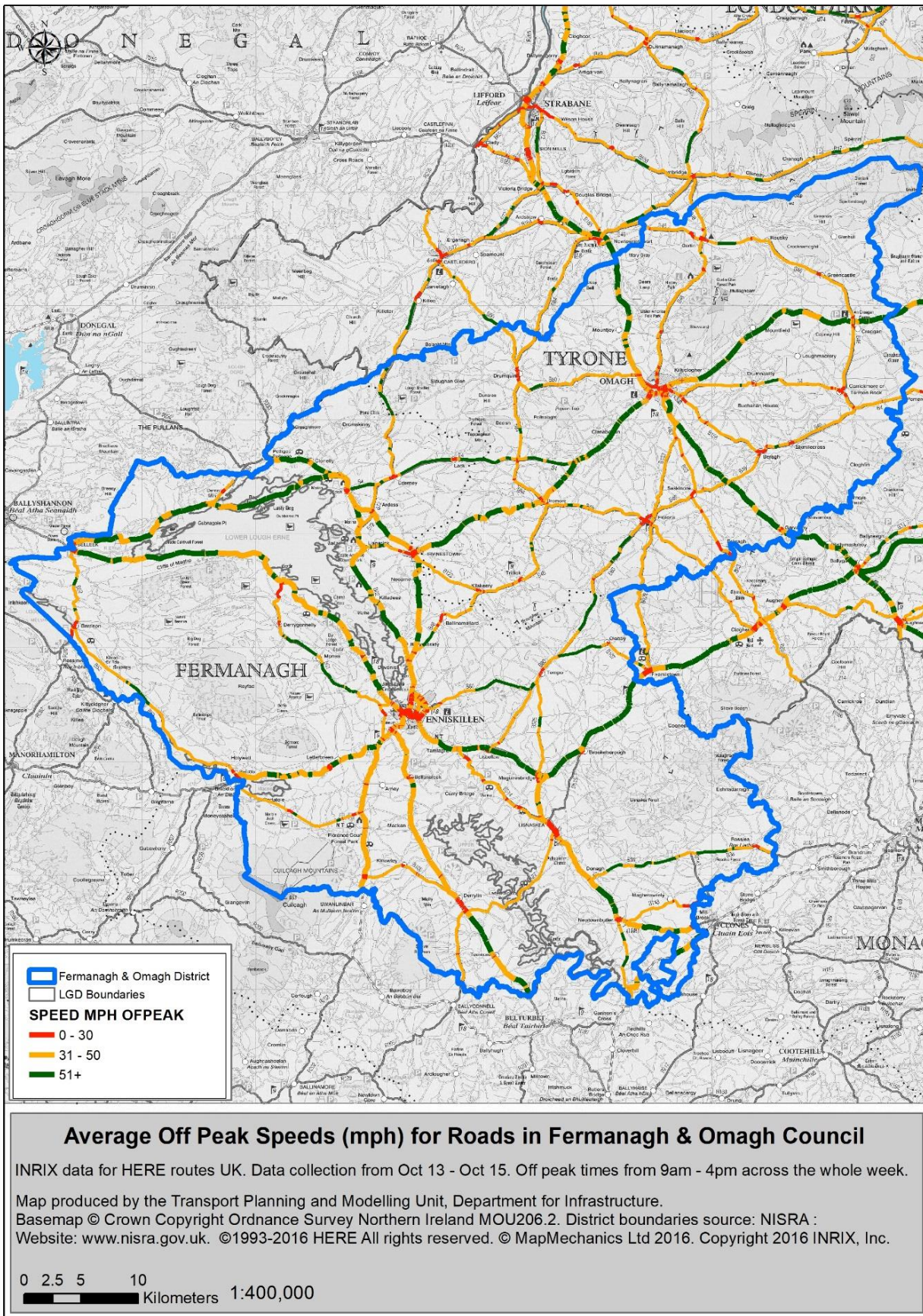


Figure 22 - Average Peak Speeds (mph) for Roads in Enniskillen

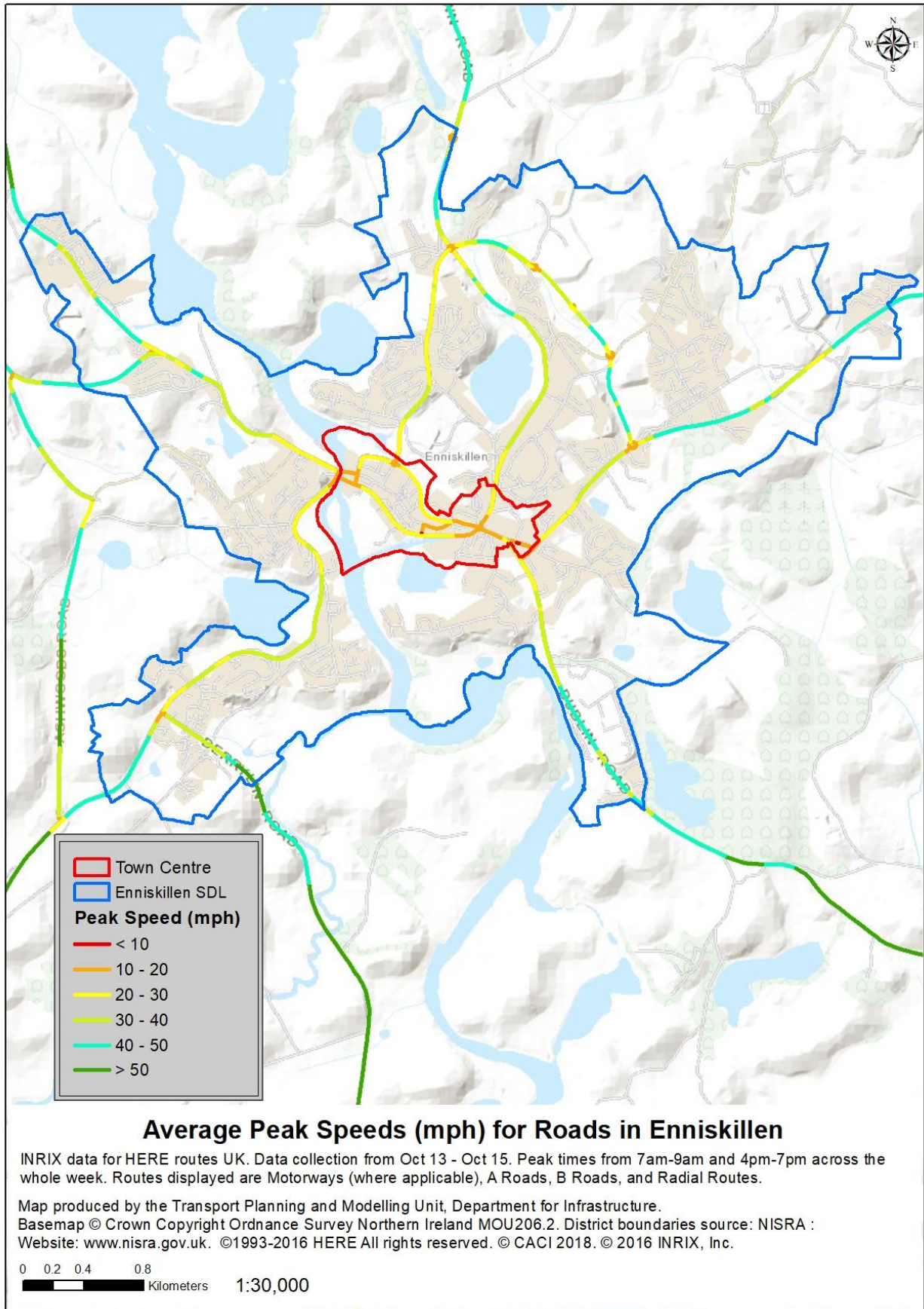
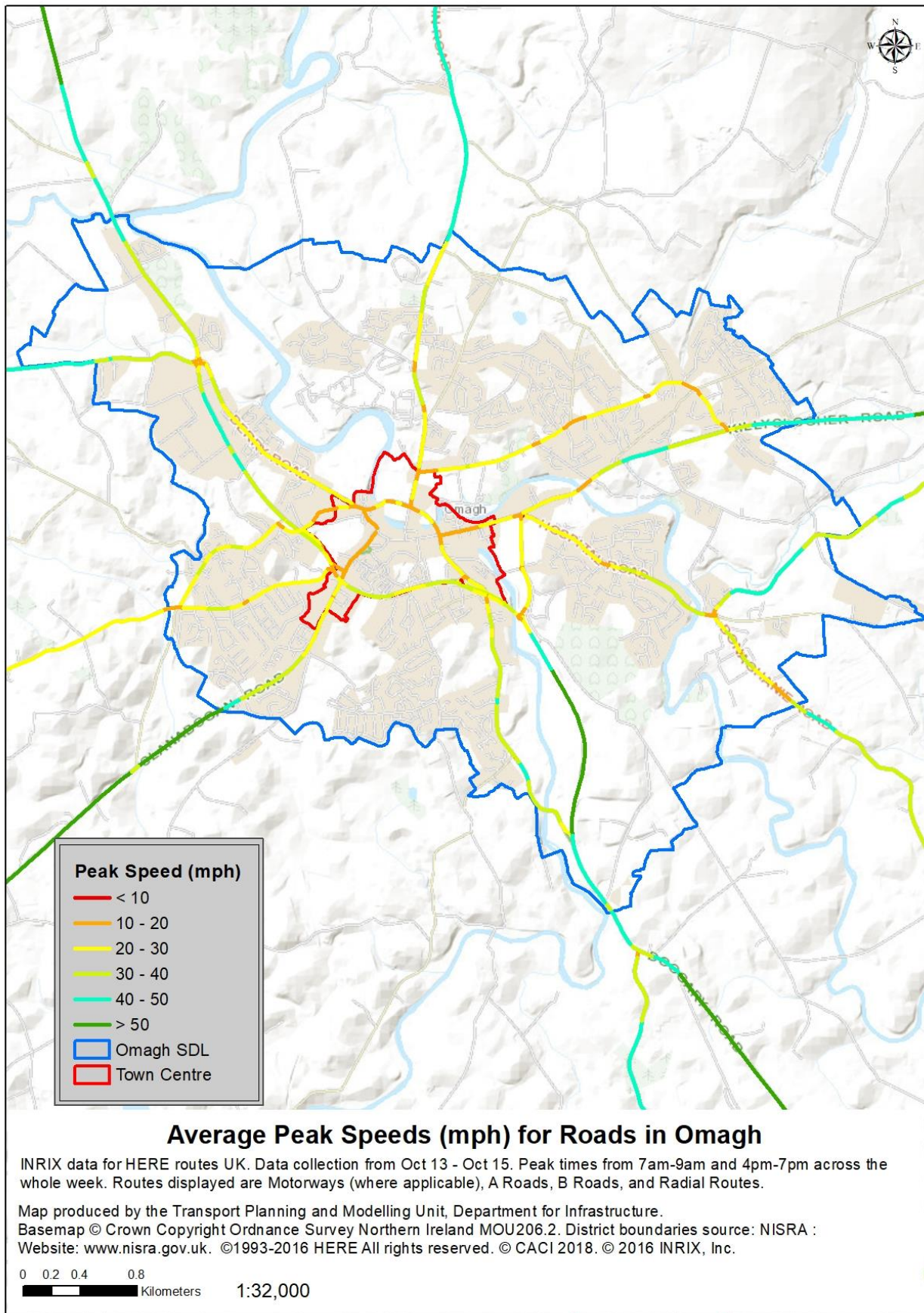


Figure 23 - Average Peak Speeds (mph) for Roads in Omagh



## Road network speeds at peak and off-peak time periods

Urban road collision history

**Figure 24 - Number of Road Traffic Casualties by Severity and Road User Type in Enniskillen, 2006-2015**

Road User Type	2006-2010				2011-2015				2006-2015 (combined)			
	All casualties	Fatalities	Serious injuries	Slight injuries	All casualties	Fatalities	Serious injuries	Slight injuries	All casualties	Fatalities	Serious injuries	Slight injuries
All Road Users	339	7	43	289	286	3	22	261	625	10	65	550
Pedestrians	56	1	15	40	29	1	5	23	85	2	20	63
Car Users (inc passengers)	261	6	25	230	239	1	12	226	500	7	37	456
Motorcyclists (inc pillion passengers)	13	0	2	11	4	0	3	1	17	0	5	12
Pedal Cyclists	8	0	1	7	11	1	1	9	19	1	2	16
Other Road Users	1	0	0	1	3	0	1	2	4	0	1	3

Casualties in Enniskillen 2011-2015 –Modal Split (%)				
Road User Type	All casualties	Fatalities	Serious injuries	Slight injuries
All Road Users	286	3	22	261

Casualties in Enniskillen 2011-2015 Severity Split (%)				
Road User Type	All casualties	Fatalities (%)	Serious injuries (%)	Slight injuries (%)
All Road Users	286	1	7.7	91.3

**Road network speeds at peak and off-peak time periods**

Pedestrians (%)	10.1	33.3	22.7	8.8
Car Users (inc passengers %)	83.6	33.3	54.6	86.6
Motorcyclists (inc pillion passengers) (%)	1.4	0	13.6	0.4
Pedal Cyclists (%)	3.8	33.3	4.5	3.4
Other Road Users (%)	1.1	0	4.5	0.8

Pedestrians	29	3.4	17.2	79.3
Car Users (inc passengers)	239	0.4	5	94.6
Motorcyclists (inc pillion passengers)	4	0	75	25
Pedal Cyclists	11	9.1	9.1	81.8
Other Road Users	3	0	33.3	66.6



## Road network speeds at peak and off-peak time periods

Figure 25 - Number of Road Traffic Casualties by Severity and Road User Type in Omagh, 2006-2015

Road User Type	2006-2010				2011-2015				2006-2015 (combined)			
	All casualties	Fatalities	Serious injuries	Slight injuries	All casualties	Fatalities	Serious injuries	Slight injuries	All casualties	Fatalities	Serious injuries	Slight injuries
All Road Users	400	1	35	364	432	4	24	404	832	5	59	768
Pedestrians	68	0	12	56	54	3	10	41	122	3	22	97
Car Users (inc passengers)	306	1	17	288	357	1	11	345	663	2	28	633
Motorcyclists (inc pillion passengers)	11	0	4	7	8	0	1	7	19	0	5	14
Pedal Cyclists	15	0	2	13	12	0	2	10	27	0	4	23
Other Road Users	0	0	0	0	1	0	0	1	1	0	0	1

Casualties in Omagh 2011-2015 –Modal Split (%)				
Road User Type	All casualties	Fatalities	Serious injuries	Slight injuries
All Road Users	432	4	24	404
Pedestrians (%)	12.5	75	41.7	10.2

Casualties in Omagh 2011-2015 Severity Split (%)				
Road User Type	All casualties	Fatalities (%)	Serious injuries (%)	Slight injuries (%)
All Road Users	432	0.9	5.6	93.5
Pedestrians	54	5.6	18.5	75.9

**Road network speeds at peak and off-peak time periods**

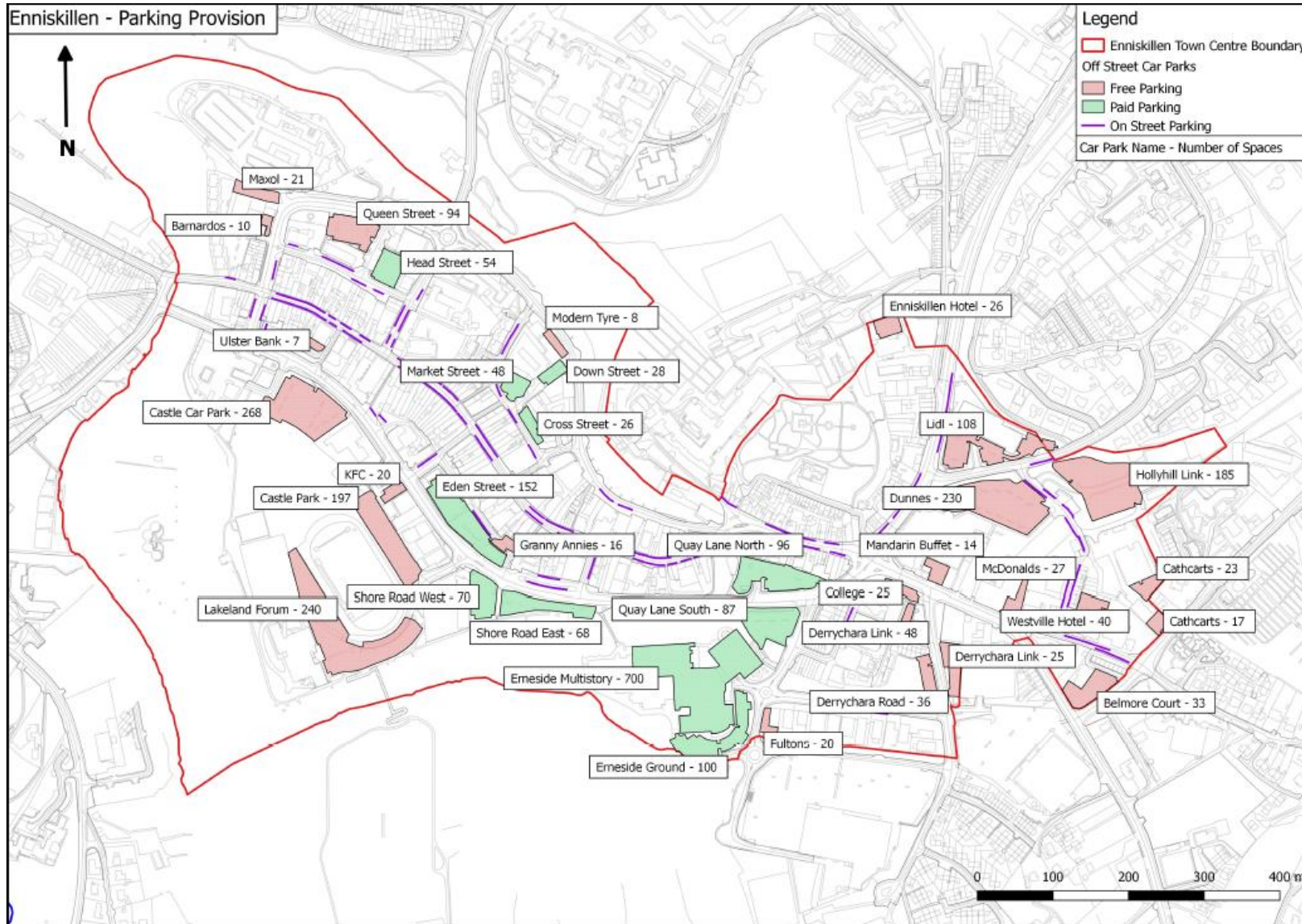
Car Users (inc passengers) (%)	82.6	25	45.8	85.4
Motorcyclists (inc pillion passengers) (%)	1.9	0	4.2	1.7
Pedal Cyclists (%)	2.8	0	8.3	2.5
Other Road Users (%)	0.2	0	0	0.2

Car Users (inc passengers)	357	0.3	3.1	96.6
Motorcyclists (inc pillion passengers)	8	0	12.5	87.5
Pedal Cyclists	12	0	16.7	83.3
Other Road Users	1	0	0	100

Road network speeds at peak and off-peak time periods

Parking provision in Omagh and Enniskillen

Figure 26 - Parking Provision Locations in Enniskillen



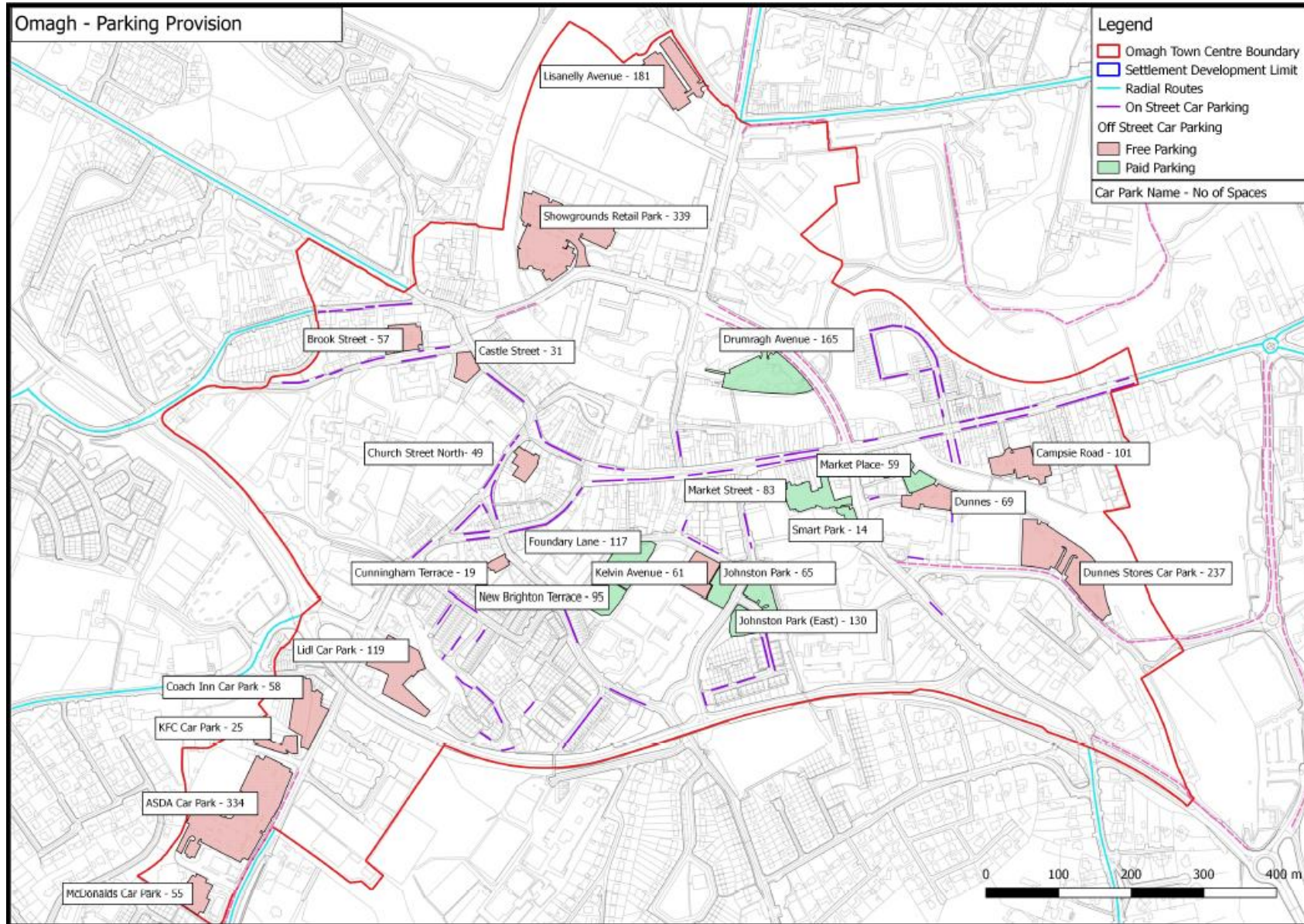
**Figure 27 - Off-street Parking Provision by Spaces and Type in Enniskillen**

Off-street car parking - Enniskillen						
Ref	Site Name	Free/Paid	Tariff Reference	Ownership	Total Number of Spaces	Includes Number of Disabled Spaces
C2_CP_01	Granny Annes	Free	N/A	Private	16	1
C2_CP_02	Ulster Bank	Free	N/A	Private	7	0
C2_CP_03	Barnardos	Free	N/A	Private	10	1
C2_CP_04	Maxol	Free	N/A	Private	21	2
C2_CP_05	Castle Car Park	Free	N/A	Council	268	2
C2_CP_06	Castle Pk	Free	N/A	Council	197	2
C2_CP_06	Lakeland Forum	Free	N/A	Private	240	14
C2_CP_07	Shore Road West	Paid	14	Council	70	3
C2_CP_08	Shore Road East	Paid	2	Council	68	4
C2_CP_09	KFC	Free	N/A	Private	20	1
C2_CP_10	Eden Street	Paid	2	Council	152	5
C2_CP_11	Cross Street	Paid	2	Council	26	1
C2_CP_12	Market Street	Paid	2	Council	48	2
C2_CP_13	Down Street	Paid	2	Council	28	0
C2_CP_14	Queen St	Free	N/A	Council	94	0
C2_CP_15	Head Street	Paid	2	Council	54	2
C2_CP_15	Modern Tyre	Free	N/A	Private	8	0
C2_CP_16	Quay Lane North	Paid	2	Council	96	3
C2_CP_17	Quay Lane South	Paid	14	Council	87	1
C2_CP_18	Erneside - Ground	Paid	2	Private	100	14
C2_CP_19	Erneside - Multistory	Paid	2	Private	700	18
C2_CP_20	Derrychara Rd	Free	N/A	Council	36	0
C2_CP_21	Derrychara Link	Free	N/A	Private	48	2
C2_CP_22	Derrychara Link	Free	N/A	Private	25	0
C2_CP_23	South West College	Free	N/A	Private	25	2
C2_CP_24	Mandarin Buffet	Free	N/A	Private	14	2
C2_CP_25	McDonalds	Free	N/A	Private	27	2
C2_CP_26	Enniskillen Hotel	Free	N/A	Private	26	0
C2_CP_27	Hollyhill Link	Free	N/A	Council	185	1
C2_CP_28	Dunnes	Free	N/A	Private	230	13
C2_CP_29	Lidl	Free	N/A	Private	108	7
C2_CP_30	Cathcarts	Free	N/A	Private	17	1
C2_CP_31	Cathcarts	Free	N/A	Private	23	1
C2_CP_32	Fultons	Free	N/A	Private	20	0
C2_CP_33	Belmore Court	Free	N/A	Private	33	2
C2_CP_34	Westville Hotel	Free	N/A	Private	40	1
				<b>TOTAL</b>	<b>3167</b>	<b>110</b>

**Figure 28 - On-street Parking Provision in Enniskillen**

<b>On-street car parking - Enniskillen</b>		
<b>Parking Length Description</b>	<b>Number of Parking Spaces</b>	<b>Percentage of Total Spaces</b>
Limited Waiting 8am-7pm Monday-Saturday 1 hour no return within 2 hours	293	66.5%
Disabled Persons Parking - Limited Waiting 8am-7pm Monday-Saturday 1 hour no return within 2 hours	12	2.7%
Loading Bay Mon- Fri 8:30am-5:30pm. Limited Waiting Saturday 8am -7pm 1hr, no return within 2hrs	24	5.4%
Loading Bay Mon-Fri 8:30am-5:30pm	2	0.5%
Unrestricted Kerb	110	24.9%
<b>Total</b>	<b>441</b>	<b>100%</b>

Figure 29 - Parking Provision Locations in Omagh



**Figure 30 - Off-street Parking Provision by Spaces and Type in Omagh**

<b>Off Street Parking – Omagh Town</b>						
<b>Ref</b>	<b>Site Name</b>	<b>Free/ Paid</b>	<b>Tariff Reference</b>	<b>Ownership</b>	<b>Total Number of Spaces</b>	<b>Includes Number of Disabled Spaces</b>
C1_CP_01	Foundry Lane (30 Kevlin Avenue)	Paid	14	Council	117	2
C1_CP_02	Dunnes	Free	N/A	Private	69	4
C1_CP_03	Market Street (11 Dublin Rd)	Paid	2	Council	83	8
C1_CP_04	Cunningham Terrace	Free	N/A	Unknown	19	0
C1_CP_05	Castle St	Free	N/A	Council	31	0
C1_CP_06	Church St North	Free	N/A	Council	49	2
C1_CP_07	Brook St	Free	N/A	Council	57	3
C1_CP_08	Campsie Rd	Free	N/A	Council	101	4
C1_CP_09	Drumragh Avenue (3 Mountjoy Road)	Paid	8	Council	165	6
C1_CP_10	Showgrounds	Free	N/A	Private	339	27
C1_CP_11	Dunnes Stores Car Park	Free	N/A	Private	237	12
C1_CP_12	ASDA Car Park	Free	N/A	Private	334	17
C1_CP_13	McDonalds Car Park	Free	N/A	Private	55	3
C1_CP_14	Lidl Car Park	Free	N/A	Private	119	4
C1_CP_15	Lisanelly Avenue	Free	N/A	Unknown	181	4
C1_CP_16	KFC Car Park	Free	N/A	Private	25	2
C1_CP_17	Coach Inn Car Park	Free	N/A	Private	58	2
C1_CP_18	Kelvin Avenue	Free	N/A	Private	61	2
C1_CP_19	New Brighton Terrace	Paid	14	Council	95	0
C1_CP_20	Johnston Park (East)	Paid	15	Council	130	1
C1_CP_21	Johnston Park	Paid	15	Council	65	2
C1_CP_22	Market Place	Paid	2	Council	59	2
C1_CP_23	Smart Park	Paid	15	Private	14	1
				<b>TOTAL</b>	<b>2463</b>	<b>108</b>

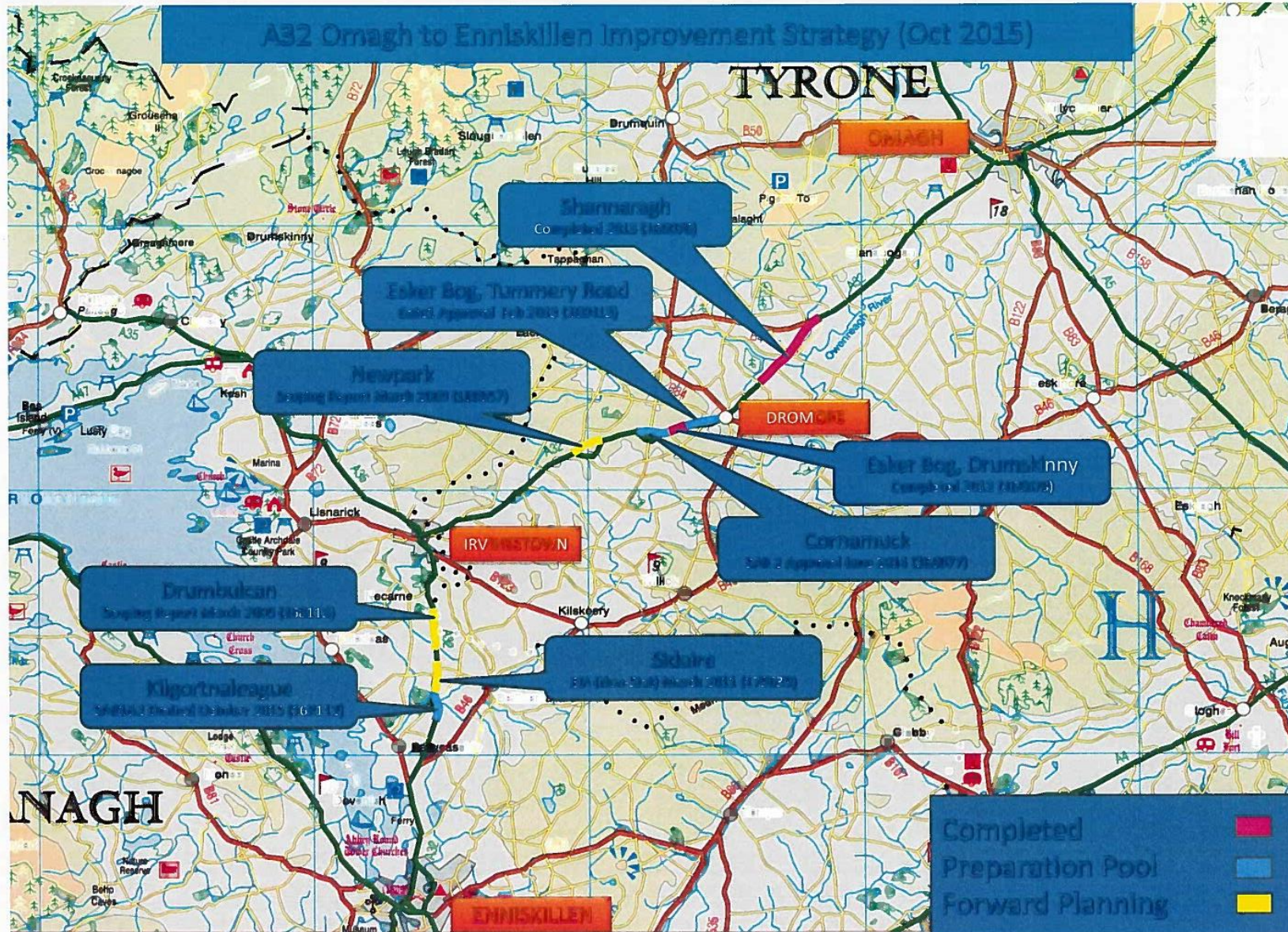
**Figure 31 - On-street Parking Provision in Omagh**

<b>On-Street Parking – Omagh Town</b>		
<b>Parking Length Description</b>	<b>Number of Parking Spaces</b>	<b>Percentage of Total Spaces</b>
Disabled Badge Holders Only	30	6.2%
Limited Waiting Mon - Sat 8.30am - 6.00pm 60 mins No Return within 2 hours	4	0.8%
Limited Waiting Mon - Sat 8.30am - 6.30pm 60 mins No Return within 2 hours	217	44.9%
Limited Waiting Mon-Fri 8.30am - 6.30pm 60mins No Return 1 hour	7	1.4%
Loading Bay Only	1	0.2%
Loading Bay Only Mon-Fri 8.30am - 5.30pm Limited Waiting 8.30am - 6.00pm 60mins No Return within 2 hours	4	0.8%
Loading Bay Only Mon-Fri 8.30am - 5.30pm Limited Waiting Sat 8.30am - 6.00pm 60mins No Return within 2 hours	6	1.2%
Loading Bay Only Mon-Fri 8.30am - 6.00pm Limited Waiting Sat 8.30am - 6.00pm 60mins No Return within 2 hours	1	0.2%
Unrestricted Kerb	213	44.1%
<b>Total</b>	<b>483</b>	<b>100%</b>



# Annex B: A32 Omagh to Enniskillen Improvement Strategy

Figure 32 - A32 Omagh to Enniskillen Improvement Strategy



## Annex C - Fermanagh and Omagh Draft Plan Strategy- Strategic Objectives

### Social

- i. Develop the roles of Enniskillen and Omagh as economic, transportation and cultural hubs providing the main focus for new housing, employment, shops, leisure activities, public administrative and community services including health and education.
- ii. Protect and sustain the role of local towns and villages so that they act as local centres for shops and community services meeting the daily needs of their rural hinterlands
- iii. Provide for vibrant rural communities whilst protecting the countryside in which they live by accommodating sustainable development
- iv. Provide for 6,230<sup>9</sup> new homes by 2030 across a range of housing types and tenures capable of meeting the needs of all sections of the community at locations accessible to existing and new community (including education) services, employment, leisure and recreational facilities.
- v. Facilitate the development of new social, community and recreational services at locations accessible to existing communities and new housing developments, through a variety of modes of transportation e.g. public, active<sup>10</sup> and community.
- vi. Provide for environments that are safe, healthy and connected and which enhance opportunities for shared space for all.

### Economic

- i. Promote sustainable economic development and growth by facilitating the creation of 4,875 new jobs by 2030 and providing a sufficient supply of economic development land through a range and choice of sites, taking into account accessibility by public transport and active travel modes.
- ii. Promote inward investment, diversify the local economy, assist with economic regeneration and physical renewal, and help generate skilled, well paid employment opportunities and improve employability in the most deprived areas.
- iii. Recognise and accommodate the micro-micro business base including rural entrepreneurship, self-employment and home working.
- iv. Support the provision of an accessible, integrated, safe and sustainable transport network and locate development to improve accessibility by public transport, cycling and walking, help reduce car dependency and the impact of traffic on local communities and the environment.
- v. Improve digital connectivity which both meets the needs of business and private households whilst reducing the need to travel.
- vi. Develop FODC as a destination for quality leisure visits and sustainable tourism by enabling the provision of new, as well as enhancement of existing tourism infrastructure in appropriate locations.

### Environmental

- i. Conserve, sustain and enhance the area's environmental qualities, local distinctiveness including special landscapes, and sites of environmental importance in terms of biodiversity, wildlife and

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<sup>9</sup> The Revised Housing Growth Indicator for FODC for the period 2012-2025 is 4,500. This translates to 6,230 dwellings up to 2030.

<sup>10</sup> Active Travel is defined as personal travel involving some element of physical activity, mainly walking and cycling.

habitats, local landscape character, townscape, traditional settlement patterns, and historic environment.

- ii. Follow the principles of sustainability and high quality design standards in all developments to assist with meeting Climate Change targets and place-making.
- iii. Sustainably manage and safeguard where appropriate our natural resources including minerals and water, protecting the environment and providing sustainable services including effective and sustainable waste management to meet population needs.
- iv. Support renewables infrastructure whilst affording protection to the environment including landscape impacts of wind energy.
- v. Prevent inappropriate new development in areas known to be at risk of flooding or that may increase the flood risk elsewhere and put in place measures to assist in flood risk management.
- vi. Protect and enhance the local green infrastructure network such as open space and green wildlife corridors whilst contributing to the enhancement of community health and well-being.