



Fermanagh & Omagh
District Council
Comhairle Ceantair
Fhear Manach agus na hÓmaí

FERMANAGH AND OMAGH DISTRICT COUNCIL

Position Paper Six

Transportation

May 2015

Purpose: To provide the Committee with an overview of the regional planning and roads policy context in relation to transportation and to provide information on the current transportation provision and future transportation initiatives within the Fermanagh and Omagh District.

Content: The paper provides:-

- (i) an overview of the regional policy context for formulating Local Development Plan transportation strategies and policies;
- (ii) an overview of the existing transportation situation including strategic road network, modes of travel, various transportation schemes, existing car parking provision and public transport services within the Council area;
- (iii) a summary of key future transportation proposals and initiatives relevant to the Council area.

Recommendation: That the Planning Committee considers the findings and the role of the local development plan in meeting transportation needs across the Council area.

1.0 Introduction

1.1 This is one of a series of papers being presented to the Planning Committee as part of the preparatory studies aimed at gathering the evidence base for the new local development plan.

1.2 The purpose of this paper is to inform Members about the current transportation situation within the Council area by providing details on the strategic road network, current and proposed transportation schemes, car parking provision and public transport services. This will assist the new Council in the preparation of their Plan Strategy. It also provides an overview of the regional planning and roads policy context in relation to transportation.

1.3 The paper allows members to commence consideration of the priorities for the improvement of the main transport corridors that form the regional transportation network whilst seeking to promote sustainable development and sustainable transport choices. At this stage the paper only aims to provide a foundation for future decision making which will need to be further

informed and integrated with future options for land use designations, sustainability proposals and public consultation.

- 1.4 The movement of people and the efficient distribution of goods and services are essential to the functioning of any area. Good communications are important to the local economy and to attract inward investment. Good transport links also connect people socially and provide access to leisure and recreational opportunities. Transportation is therefore a key component of any land use plan. Whilst transport planning is a function that will remain primarily with the Department for Regional Development, it will be important that the new Local Development Plan integrates transportation with land use. Off street parking is now a local government responsibility and must also be afforded greater weight in the preparation of the new plan. As part of the plan, it will also be important to look closely at how greater encouragement can be given to more sustainable forms of transport such as buses, cycle ways and walkways.

2.0 Regional Policy Context

- 2.1 Since the Fermanagh and Omagh Area Plans were adopted, there has been a major change to the policy context - with greater priority given to the development of regionally important infrastructure, complemented with increasing emphasis on sustainable modes of transport. This is reflected in the Regional Development Strategy, Regional Transport Plan, supporting documents, and various Planning Policy statements.

The Regional Development Strategy (RDS)

- 2.2 The RDS 2035 contains a Spatial Framework and Strategic Planning Guidelines based on focusing development in gateways, hubs and clusters, and prioritising the improvement of the main transport corridors that form the regional transportation network. The RDS identifies Omagh and Enniskillen as main hubs. It recognises the geographical separation of the two main towns and whilst it states that hubs should not compete for scarce resources it recognises that due to the remoteness of Enniskillen and Omagh they have less potential to cluster.
- 2.3 Policy RG2 aims to deliver a balanced approach to transport infrastructure in order to remain competitive in the global market by promoting transport which balances the needs of our environment, society and economy. This focuses on managing the use of our road and air space and using our network in a better, smarter way. This will be developed further by improving connectivity, maximising the potential of the Regional Strategic Transport Network, using road space and railways more efficiently, improving social inclusion, managing the movement of freight, improving access to our cities and towns and improving safety by adopting a 'safe systems' approach to road safety.

The Regional Transportation Strategy (RTS) 2002-2012

- 2.4** The Regional Transportation Strategy (RTS), set out a vision “to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone’s quality of life”. This vision is still appropriate for the DRD’s new approach to regional transportation which will refocus and rebalance our transport priorities and present a fresh direction for transportation with sustainability at its core.
- 2.5** The RTS covers a 10-year period from 2002 to 2012 and is now being delivered through three transport plans:
1. The Belfast Metropolitan Area Transport Plan 2004;
 2. Regional Strategic Transport Network Transport Plan 2015; and
 3. The Sub-Regional Transport Plan 2015 (covers the remainder of Northern Ireland)

The latter two plans are the most relevant to Fermanagh and Omagh District. These contain the detailed programmes of major schemes and transport initiatives that the DRD wants to carry out to achieve the RTS objectives and targets. These Transport Plans link with relevant Development Plans and thus provide Northern Ireland with an integrated approach to transportation and land use planning. The RTS also gave a commitment that DRD would develop an Accessible Transport Strategy for NI which was published in 2005.

- 2.6** In 2012, the DRD published its new strategic document ‘Ensuring a Sustainable Transport Future – a New Approach to Regional Transportation’ which sets out how regional transportation will be developed beyond 2015 when the current transport plans reach their conclusion. Unlike the RTS, the new approach does not include details of schemes or projects but rather it lists three High Level Aims for transportation along with twelve supporting Strategic Objectives. These cover the economy, society and the environment and are linked to the eight aims of the RDS. Its aim is to provide a transportation network that supports economic growth while meeting the needs of all in our society and reducing environmental impacts. It shows how strategic transportation developments can be assessed to allow informed decision making on future transportation investment. The Department will continue to implement the current transport plans until their planned expiry and a new Delivery Plan is published.

Transport Plans/Transport Studies

- 2.7** Implementation of the RTS in the Council areas will be through the **Regional Strategic Transport Network Transport Plan (RSTNTP)** and the **Sub Regional Transport Plan (SRTP)**. The RSTNTP, published by DRD in March 2005, contains proposals for the maintenance, management and development of the Regional Strategic Transport Network (RSTN). The proposals include

schemes for the improvement of transport infrastructure and improvements to public transport services. These schemes are summarised, by mode, in Appendix 1 including those from the SRTP which were informed by Local Transport Studies for Enniskillen and Omagh. Key future proposals in the plan area are featured under section 4.0 of this paper.

Regional Planning Policy Statements

2.8 The RDS is complemented by the DOE's Planning Policy Statements, the most relevant of which is PPS 13 Transportation and Land Use. This document is to be replaced by the Strategic Planning Policy Statement (SPPS), a Draft of which was issued for consultation in February 2014. The draft SPPS does not represent a significant change to transportation policy but helps to shorten and simplify the guidance for councils. There are seven policy objectives identified for transportation and land-use planning within the Draft SPPS which are:

- Promote sustainable transport choices including walking, cycling and public transport, recognising that this may be less achievable in some rural areas;
- Ensure accessibility for all, particularly the needs of people with disabilities and others whose mobility is impaired;
- 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;
- Promote road safety, in particular for pedestrians, cyclists and other vulnerable road users.

2.9 The SPPS states that the preparation of a Local Development Plan (LDP) provides the opportunity to assess the transport needs, problems and opportunities within the plan area and to ensure that appropriate consideration is given to transportation issues in the allocation of land for future development. Councils should take account of the DRD Regional Transportation Strategy and transport plans. Councils should also undertake a local transport study to identify transportation and land use planning issues to be addressed in the LDP. These issues include:

- Land use allocations and associated transport infrastructure;
- New Transport Schemes, Walking and Cycling;
- Disused Transport Routes;

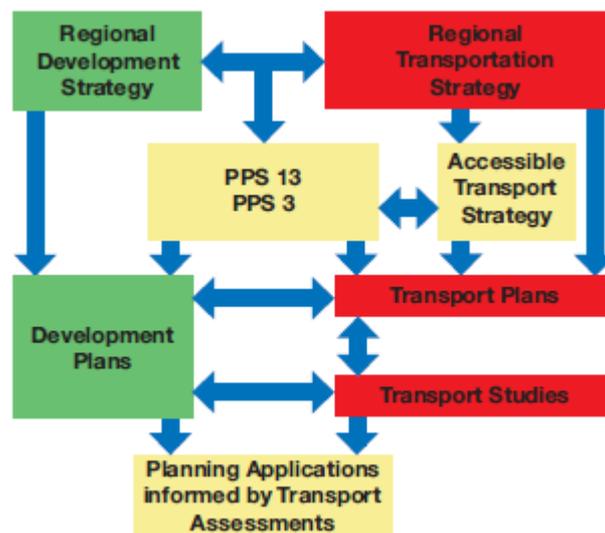
- Car Parking;
- Protected Routes.

2.10 PPS13 Transportation and Land Use is shaped by the following RDS strategic objectives:

- To develop a Regional Strategic Transport Network, based on key transport corridors, to enhance the accessibility to regional facilities and services (SPG-TRAN 1)
- To extend travel choice for all sections of the community by enhancing public transport (SPG-TRAN 2)
- To integrate land use and transportation (SPG-TRAN 3)
- To change the regional travel culture and contribute to healthier lifestyles (SPG-TRAN 4)
- To develop and enhance the Metropolitan Transport Corridor Network; to improve public transport service in the Belfast Metropolitan Area; to manage travel demand within the Belfast Metropolitan Area (SPG-BMA 3-5)
- To create an accessible countryside with a responsive transport network that meets the needs of the rural community (SPG-RN14)

The primary objective of the PPS is to guide the integration of transportation and land use, particularly through the preparation of development plans and transport plans by promoting road safety, limiting access to protected routes, providing adequate parking provision and promoting a shift to sustainable transport modes. The relation between this PPS and other parts of the land use and transportation planning system is illustrated in Figure 1 below.

Figure 1



2.11 PPS 3 Access, Movement and Parking sets out the planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. It forms an important element in the integration of transport and land use planning. Development Control Advice Note 15 (DCAN15) sets out and explains those standards contained in PPS 3 and is a material consideration for planning applications and appeals.

3.0 Transportation across the Council Area

3.1 Fermanagh and Omagh District has a comprehensive network of transport infrastructure and services. There is an extensive network of roads ranging from major strategic routes to minor rural roads. There is an extensive footpath system in most designated settlements. Elements of the National Cycle Network pass through the area. Public transport provision consists of a network of urban and rural bus services including inter-urban express routes. The following section outlines the main features of our existing transportation provision.

Road Network

3.2 Transportation in the Council area is primarily provided by the road network. Both Enniskillen and Omagh towns lie along Key Transport Corridors, the A4 and A5 respectively which provides links to Derry/Londonderry, Belfast and Dublin (Figure 2). Enniskillen is also linked to the Republic of Ireland via the N3 at County Donegal, the N16 (Sligo), N87 and N3 at County Cavan, and the N54 at County Monaghan.

Figure 2



3.3 In Fermanagh, the A32, A34, A46 and A509 are also 'A' classified routes, as well as the A505 and again the A32 route in the Omagh area. All 'A' classified routes are single carriage. There are no motorway or dual carriageway sections within the Council area. The remainder of the road network comprises both 'B' class and minor roads – both classified and unclassified. The road network in the Fermanagh and Omagh area accounts for a significant proportion of Northern Ireland road network which reflects the large geographical spread of the council area (Table 1).

Table 1 – Road Network Distances

	Northern Ireland km	Fermanagh km (% of NI)	Omagh km (% of NI)	Fermanagh & Omagh km (% of NI)
Road Length	25,507.20	2,071.40 (8.12)	1,897.80 (7.44)	3,969.20 (15.56)
Motorway/dual carriage way	114.90/ 210.20	NA	NA	NA
'A' Road (single carriage)	2079.20	223.40 (10.74)	77.90 (3.74)	301.3 (14.49)
'B' Road	2093.80	236.70 (11.30)	228.20 (10.89)	464.9 (22.20)
'C' Road	4724.90	433.80 (9.39)	447.20 (9.46)	881 (18.64)
Unclassified	15,474.20	1177.50 (7.6)	1144.50 (7.39)	2322 (15)

Source: NINIS 2014 (NISRA)

Protected Routes

3.4 There are a number of Protected Routes designated within both the Fermanagh and Omagh Districts, which extend onwards across several other Council areas and to the border with the Republic of Ireland (Table 2). Protected Routes are identified in the Development Plan for information only. Designation of protected routes is not within the remit of the Local Development Plan.

Table 2 Protected Routes within Fermanagh and Omagh District

District	Protected Route	Road Details
Fermanagh and Omagh	A4	Dungannon - Enniskillen – Border at Belcoo (Sligo, N16)
	A32	Enniskillen – Omagh (via Irvinestown)
	A34	Maguiresbridge – Border (Monaghan, N54)
	A46	Enniskillen – Border at Belleek (Donegal, N3)
	A509	Enniskillen – Border at Aghalane (Cavan, N3)
	A5	Derry/Londonderry – Omagh – Border at Aughnacloy (Monaghan, N2)
	A505	Omagh – Cookstown
	A32	Omagh – Enniskillen

Source: DRD Transport NI Schedule of Protected Routes (Revised Nov 2013)

Modes of travel and public responsibilities

- 3.5** There are a various public and private bodies involved in providing transport infrastructure and services throughout Northern Ireland. Transport NI, previously known as DRD Roads Service, are the sole Road Authority in Northern Ireland. Transport NI is responsible for public roads, footways, bridges and street lights and operates within the policy context set by DRD, whose strategic objectives are to maintain, manage and develop NI's transportation network. DRD is responsible for formulation the Regional Transport Strategy, whilst Transport NI is responsible for its implementation.
- 3.6** The main modes of travel used are private car, public transport, walking and cycling. According to a DRD/NISRA Travel Survey (TSNI) 2011-2013 travelling by car constituted just over four fifths (81%) of the total distance travelled, public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi) accounted for 7% of total distance travelled and walking 3%.

Private Car

- 3.7** In the period 2011-2013 the car was the most commonly used main mode of transport for both men (71%) and women (75%) in NI. With an absence of railways and nearly 85% of Fermanagh / Omagh households owning a private vehicle (Table 3), road travel is set to remain the dominant mode of transportation over the Plan period.

Table 3: Percentage of Households Owning One or More Private Vehicles

Car Ownership	Fermanagh/ Omagh District	Northern Ireland
No Car/Van	16.5%	22.7%
1 Car/Van	39.24%	41.38%
2 Car/Van	31.6%	27.04%
3 Car/Van	8.55%	6.29%
4+ Car/Van	4.11%	2.58%

Source: Census 2011

- 3.8** The Census 2011 shows that of the 46,160 residents in employment in the Fermanagh and Omagh Local Government District (LGD), 75.89% travelled to work by car/van (this includes those driving (61.44%), travelling as a passenger (4.2%) or as part of a car pool (10.25%)). Figures also show that 21.15% of those travelling to work by car from the Fermanagh area travel a distance of between 10 and 20km, compared to 19.76% in the Omagh area. The percentage of those from the Omagh area travelling 40-60kms by car to work is 4.52%, with 2.16% of those travelling from the Fermanagh Area travelling the same distance.
- 3.9** It is notable that when considering distance travelled, those living in the Belfast area travelled an average of 4,024 miles per year which is around one third less than the 6,037miles and 6,262 miles for those living in the East of Northern Ireland and the West of Northern Ireland respectively (TSNI). The Census 2011 found that the majority of those travelling to work by car in the Belfast area (36%) travel a distance of 2-5km compared to only 10.7% and 12.98% of those travelling to work in Fermanagh and Omagh respectively. These statistics clearly emphasise the greater reliance on the private car as a mode of transport and the longer distances travelled by people living in Fermanagh and Omagh.

Public Transport

- 3.10** Public bus services for Fermanagh and Omagh are provided primarily by Translink/Ulsterbus. There are 3 main Ulsterbus Station/Depots in the Fermanagh/Omagh District, offering a variety of facilities, and several Sub-Depots located throughout the District. Regular services operate to the main towns and villages though many are limited to school time requirements. Some services operate only for part of the route whilst others operate on specified days only and in some instances for selected parts of the year. Within the urban areas, there are several services within both Enniskillen and Omagh. Express (Goldliner) services run to destinations within Northern Ireland and the Republic of Ireland. Detail of these services are listed in Appendix 2.

- 3.11** With nearly one in five households in Fermanagh / Omagh not owning a private vehicle, the availability of public transport is a key service particularly for those who are elderly or economically or socially disadvantaged. It is also an essential service for children who rely on buses to travel to school.

Table 4: Mode of Travel to Work

Mode of Travel	Fermanagh / Omagh District	Northern Ireland
Work at home	15.55%	11.25%
Car/Van driver	54.02%	51.54%
Car/Van passenger	6.01%	6.15%
Bus	6.27%	8.44%
Rail	0.96%	1.53%
Walk	5.69%	8.86%
Cycle	0.44%	0.77%
Taxi	0.82%	1.40%
Motorcycle	0.15%	0.38%
Car Pool	9.26%	9.13%
Other	0.74%	0.55%

Source: Census 2011 - Key Statistics

- 3.12** The Census 2011 shows that of the 46,160 residents in employment in the Fermanagh and Omagh District, just over 5% travelled to work using public transport (bus/rail). The figures for the daytime population, which comprises all usual residents aged 16-74 who are either in employment or full-time students in the area, or are neither in employment nor full-time students and live in the area, show a slightly increased usage of public transport of just over 7%(Table 4).
- 3.13** These figures highlight that whilst there is a need for public transport it is underutilised. The TSNI found that 60% of those travelling to work by car said that their journey was not possible by public transport with 25% citing both poor connections and too far/long journey time by public transport as reasons for not using public transport. A high number of rural dwellers in the Fermanagh and Omagh Council area are likely to fall into this category.
- 3.14** Translink recently held a public consultation to assess service provision in light of the budget settlement for 2015-16. It is expected that there will be significant reductions in service delivery as well as other efficiency savings which are likely to impact on current services within Fermanagh and Omagh.

Walking and Cycling

- 3.15** A key theme of government at all levels is to promote a modal shift from private car usage to walking and cycling, which in turn will have clear benefits in relation to reducing congestion, vehicle emissions and improving health. At

local level, DRD Transport NI is responsible for implementation of the infrastructure to encourage walking and cycling along the public highway. Other Departments also play a role, for example, the Department of Education has been involved in encouraging “Safer Routes to School” and the Department of Health, Social Services and Public Safety has helped establish “Highways to Health”.

- 3.16** Fermanagh and Omagh Councils through the activities of their Recreation Departments and as part of their town centre initiatives and other environmental improvements played a key role. In addition, organisations such as Sustrans, an independent charity, which works with Transport NI, local authorities and other organisations are active in promoting cycling infrastructure, particularly the National Cycle Network.
- 3.17** Walking is facilitated throughout the urban areas of Enniskillen and Omagh by the footways along the road network. Some of these are designated as ‘Highways to Health’. Additionally several dedicated, recreational walkways, mainly along the river corridors, facilitate pedestrian movement in both towns. Census 2011 reports that only 5.66% and 5.7% of those travelling to work in Fermanagh and Omagh respectively do so on foot. Of these, 67% in Fermanagh and 64% in Omagh walk a distance of less than 5km.
- 3.18** Sustrans’ main scheme in Omagh is Connect2 shared walking and cycling path. Phase 2 is currently completed with the third and final phase due for completion in July 2015. Once complete, the riverside walk will run adjacent to the Strule River from Clonmore Gardens to the town centre, giving the route a total distance of 2.4km. This should link with the proposed schools campus as well as other development of the St Lucia and Lisanelly grounds.
- 3.19** With the development of the Northern Ireland Cycling Strategy (June 2000) and the staged implementation of the National Cycle Network (NCN), significant progress has being made towards improved facilities for cyclists in Northern Ireland. The Strategy aims to promote increased cycle use by identifying a range of measures that will seek to improve conditions for cyclists and establish a pro-cycling culture. Detail of National Cycle Network within the Fermanagh and Omagh area is set out in Appendix 3.

Car Parking

- 3.20** The main areas of public car parking are located within the District and local towns, as well as within some villages in Fermanagh. These comprise mainly pay-and-display and free-parking formats (See Appendix 4 for details).

Table 5: Summary of Car Parking provision in the Fermanagh and Omagh District

Town	No. of Car Park Spaces
Enniskillen	1,444
Omagh	1,069
Fintona	84
Dromore	75
Lisnaskea	176
Irvinestown	79

Source: DRD Transport NI 2015

- 3.21** Until 31st March 2015, Transport NI were responsible for car parking including ticketing, enforcement, maintenance and tariff setting. Transport NI implemented proposals to maximise the utilisation of the existing parking provision in the main towns and devised parking strategies to provide convenient short stay car parking close to each town centre with longer stay parking located further out. Where practical, parking has also been proposed convenient to bus stations to encourage public transport use by commuters. Since 1 April 2015, off-street parking is the responsibility of Fermanagh and Omagh District Council.
- 3.22** There are a number of Park & Ride and Park & Share car parks in both Districts (see Appendix 5). It should be noted that some of the facilities are more formal arrangements than others.
- 3.23** It should also be noted that there are a number of other ‘publicly available’ car parks that are privately owned – though primarily for customer use. In Enniskillen, these include ASDA, Lidl, Dunnes Stores, Tesco, Erneside, Brewster Park, and at Enniskillen Omniplex. In Omagh, these include Dunnes Stores, Asda, Lidl, Great Northern Retail Park, St Patrick’s Park, and at the Grange on Lisanelly Avenue.

Taxi Services

- 3.24** Taxi services provide an important and expanding transport service throughout most areas of Fermanagh and Omagh particularly in the main towns.

Disused Transport Routes

- 3.25** The remnants of the former railway network (closed in the 1950’s and 1960’s) are evident in the Fermanagh and Omagh District through disused rail track beds, many of which still retain features such as stone bridges, embankments

and cuttings. There are several voluntary initiatives to lobby to bring rail transport back to the north-west, though there are no firm proposals or feasibility studies presently. Disused transport routes offer the opportunity for transport or recreational purposes.

Community Transport

- 3.26** Community Transport is a term covering a wide range of solutions usually developed to cover a specifically identified transport need, typically run by the local community for local neighbourhoods on a not-for-profit basis. Community transport provides the connectivity needed to get otherwise isolated or excluded groups of people to a range of destinations, and helps to develop sustainable communities. It is often provided through minibuses and volunteer car schemes.
- 3.27** The Rural Transport Fund (RTF) is administered by DRD since November 1998. Its primary objective is to support transport services designed to give people in rural areas improved access to work, education, healthcare, shopping and recreational activities and by so doing assists in reducing their social isolation. RTF provides a Rural Bus Subsidy annually to support socially necessary but uneconomic bus services in the rural area (e.g. the Sperrin Rambler) as well as providing revenue and capital funding for the Rural Community Transport Partnerships (RCTPs), managed by the Community Transport Association (CTA).
- 3.28** RCTP's are set up and managed by volunteers on a non-profit basis and may take different forms, reflecting their local nature. They encourage volunteers to use their own cars as part of social car schemes or to drive minibuses. RCTPs have effectively become the primary source of accessible transport for many older people and people with disabilities living in rural areas. Other community transport initiatives include Fermanagh Community Transport and Easilink Community Transport in the Omagh area.
- 3.29** As CTA is supported by DRD, there is potential that the level of funding provided by the DRD may be reduced due to budget constraints. CTA Northern Ireland generates additional finance to support its core services in Northern Ireland from its social enterprise activities and fund-raising to help make a difference for members.

Enniskillen Airport

- 3.30** Enniskillen Airport is located three miles North of Enniskillen town. It has been in existence for over sixty years (since the Second World War) and is one of only five licensed airports in Northern Ireland, and one of the only two in the west of Northern Ireland.
- 3.31** In addition to offering landing facilities for commercial light aircraft and helicopters, there are several flight schools based at the airport which can offer lessons in Microlights, Light Aircraft and Helicopters.
- 3.32** Enniskillen Airport provides substantial opportunities for the economic development of Fermanagh and the surrounding cross-border region. The

infrastructure at the airport includes substantial workspace provision currently fully occupied for the purpose of aircraft maintenance.

4.0 Key Future Transportation Proposals/Initiatives

Highways

- 4.1** The most significant highway transportation schemes in the plan area as proposed in the RSTN TP (see Appendix 1) are as follows:
- A5 dual carriageway (Aughnacloy –Derry/Londonderry) - indicative construction date of 2017
 - Enniskillen Southern Bypass – at forward planning stage with Transport NI
 - Strathroy Road Link - indicative construction date of 2016
 - A32 (on-line and off-line improvements) – at forward planning stage with Transport NI
- 4.2** Members will also be aware that the Irish Cross Border Area Network (ICBAN) identified the A5/N2 between Derry/Londonderry, Aughnacloy and onwards to Dublin and the A4/N16 between Sligo and Ballygawley as priority transport corridors in a study undertaken for the Regional Strategic Framework for the Central Border Region (2013-2027). These two transport corridors are viewed as priorities to realising the Border Area's goal of sustainable and balanced economic development. Both the dualling of the A5 between Derry/Londonderry and Ballygawley and the provision of a bypass for Enniskillen were classed as priority 1 projects.

Walking and Cycling

- 4.3** A number of primary and secondary walking routes within Enniskillen and Omagh are identified in the SRTP (refer to Appendix 1). New cycle routes are also proposed as follows:
- John Street/James Street, Omagh
 - Great Northern Road, Omagh

These are intended to enhance network connectivity and improve integration between walking and cycling.

- 4.4** The Draft Bicycle Strategy for Northern Ireland (published by DRD in August 2014) sets out plans to make NI a cycling community over the next 25 years. In promoting the bicycle as an attractive mode of transport, the Strategy aims to help those who choose to cycle by:

- Having high quality infrastructure which promotes greater priority for the bicycle;
- Providing secure cycle parking where it is required;
- Developing bicycle hubs;
- Promoting the 'Cycle to work' scheme to employers;
- Promoting e-bikes;
- Public bike hire schemes.

It plans to develop specific interventions particular to both the urban and rural contexts and to measure their impact through the use of pilot schemes. For example, it is proposed that in the rural area to pilot the use of greenways which suggested routes being old railway beds or banks.

Public Transport

- 4.5** There are no specific proposals for public transport schemes at present. However, Members will be aware that Translink commenced a public consultation process on 16th March 2015 to assess the implications for the existing bus and rail networks as a consequence of the recent budget settlements for 2015-2016. It is expected that there will be significant reductions in service delivery as well as other efficiency savings. With specific regard to Fermanagh and Omagh, the regularity of Omagh and Enniskillen Town Services, as well as the Sperrin Rambler are under review.

Car Parking

- 4.6** From 1st April 2015, off-street parking became the responsibility of Fermanagh and Omagh District Council whilst on-street parking has remained the responsibility of the DRD. There are currently no major/strategic proposals for parking in the council area.

Enniskillen Airport

- 4.7** There are plans to expand the workspace provision at the airport to include a major unit that is purpose-built for the maintenance of larger aircraft.

5.0 Conclusion

- 5.1** Based on the current transport situation and different modes of travel and responsibilities for their provision, it is apparent that in order to conform with Regional Policy, the new Local Development Plan needs to promote a modal shift to more sustainable forms of transport. This could be best achieved by not only creating additional cycle and walkways but by distributing and zoning open spaces to create green areas, as well as increasing permeability within

new housing developments. Identifying safe routes for schools, particularly in light of the relocation of several schools to the Lisanelly Shared Education Campus, could in turn result in the prioritisation of public highway improvements by DRD e.g. Pelican Crossings and footways.

- 5.2** However, the ability to achieve such a modal shift is limited and any successes will be primarily achieved in the two main towns. For the rural dweller, particularly in the remoter parts of the district, the private car will remain the primary form of transport. As such, complementary measures should be introduced in the plan which are aimed at reducing the need to travel long distances in order to access shops, recreation facilities and public services within the district.
- 5.3** Therefore, in preparing the Local Development Plan (LDP) for Fermanagh and Omagh, it is important to assess the transport needs, problems and opportunities within the plan area and to ensure that appropriate consideration is given to transportation issues in the allocation of land for future development. Consideration should also be given to the DRD Regional Transportation Strategy and the relevant Transport Plans. This will ensure that the LDP and Transport Plans have a complementary role to play in promoting greater integration of transportation and land use planning. Draft SPPS seeks to secure this improved integration with land-use planning, consistent with the RDS; and to facilitate safe and efficient access, movement and parking.
- 5.4** The local transport studies carried out as part of the SRTP go some way to detailing transport issues, problems and opportunities in the two main towns in the Council area. Consultation will be required with Transport NI when considering land use allocations and future development sites. This will allow for a detailed assessment of the impact of proposed development on the highway network and the possibility of providing suitable access.
- 5.5** It should also be noted that in the current climate of austerity with budget reviews and potential budget cuts, there may be some impact on the timing of the delivery of some of the major road schemes. Cuts to funding also have significant implications for public transport, particularly community transport and the impact this will have on the more economically disadvantaged and vulnerable in our society. Furthermore, as DRD will continue to make decisions and take responsibility of transportation services across Northern Ireland, the council's role in relation to transportation will be inevitably restricted.
- 5.6** This paper has provided an overview of transportation provision within Fermanagh and Omagh and in moving forward, it will be important to ensure that the new Local Development Plan meets the needs of all road users whether they are living in the area, working in the area or visiting it or have businesses in the area and require better connectivity within the district and beyond, and between the two main hubs. To meet transportation needs, the Local Development Plan should therefore include measures to:
- promote/improve connectivity, particularly in rural areas;

- promote more sustainable transport modes including walking, cycling and public transport;
- protect road users and improve road safety for car users, public transport, cyclists and walkers.