

Parking Strategy and Action Plan

Fermanagh and Omagh District Council

Stage 3 / 4 - Parking Strategy and Action Plan

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1. Executive Summary

1.1 Background

AECOM have been appointed by Fermanagh and Omagh District Council to develop an off street car parking strategy and action plan which will apply to the Council District as a whole.

Fermanagh and Omagh District Council was formed on the 1st April 2015 and assumed responsibility for the former Fermanagh District Council and Omagh District Council Areas. As a result of Local Government Reform in Northern Ireland, the Department for Infrastructure (DfI previously DRD) transferred all its off-street car parks (excluding Park and Ride / Park and Share) to local councils on 1st April 2015. The Council is therefore now responsible for the operation of the 39 car parks previously operated by the DfI in addition to those that were already owned by the two previous legacy Councils.

1.2 The Need for a Parking Strategy

Fermanagh and Omagh District Council have developed a main focus / vision for the District which is:

“To deliver a thriving, dynamic Local Government that creates vibrant, healthy, prosperous, safe and sustainable communities that have the needs of citizens at their core.”

(Fermanagh and Omagh District Council Corporate Plan 2015 – 2019).

The purpose of the Parking Strategy is to address the overall requirement for car parking within the District in terms of availability, accessibility and convenience for residents and visitors. The parking strategy echoes the overarching Council vision in that adequate and efficient parking facilities contribute to prosperous and sustainable communities.

In developing the Parking Strategy, the Council wishes to address:

- All day parking in key locations;
- Tariff inconsistency;
- The potential for additional parking stock
- The need to manage demand
- Identify potential for coach and motorhome provision
- The existing imbalance between charged and free parking
- Staff parking issues in the main hubs of Enniskillen and Omagh
- To implement guidance contained within relevant national and local transport strategies including The Regional Development Strategy for Northern Ireland 2035, The Regional Transportation strategy for Northern Ireland 2002 – 2012, Sub Regional Transport Strategy 2007, Local area Plans and Masterplans, Fermanagh and Omagh District Council Economic, Community and Corporate Plans and Planning Policy Statements.

1.3 Stage 1 and 2 Review

A baseline review of the existing car parks was completed and showed that the majority of car parking throughout the District is currently free; this is also the case in the main towns of Enniskillen and Omagh with 17 out of 30 car parks free of charge.

The morning is typically the busiest time for car parks in both towns and the majority of Council car parks are nearly full or are oversubscribed. In both towns overall occupancy is around 70-90%. On street parking facilities are also well utilised and are generally full throughout the day in both towns.

Dedicated staff parking is currently free and demand regularly exceeds supply causing staff to park in nearby public car parks.

It is not considered that there are parking issues in the smaller towns and rural villages throughout the District.

1.3.1 Enniskillen

Five of the 15 Council controlled car parks in Enniskillen appear to be predominantly used for long stay purposes including Queen Street, Wellington Place, Lakeland Forum, Castle Park and Quay Lane South; all of which are centrally located and are free of charge with the exception of Quay Lane South which operates on the lower tariff of £0.40 for 3 hours parking.

There are limited spare spaces in the majority of Council controlled car parks particularly in the five car parks which experience long durations of stay.

There are 616 Council controlled charged spaces in the town operating on three tariffs including £1 for 5 hours parking, £0.40 per hour and £0.40 per 3 hours parking. The charged spaces generate £366,435 in revenue which is on average £0.20 per hour per space.

It is considered that only two of the nine charged car parks perform appropriately in terms of reasonable spare occupancy, low number of long stay parkers and high revenue per space per hour i.e. Eden Street and Head Street.

1.3.2 Omagh

Four of the 15 Council controlled car parks appear to be predominantly used for long stay purposes including Campsie, New Brighton Terrace, Foundry Lane and Johnston Park; all of which are centrally located and are all charged with the exception of Campsie therefore suggesting that tariffs do not deter long stay parking.

There are limited spare spaces in the majority of Council controlled car parks particularly in the four car parks which experience long durations of stay.

There are 688 Council controlled charged spaces in Omagh town operating on three tariffs including £1 for 5 hours parking, £0.40 per hour and £0.40 per 3 hours parking. The charged spaces which generate £438,904 in revenue which is on average £0.21 per hour per space.

Overall in Omagh town centre it is considered that only one of the six charged Council controlled car parks operates appropriately in terms reasonable spare occupancy, low levels of long stay and high revenue per space per hour i.e. Market Street.

1.4 Consultation

The development of the parking strategy has included consultation with a number of key stakeholders. The various consultations used several formats such as one-to-one conversations, public consultation, local businesses consultation and a car park user survey. The main stakeholders for this study include Department for Infrastructure (DfI), Fermanagh and Omagh District Council Planning Department, Fermanagh and Omagh District Council Elected Members, Tourism NI, Translink, Federation for Passenger Transport, Motorhomes Ireland, car park users and local businesses and trade.

The key themes emerging from the consultation process include the current quality of infrastructure is lacking i.e. in poor condition, staff parking causes issues in car parks, Parkmobile app providing cashless payments is poorly used / advertised, potential to introduce a staff parking / permit scheme, car parks on the edge of town should be encouraged as long stay, motorhome parking is a consideration, disabled parking provision is sub-standard,

digital parking maps and apps could work in the larger towns, ongoing issues with perceived over-zealous parking attendants, antisocial behaviour occurs in some Council car parks at night time, current signage including disabled signage is scarce and unclear, real-time signage is required and ongoing blue badge misuse.

It should however be noted that some of the issues raised through consultation have been inherited by the Council in the transfer of car parks from DfI including signage, Parkmobile usage and disabled parking provision; furthermore the issue of Blue Badge misuse is beyond the control of the Council.

1.5 The Strategy Objectives

In order to chart the progress of the Parking Strategy, it is important that measurable targets / indicators are identified. The strategy objectives are shown in Table 1, along with associated indicators that will be used to monitor progress:

Table 1 – Fermanagh and Omagh District Council Parking Strategy Objectives / Targets / Indicators

Strategy Objectives	Key Targets / Indicators
To provide an appropriate level of parking to support economic vitality	Managing demand to change behaviours
Ensure that parking is inclusive for all types of user	Achieve consistency in car park standards including infrastructure and designated spaces. Creating accessible and easy to use parking facilities
Ensure that parking takes place in appropriate locations	Removal of the £1 for 5 hours parking tariff Review of tariffs
Deliver well managed, high quality parking and utilising technology where possible	Parking app Active signage
Ensure that car parking provision encourages sustainable commuter travel	Staff parking Promotion of the main hubs as accessible on foot and by public transport
Ensure that parking provision supports tourism	Potential for designated coach drop off / pickup points Potential for motorhome parking provision Main town coach / motorhome parking map
Support reductions in congestion and pollution and improve road safety	Promotion of the main hubs as accessible on foot and by public transport Review the existing provision of EV charging points within the District. Consideration of additional provision subject to external funding.

1.6 Action Plan

This series of proposed actions and measures have been developed based on a review of the existing parking stock and management, assessment and analysis of car park performance and identification of gaps in provision and the objectives and targets.

The measures have also been considered in terms of the timescales for implementation i.e. within one year, within two years and within two to five years and include tariff changes, increased designated space provision, coach parking facilities, motorhome parking facilities, managing demand, changing behaviour, new technologies, improving parking facilities, seeking accreditation, signage improvement and staff parking.

1.7 Implementation

The Fermanagh and Omagh District Council Parking Strategy covers the period between 2017 and 2022 and as such all actions have a maximum timeline of 5 years. The Council and key stakeholders have a collective responsibility for the success and delivery of the strategy. The strategy actions aim to rebalance the parking supply with the majority of spaces becoming charged, as a function of the desirability and premium nature of space in the town centre however it should be noted that free parking will still be available within a short distance from services, amenities and places of work.

2. Introduction

2.1 Background

AECOM have been appointed by Fermanagh and Omagh District Council to develop an off street car parking strategy and action plan which will apply to the Council District as a whole. The District is largely rural, with 30% of the population living in the two main towns of Enniskillen and Omagh. A further 7% live in the local smaller towns of Carrickmore, Dromore, Fintona, Irvinestown and Lisnaskea. The District also comprises around 50 small villages and settlements, in which 17% of the population resides with the remainder of the population i.e. 46% living in open countryside.

The parking strategy and action plan will aim to ensure the appropriate strategy, provision and location of off street car parking in the Fermanagh and Omagh District Council area with specific consideration given to the following towns and villages:

- | | | |
|------------------|-----------------|-----------------|
| • Enniskillen | • Bellanaleck | • Kinawley |
| • Omagh | • Beragh | • Lisbellaw |
| • Ballinamallard | • Brookeborough | • Lisnarick |
| • Belleek | • Clabby | • Loughmacrory |
| • Carrickmore | • Derrygonnelly | • Mountfield |
| • Dromore | • Derrylin | • Newtownbutler |
| • Fintona | • Donagh | • Tullyhummon |
| • Irvinestown | • Drumquin | • Rosslea |
| • Kesh | • Ederney | • Seskinore |
| • Lisnaskea | • Garrison | • Sixmilecross |
| • Maguiresbridge | • Greencastle | • Tempo |
| • Belcoo | • Gortin | • Trillick |

Fermanagh and Omagh District Council have developed a main focus / vision for the District (Source – Fermanagh and Omagh District council Corporate Plan 2015 – 2019).

“To deliver a thriving, dynamic Local Government that creates vibrant, healthy, prosperous, safe and sustainable communities that have the needs of citizens at their core.”

The purpose of the Parking Strategy is to address the overall requirement for car parking within the District in terms of availability, accessibility and convenience for residents and visitors. The parking strategy echoes the overarching Council vision in that adequate and efficient parking facilities contribute to prosperous and sustainable communities. Furthermore the Strategy takes account of the performance of the district's car parks in the principle settlements i.e. Enniskillen, Omagh.

Throughout the development of the Strategy other settlements were assessed including Carrickmore, Dromore, Fintona, Irvinestown, Belleek, Lisnaskea and other rural villages however it was considered that the current parking arrangements are operating appropriately in these locations.

The key focus of the Strategy evaluates and assesses car parking operation throughout the District in terms of tariffs, optimum number of off street parking spaces in each settlement, future capital and expenditure and recommended actions and initiatives to successfully implement the strategy.

2.2 Parking Strategy Stages

The parking strategy study has been split into the following four stages:

- Stage 1 – Preparation and Information Gathering;
- Stage 2 – Analysis and Assessment;
- Stage 3 – Strategy Development; and
- Stage 4 – Develop the Action Plan

This report presents the finalised strategy and action plan which has been developed following the completion of Stages 1 and 2. Stage 1 considered the existing baseline conditions in terms of car parking provision, policies and assessment including review of usage, operation, tariffs etc. Stage 2 considered the performance of the current provision in terms of demand and financial aspects as well as future growth and forthcoming development.

Stage 2 of the strategy development also included consultation with a number of key stakeholders including the Department for Infrastructure i.e. DfI, Tourism NI and Translink, and also via presentations to and discussions with the following groups throughout November 2017:

- Elected Members Consultation (10 November 2017);
- Omagh Public Consultation (21 November 2017); and
- Enniskillen Local Businesses / Traders Consultation and Public Consultation (both on 23 November 2017).

2.3 Report Structure

This report is made up of the following chapters:

- Chapter 3 details a review of Stage 1 baseline assessment and Stage 2 analysis as well as consultations undertaken at Stage 2;
- Chapter 4 considers potential parking control options; and
- Chapter 5 outlines the strategy actions.

3. Baseline Review, Assessment & Stakeholder Consultations

3.1 Introduction

The control of off street parking commenced on 1 April 2015 with the transfer of the function from DfI to Fermanagh and Omagh District Council; subsequently the Council now operate 39 car parks in addition to the eight legacy council car parks in the following towns and villages throughout the District:

- Ballinamallard – one car park;
- Belleek – one car park ;
- Carrickmore – one car park;
- Dromore – two car parks;
- Enniskillen – 15 car parks;
- Fintona – two car parks;
- Irvinestown – one car park;
- Kesh – one car park;
- Lisnaskea – four car parks;
- Maguiresbridge – one car park;
- Omagh – 15 car parks;
- Tempo – one car park.

This chapter provides an overview of the findings of the Stage 1 and 2 studies for the Fermanagh and Omagh District including consultations with key stakeholders.

3.2 Existing Car Park Provision

3.2.1 Overall Council District Provision

There are a mixture of 32 free and 13 charged off street car parks throughout the Council District representing 2,349 free parking spaces and 1,304 charged parking spaces.

Charged car parks are located in the main towns of Enniskillen and Omagh only, with the remainder of parking free throughout the District.

Disabled parking provision varies across car parks with some locations providing no disabled parking provision. In total for the Council District, 2.5% of the current off street parking provision is designated for disabled users.

Thirteen off street car parks currently offer electric vehicle (EV) charging spaces; located in the main hubs of Enniskillen and Omagh as well as smaller towns including Dromore, Irvinestown, Lisnaskea and Maguiresbridge. The current EV provision is less than 1% of the total off street parking provision in the District however in comparison to other Councils in Northern Ireland, Fermanagh and Omagh District Council provides a high number of EV spaces i.e. 14 as other large Councils each provide less than 5 charging points.

An audit was completed of each of the Council controlled car parks and it was noted that there was generally a good standard in terms of surfacing, lighting, white lining and space size. However all of the car parks were found to lack dedicated CCTV, with some not having gates/barriers (to improve security) and/or appropriate signage.

In relation to car ownership, Census 2011 statistics show that the legacy Council areas of Fermanagh and Omagh display similar levels of car ownership. The District as a whole generally has higher levels of car ownership in terms of multiple cars per household when compared with the whole of Northern Ireland; which can be attributed to the largely rural nature of the District.

Between 61% and 62% of the working population in the District travel to work by car compared to 58% in Northern Ireland as a whole. All other methods of travelling to work are comparable to the Northern Ireland figures with the exception of travelling by bus which is low throughout Fermanagh and Omagh due to the rural nature of the District.

3.2.2 Enniskillen Town Provision

There are a mixture of free and charged off street car parks in Enniskillen town with free parking in the majority i.e. 1,086 free parking spaces and 611 charged spaces.

There are currently seven charged car parks and eight free car parks controlled by the Council in the town, disabled provision is around 2% of the off street provision and the current EV provision is less than 1%.

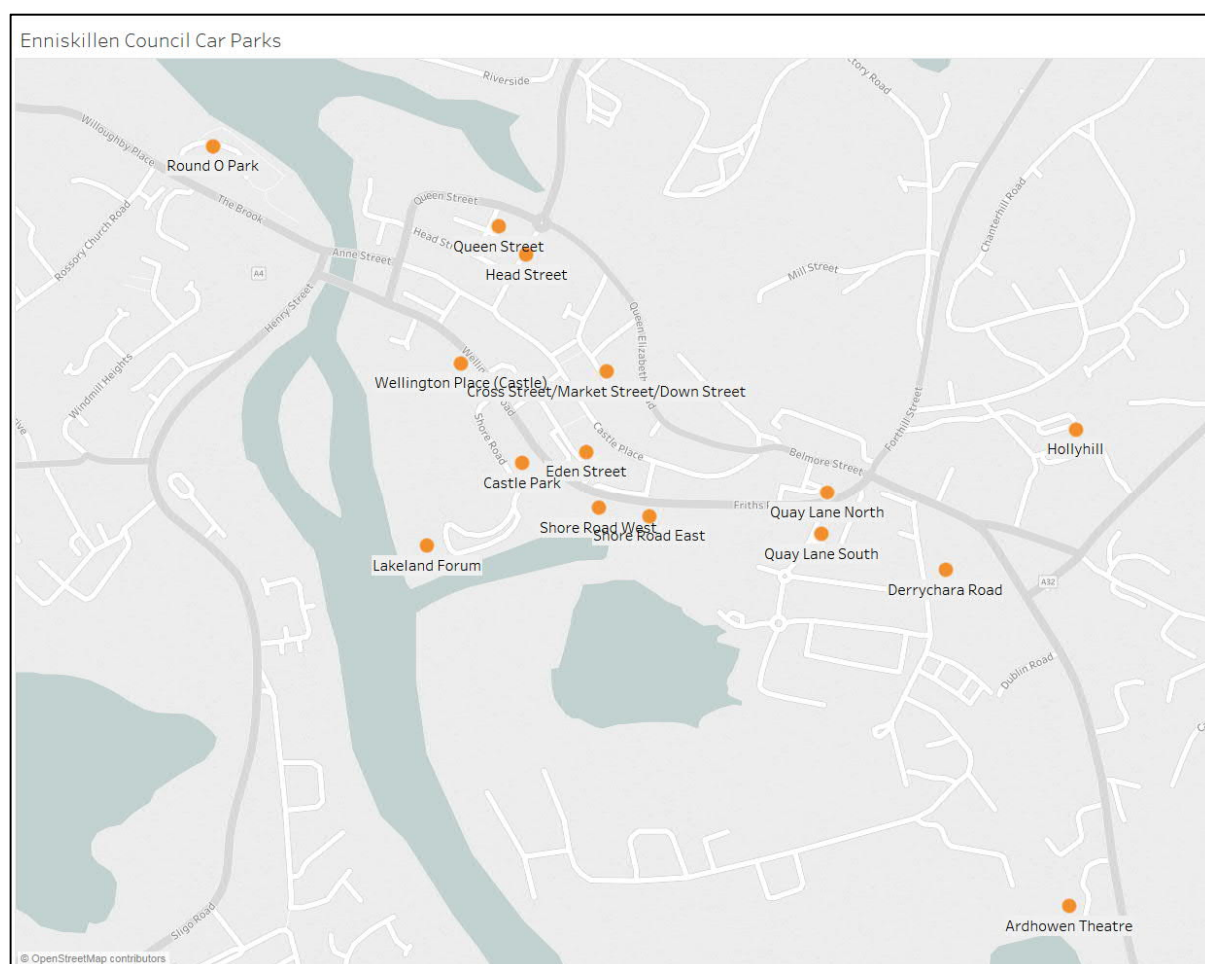
Off street parking charges are similar across the Council controlled car parks in Enniskillen with the tariff of £0.40 per hour most common. However there is also an incentivised tariff set at £1 for 5 hours in car parks operated on the £0.40 per hour tariff.

A different tariff regime is currently in operation across two car parks: Shore Road West and Quay Lane South. The alternative parking tariff is £0.40 per three hour period up to 6 hours with a maximum daily tariff of £1.20; furthermore the £1 per 5 hours tariff does not apply in these two car parks.

Enniskillen town centre provides a mixture of restricted and unrestricted on street parking facilities including disabled parking bays and on street loading bays. On street parking is provided on 26 streets throughout the town centre, overall 532 spaces are provided comprising of 382 restricted spaces, 14 disabled parking spaces, 26 loading bays and 110 unrestricted parking spaces.

The location of the council controlled car parks in Enniskillen is shown in Figure 1.

Figure 1 - Enniskillen Council Car Park Location



Source – AECOM / Openstreetmap

3.2.3 Omagh Provision

There are a mixture of free and charged off street car parks in Omagh town with an even split between free and charged spaces i.e. 684 free parking spaces and 683 charged spaces.

There are currently six charged car parks and nine free car parks controlled by the Council in the town, disabled provision is around 3% of the off street provision and the current EV provision is less than 1%.

Off street parking charges are similar across the Council controlled car parks in Omagh with the tariff of £0.40 per hour most common. However there is also an incentivised tariff set at £1 for 5 hours in car parks operated on the £0.40 per hour tariff.

A different tariff regime is currently in operation in one car park: New Brighton Terrace, the alternative parking tariff is £0.40 per three hour period up to 6 hours with a maximum daily tariff of £1.20; furthermore the £1 per 5 hours tariff does not apply in this car park.

Omagh town centre provides a mixture of restricted and unrestricted on street parking facilities including disabled parking bays and on street loading bays. On street parking is provided on 30 streets throughout the town centre, overall approximately 501 spaces are provided comprising of 246 restricted spaces, 30 disabled parking spaces, 12 loading bays and 213 unrestricted parking spaces.

The location of the council controlled car parks in Omagh is shown in Figure 2.

Figure 2 - Omagh Council Car Park Location



Source – AECOM / Openstreetmap

3.2.4 Small Town Provision

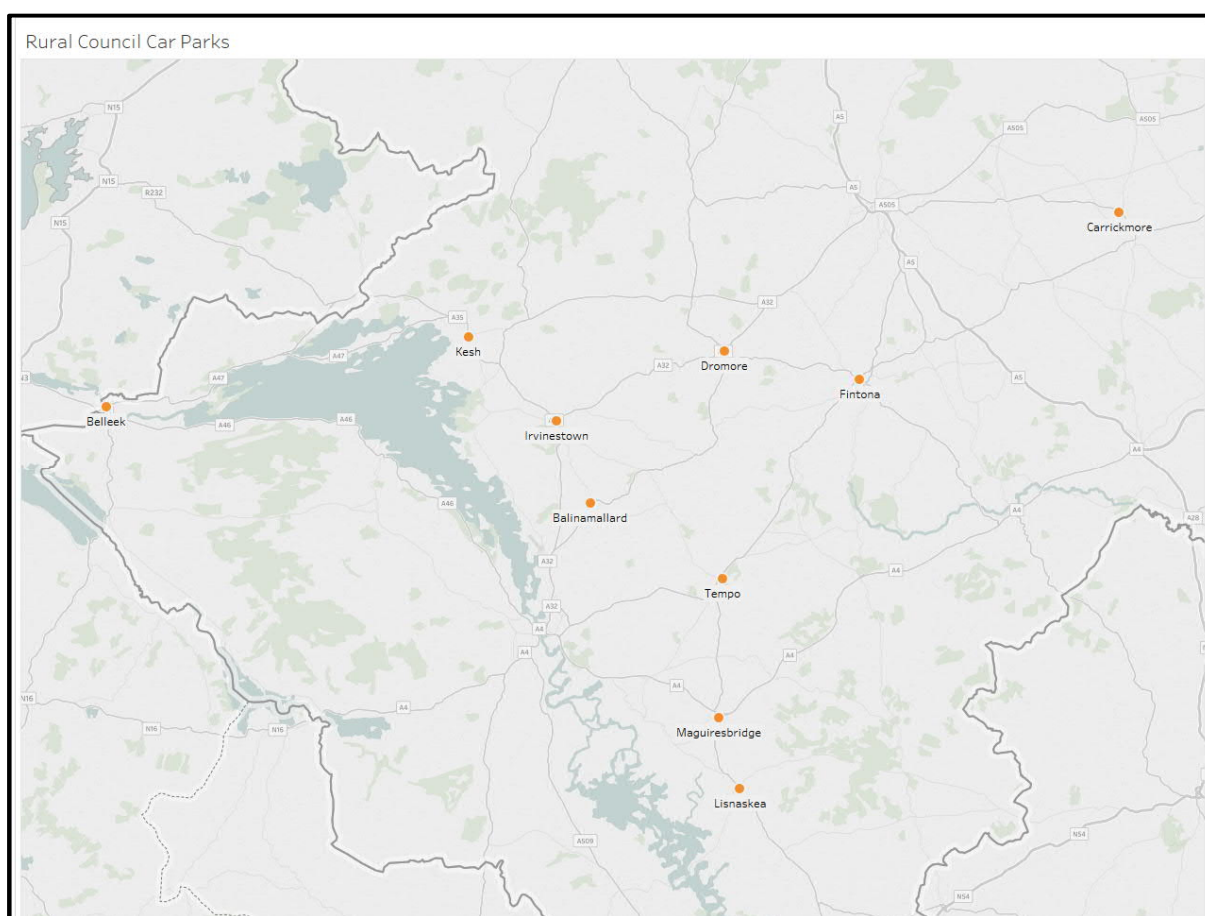
Fermanagh and Omagh District Council currently have ownership of 15 car parks outside the larger towns of Enniskillen and Omagh which provide 589 parking spaces including 567 standard spaces, 14 disabled spaces and 8 EV charging points. All of the Council controlled car parks in the smaller towns are free of charge.

Disabled parking provision is around 2.5% of the off street provision and the current EV provision is 1% of the total provision.

The smaller towns throughout the District generally have a mixture of formal and informal on street parking along the main thoroughfare of the town with no on street parking restrictions. Double yellow line restrictions are in place at key junctions in each small town.

The locations of the Council controlled car parks in smaller towns throughout the District are shown in Figure 3.

Figure 3 - Rural Town Council Car Park Location



Source – AECOM / Openstreetmap

3.2.5 Rural Village Provision

There are 48 rural villages within the Council District and as part of the strategy development the Council requested that an assessment of car parking need was carried out at 25 of the villages. AECOM therefore conducted site visits to ascertain the existing level of parking provision both on street and off street.

It was noted in all of the villages that in the absence of Council controlled car parks; alternative parking is already available and is associated with small local businesses, churches and amenity sites. Furthermore on street parking is also available in some cases.

Therefore the 25 identified rural villages throughout the District do not require any additional parking provision due to spare capacity on street and in small off street car parks; and as such these have not been considered further as part of the strategy development.

3.2.6 Staff Parking Provision

A number of staff only car parks are located in the District's main hubs of Enniskillen and Omagh; the majority of which are Council controlled as they are associated with Council buildings. There are a total of 141 off street staff only car parking spaces located in both Omagh in Enniskillen with the majority located in Omagh i.e. 102 spaces.

Two Council controlled staff only car parks are located in Enniskillen including Townhall and County Buildings. Both operate on a restricted entry basis and overall provide 39 parking spaces

Three Council controlled staff only car parks are located in Omagh including The Grange, Strule Arts Centre and High Street Building. Overall provision includes 91 standard spaces of which five are disabled spaces and four are designated spaces; one EV charging space is provided across the three sites. Furthermore Strule Arts Centre operates with monitored entry which is patrolled and subject to PCN issue / clamping.

Despite the provision of staff parking at the aforementioned locations in both Enniskillen and Omagh, staff often choose to park in other locations in the towns due to lack of space in the staff designated car parks or personal preference.

3.3 Policy Review

There are a series of documents that set the scene for transport policy in Northern Ireland, and within these documents numerous specific parking policies are considered relevant when developing a parking strategy, including:

- Omagh Area Plan 1987 – 2002
- Regional Transport Strategy (RTS) 2002-2012
- Sub-Regional Transport Strategy (SRTS) June 2007
- Fermanagh Area Plan 2007
- Planning Policy Statements including
 - PPS3 – Access, Movement and Parking
 - PPS13 – Transportation and Land-use
- The Enniskillen Traffic Management Plan 2009
- Enniskillen Town Masterplan November 2012
- Omagh Town Masterplan – Updated March 2015
- Strategic Planning Policy Statement for Northern Ireland (SPSS) September 2015
- Fermanagh and Omagh District Council Economic Development Plan 2016-2019
- Fermanagh and Omagh District Council Corporate Plan 2017-2019
- Local Development Plan 2030 – Preferred Options Paper
- Fermanagh and Omagh District Council Community Plan 2030
- Regional Development Strategy (RDS) 2035

These policies and plans generally suggest that the development of a parking strategy for the District should be based on applying demand management interventions that better manage the existing car parking provision and tackle the congestion experienced in the towns during peak times.

Traffic congestion, long durations of stay and parking availability in key locations are issues within the District; the parking strategy should seek to tackle peak hour car use with promotion of alternative sustainable modes, whilst still providing for car journeys outside peak periods as well as appropriate parking in key locations and providing short stay opportunities in the town centres.

The existing area plans identify car parks that are considered key to the success of maintaining the vitality and viability of the market town centres with policies in place to retain those identified. Future development proposals should be considered accordingly in order to prevent the loss of spaces at the identified locations.

Wider regional policies i.e. RDS, RTS, SRTP and SPPS discuss demand management and the importance of economic activity. It is apparent that the parking strategy will support the emerging themes of a stronger economy, improved connectivity and increased visitors to the District's towns and villages. Accessible and strategically located parking will add to the attractiveness of towns and villages for residents, businesses and tourists.

3.4 Assessment of Usage

In developing the strategy, there was a need to assess the occupancy and turnover within the off street car parks controlled by the Council in order to further understand the characteristics of each individual town and village. AECOM carried out surveys at the car parks throughout September and October 2017.

3.4.1 Enniskillen Town Centre Usage

There are eight free and seven charged Council car parks available in Enniskillen, generally with occupancies of 50% or more. Two Council car parks are consistently less than half full throughout the day including Hollyhill and Ardhowen Theatre. Eight Council car parks are typically full throughout the day i.e. occupancies above 85% in both the morning and the afternoon; two of which are charged including Quay Lane South and Cross Street/Market Street/Down Street.

Overall, around 70 – 80% of Council owned spaces are occupied at any one time. All day parking proportions are around 65% across all Council car parks with nine of the fifteen car parks over half full with all day parkers; therefore it is considered that one out of every three users is an all-day parker.

On street parking in Enniskillen town centre is generally considered full throughout the day and throughout the surveys nuisance parking was not considered an issue with limited unrestricted parking available in the town centre. However it is noted that traffic re-circulating in Enniskillen town centre looking for a parking space does pose some traffic management issues.

The surveys undertaken throughout September and October 2017 have shown that the busiest car parks in Enniskillen, based on occupancy levels throughout the day are:

- Derrychara Road
- Quay Lane South
- Queen Street
- Castle Park
- Wellington Place
- Cross Street
- Market Street
- Down Street

3.4.2 Omagh Town Centre Usage

There are nine free and six charged Council car parks available in Omagh, generally with occupancies of 70% or more with the exception of Lisanelly Avenue which is consistently less than half full throughout the day. Nine Council car parks are typically full throughout the day i.e. occupancies above 85% in both the morning and the afternoon; three of which are charged including Market Street, Market Place and Drumragh Avenue.

Overall, around 78 – 88% of Council owned spaces are occupied at any one time. All day parking proportions are around 45% across all Council car parks with eight of the 15 car parks over half full with all day parkers; therefore it is considered that one out of every two users is an all-day parker.

On street parking in Omagh town centre is generally considered full throughout the day and throughout the surveys nuisance parking was not considered an issue with limited unrestricted parking available in the town centre. However it is noted that traffic re-circulating in Omagh town centre looking for a parking space does pose some traffic management issues.

The surveys undertaken throughout September and October 2017 have shown that the busiest car parks in Omagh, based on occupancy levels throughout the day are:

- Church Street North
- Cunningham Terrace
- Market Street
- Market Place
- Campsie
- Brook Street
- Castle Street
- Drumragh Avenue
- Omagh Leisure Centre

3.4.3 Smaller Rural Town Usage

There are 15 free Council controlled car parks in the smaller towns throughout the District; eight of which are well utilised, typically showing occupancies of 50% or more throughout the day. Two of the car parks are noted as nearing capacity in the morning including Boyhill car park in Maguiresbridge and Fairgreen Lower in Lisnaskea.

Five Council car parks are consistently less than half full throughout the day including Cliff Road in Belleek, Drumquin Road in Dromore, Brownhill in Irvinestown, Old Quarry / Market Yard and Fairgreen Upper in Lisnaskea.

Overall, around 50-60% of Council owned spaces are occupied at any one time. All day parking proportions are around 69% across all Council car parks with all car parks over half full with all day parkers with the exception of Fairgreen Upper in Lisnaskea; therefore it is considered that around two out of every three users is an all-day parker.

On street parking in the smaller towns in the District is generally considered full throughout the day and throughout the surveys nuisance parking was not considered an issue as no waiting restrictions are enforced.

The surveys undertaken throughout September and October 2017 have shown that the busiest car parks in the smaller towns throughout the District, based on occupancy levels throughout the day are:

- Main Street, Ballinamallard
- Main Street, Dromore
- Main Street, Fintona
- Station Road, Kesh
- New Bridge Road, Lisnaskea
- Fairgreen Lower, Lisnaskea
- Boyhill, Maguiresbridge
- The Diamond, Tempo

3.4.4 Private Car Park Usage – Enniskillen and Omagh

Surveys completed throughout September and October 2017 also considered independently owned car parks in both Enniskillen and Omagh town centres. The independently owned car parks in both towns appear to show lower occupancies in comparison to Council controlled car parks however it should be noted that the majority of private car parks are significantly larger in comparison to Council car parks. Independently owned car parks considered as in high demand i.e. occupancies above 85% throughout the day include:

- Derrychara Link, Enniskillen;
- Erneside Ground, Enniskillen; and
- Dunnes West, Omagh.

The majority of the independently owned car parks in both towns are associated with retail offerings or services; however some of the retail car parks impose time restrictions with penalties for overstaying to discourage long stay parking.

3.4.5 Staff Parking Usage

A survey of Council staff car parks was completed in October 2017 in both Enniskillen and Omagh, showing that both Council staff car parks in Enniskillen operate at or over capacity i.e. +100% throughout the day. Council staff car parks in Omagh town are also well utilised throughout the day. It should be noted that staff parking is typically assumed to be all day parking i.e. to match office hours between 09:00 and 17:00.

The use of other Council car parks in the town centres for all day parking by staff is an ongoing issue in Enniskillen and Omagh; as the number of staff generally outweighs the current staff parking provision and public parking spaces within walking distance are used for long stay purposes.

3.5 Tariff Comparison

It was noted that there was reasonable use of the charged car parks within the District, suggesting that convenience and location are the key considerations for those wishing to park.

The majority of Council controlled car parks in the District operate on a tariff of £0.40 per hour; a lower tariff is also in place in three car parks which allows 3 hours parking for £0.40 as well as the overarching tariff of £1 for 5 hours parking. It is further considered that the issue of long stay parking in key central areas is not helped by the incentivised £1 for 5 hours parking tariff, which enables drivers to park for longer periods of time at a cheaper rate than the stated hourly rate and as such encourages use by staff and commuters.

A review of the parking tariffs in similar locations was carried out and it was found that the tariffs throughout the District are comparable with other towns in Northern Ireland. Eight Councils including Fermanagh and Omagh also currently offer a special tariff of £1 for 3 or 5 hours of parking. Londonderry, Coleraine and Ards and North Down have varying tariffs depending on car park location and proximity to amenities with a slightly higher tariff of £0.50 and £0.60 per hour in selected car parks. Therefore the tariffs in Enniskillen and Omagh town centres are considered cheap in comparison i.e. £0.40 for 3 hour parking duration in some key central locations.

In similar towns in the Republic of Ireland such as Clonmel, Athlone, Carlow, and Sligo, tariffs are higher in comparison to tariffs in the District i.e. €1.20 per hour (more than double the price). Furthermore, the maximum stay restrictions in the Council owned car parks in those towns range from a two to four hour maximum in order to encourage increased space turnover.

Therefore it is considered that tariffs are slightly lower than in comparable Northern Ireland and Republic of Ireland town with space turnover further hindered by the overarching tariff of £1 for 5 hours shown by the high occupancies and longer durations of stay in key sites in both Enniskillen and Omagh.

3.6 Management and Operational Strategies

3.6.1 Current Arrangement

Fermanagh and Omagh District Council currently has an agency agreement with DfI for the management of their car parks. In turn, DfI employ NSL through a contract to carry out the majority of the management, monitoring and enforcement functions associated with the off street parking charging regime.

Under the agency agreement, DfI continue to process the Parking Control Notices (PCNs) which are issued by NSL traffic attendants.

Financial data for the financial year 2016 / 2017 was supplied by Fermanagh and Omagh District Council. This detailed both revenue and expenditure.

When the car parks are examined on an individual basis in tandem with the usage data collected by AECOM in September 2016 and February 2017, calculations have shown that revenues per space per hour per day range between £0.08 pence to £0.25 per space, per car park. This is compared to a tariff of £0.40 per hour (standard), £0.40 for three hours (£0.13 per hour) or £0.20 per hour if the £1 for 5 hours offer is used.

It is evident that some of the busier car parks subsidise the less busy sites. Also, the lower tariff of £0.40 for three hours parking at Shore Road West and Quay Lane South in Enniskillen and also New Brighton Terrace in Omagh is seen to encourage high proportions of all day parkers with a maximum daily charge of £1.20.

There is no discernible difference between the amount of morning only and afternoon only parkers in the majority of car parks in both Enniskillen and Omagh; with the exception of Quay Lane North and Lakeland Forum in Enniskillen which both reduce from fully occupied in the morning to around 50% occupancy in the afternoon (at Lakeland Forum this may be attributed to those using the leisure facilities for short periods).

The number of PCNs issued at Eden Street car park in Enniskillen and Johnston Park car park in Omagh is considerably higher in comparison to the other Council charged car parks. Both car parks have high morning and afternoon occupancies as well as reasonable space turnover as proportions of all day parkers are below 50%. Both car parks are large with Johnston Park the largest car park in Omagh i.e. 195 spaces and 152 spaces in Eden Street car park which could account for the larger revenue generated by PCNs in comparison to smaller car parks.

3.6.2 Best Practice

A review of best practice was carried out which considered how car parks should be designed in terms of layout, signage, lighting, security and access.

In overall terms, this review highlighted the following key features which could be considered applicable in developing the parking strategy:

- Ease of use in relation to payment options where applicable;
- Improved signage would aid in the redistribution of vehicles wishing to park and reduce circulating traffic;
- Improving access for pedestrians and those with mobility issues will improve the attractiveness of some car parks;
- The perception of safety in car parks is vital for continued use, therefore creating defined areas with perimeter fencing and CCTV at some car park locations could increase user confidence and therefore occupancy; and
- The setting of parking tariffs can be set to influence parking activity including the level of usage, the type of user and also the length of stay and therefore increase revenue. Comparable tariffs outlined from surrounding facilities and towns are also important to consider in order to improve usage.

As part of this review AECOM considered the following management options:

- | | |
|--|--|
| • Pay on foot | • Time limit on free parking i.e. first two / three hours free |
| • Barrier systems | • Payment technologies and apps |
| • Monitoring systems i.e. bay sensors, overhead sensors, automatic number plate recognition (ANPR) | |

All of the aforementioned management options have not been considered further due to issues with implementation, unviability from a costs / revenue perspective and practicality; with the exception of a time limit which is being considered at both Enniskillen and Omagh town leisure centres.

The purpose of imposing a time limit for free parking at locations such as leisure centres is to ensure that facilities are still accessible for leisure users with the incentive of free parking therefore not affecting membership uptake, whilst discouraging the use of leisure centre parking by commuters as a free all day car park.

3.6.3 Consideration of Future Arrangements

The rearrangement of parking according to location reflects the desirability and premium location of car parks. In doing so the Council will ensure that the correct type of parking happens in the correct areas. As the offer develops additional income may provide the platform to introduce improved technologies which currently are not economically viable.

3.6.4 Conclusions

Taking all of the current arrangement, best practice and potential future arrangements into account, it is concluded that the current model is operating appropriately i.e. Pay and Display however the amount of charged spaces and also the location of free car parks encourages the wrong type of parking in premium parking locations.

The approach of charging for more premium core sites, with free parking provided on the periphery of town centres, will provide greater control over parking acts, enable better management of the car parks and facilitate ongoing monitoring.

It is also considered necessary to then regularly review parking performance in both towns in order to ascertain if any further demand management is required.

3.7 Tourism

Tourism is of key importance to the Fermanagh and Omagh District particularly as there are many significant tourist attractions. The Fermanagh and Omagh District ranked fourth out of the eleven NI Councils in terms of the number of overnight trips and expenditure.

In response to the increase in tourism, Fermanagh and Omagh District Council published a Tourism Development Strategy 2016 – 2019 which details the Council's commitment to economic development and tourism as policy priorities. To achieve the vision for the District, the strategy outlines the following objectives and key strategic themes:

- To establish Fermanagh and Omagh as a 'Must Visit' destination – sustaining and increasing the number of visitors to the area (Marketing)
- To capitalise and further develop the tourism assets and facilities of the area, to heighten their appeal to visitors (Tourism Products and Product Development)
- To work with and support tourism operators to maximize their competitiveness and contribution to the vision (Business Engagement and Development)
- To ensure that the quality of visitors' experiences are exemplary (Destination Management)
- To ensure the best structures and organisations are in place to support operators, disperse tourism across the area and achieve these objectives (Organisation and Management).

Parking provision has a key role to play in supporting tourism in areas such as Enniskillen and Omagh and the quality of parking provided can have a bearing on a visitors overall opinion of a facility or area. Tourists consider where to park when planning their trip therefore strategically located signage, clear online information and promotional tariffs can add to the attractiveness of an area.

Coaches are a key part of the tourism mix in Northern Ireland and are also key contributors in social and economic terms. The tourism industry and in particular the coach tourism industry is vital to both sustaining and expanding the Northern Ireland economy. Local coach operators invest significantly in their vehicles and bring much needed revenue both in terms of what they spend and the numbers of tourists who arrive.

There is a need to invest in facilities such as on street designated drop-off and pick-up zones i.e. potential for one space per town, coach parking facilities and convenient signage for coaches and passengers, so visitors keep coming back and attract others to do likewise. Fermanagh and Omagh District do provide off street coach parking spaces in Shore Road East car park in Enniskillen with a further two proposed in Wellington Place car park whilst there is a lack of formalised coach facilities in Omagh.

It is also recognised that at present only a small number of the 11 Councils in Northern Ireland provide specific motorhome facilities on Council controlled land and / or car parks. The majority of districts have dedicated camping and / or caravan sites which provide aires de service facilities such as fresh water, waste disposal and electricity.

A key issue for Councils trying to develop policies for motorhomes involves off street parking regulations and the issue of overnight parking. As a motorhome is generally self-contained i.e. does not have external components such as water tanks, awnings etc. then it is regarded as parking and not camping and as such can be subject to penalties if parked overnight.

3.8 Current and Future Parking Needs

3.8.1 Forecast Demand

It is important that consideration is given to how parking needs will change in the near future. The brief requested that both current and future needs and demand are considered. For the purposes of this study, this is for the next 5 years i.e. lifetime of the strategy at 2022; further future assessment was also considered i.e. 10 years (2027).

In light of the usage data collected by AECOM, an exercise was carried out to determine the overall level of parking demand and how this would compare with parking supply (both Council and privately owned) in the future within Enniskillen and Omagh.

Indicative demand forecasts were produced for 2022 and 2027, based on nominal growth rates of 1% and 5% per annum. It should be noted that the growth rates are nominal for the purposes of this assessment as parking demand in recent years was not available. Furthermore 5% growth should be treated with caution as this equates to 60% growth over a 10 year period to 2027.

The estimates suggested that with these growth rates there would be limited capacity in terms of the overall parking supply in both Council and private car parks at 2022.

At 2027 however, demand would be over capacity in the two main towns of Enniskillen and Omagh which could then lead to increased parking in residential areas, increased illegal / nuisance parking and potential loss of trade in the towns due to inaccessibility therefore management of demand will be key.

It should also be noted that the parking dynamics in both towns may be liable to change significantly if the proposed on street parking charges are implemented by the Department for Infrastructure. On street parking will be encouraged as short stay only reinforced by charges and as such off street parking may become more desirable as it would be cheaper to use for longer duration parking.

3.8.2 Potential Additional Car Parks

3.8.2.1 Omagh

Fermanagh and Omagh District Council indicated the potential of two sites in Omagh town centre which could have redevelopment potential as car parks including the bowling green and tennis courts to the south of Omagh Leisure Centre. The redevelopment of both sites could provide in the order of 180 spaces.

Initial costings for the conversion of the sites into car parks are outlined in Table 2 below and are based on SPONs Civil Engineering and Highway Works Price Book 2017 which provides indicative civils construction costs.

It should be noted that two costs relating to surfacing are provided in Table 2; permeable surfacing is lower cost and includes permeable concrete block paving. A cost is also provided for a slightly more expensive surfacing option which includes drains, kerbs and lighting.

Table 2 – Indicative Car Park Construction Costs

Site	Site Area	Permeable Surfacing Cost	Surface Level Parking	Potential Spaces
Tennis Courts	1,587m ²	£104,742	£174,570	79
Bowling Green	2,018m ²	£133,188	£221,980	100

As part of the Off Street Parking (Amendment) Order (NI 2015), Councils have received various powers in relation to off-street parking, including converting new sites into car parks. Therefore in order to progress the two potential sites, Fermanagh and Omagh District Council will have to consider the planning, legal and infrastructure aspects of such solutions. However on the basis of the forecast growth calculations in section 3.8.1 it can be concluded that there would be no requirement for development of additional parking sites until at least 2027, which would be kept under review.

3.8.2.2 Enniskillen

As outlined in section 3.8.1 there is no anticipated requirement for development of additional parking sites in Enniskillen town centre until at least 2027, at which point the Council would review the need for additional parking sites. The implementation of the action plan will redistribute users across the car parks in the town centre dependent on whether users wish to continue to park for free, pay parking charges or change parking behaviour by choosing more sustainable modes of transport.

Post implementation of the actions plan, the Council will continue to review any changes in parking behaviour and consider the feasibility of additional parking sites in Enniskillen if deemed a requirement.

3.9 Consultation

As discussed earlier, the development of the parking strategy has included consultation with a number of key stakeholders. The various consultations used several formats such as one-to-one conversations, public consultation, local businesses consultation and a car park user survey. The main stakeholders for this study included:

- Department for Infrastructure (DfI Roads)
- Fermanagh and Omagh District Council Planning
- Tourism NI
- Translink
- Federation for Passenger Transport NI (FPTNI)
- Motorhomes Ireland
- Car park users
- Local Businesses / Traders

The key themes emerging from the consultation process include:

- Current quality of infrastructure is lacking;
- Pay on Foot has potential in the larger towns i.e. barrier system;
- Staff parking causes issues in car parks;
- Parkmobile app providing cashless payments is poorly used / advertised;
- Potential to introduce a staff parking tariff / permit scheme;
- Car parks on the edge of town should be encouraged as long stay;
- Motorhome parking is a consideration;
- Disabled parking is sub-standard
- Digital parking maps and apps could work in the larger towns;
- Ongoing issues with perceived over-zealous parking attendants;

- Antisocial behaviour occurs in some Council car parks at night time;
- Current signage including disabled signage is scarce and unclear;
- Real time signage is required; and
- Ongoing Blue Badge misuse.

As DfI, Translink and FTPNI have specific actions and / or advisory roles within the strategy's action plan, the relevant consultations with the aforementioned stakeholders are detailed in full in the subsequent sections.

3.9.1 DfI Roads

Discussion with DfI Roads, who are responsible for on-street provision, noted the following:

- The introduction of on-street charging could be beneficial to the two main towns by improving space turnover;
- The removal of the £1 for 5 hours tariff could also improve space turnover in car parks;
- Much of the traffic in Omagh and Enniskillen is circulating to look for parking spaces, which adds to traffic congestion; and
- Improved signage, showing space availability could significantly assist.

Relating to Enniskillen, charges have previously been proposed in some off street car parks before, however this faced local opposition and was not pursued. Current tariffs primarily relate to utilisation in under-used or oversubscribed car parks. The current on-street Traffic Regulation Orders (or equivalent) are valid in Enniskillen but will need to be updated once the forthcoming Public Realm scheme is completed. Issues have been noted with the length of existing Disabled Bays by users who need to access rear vehicle lifts with wheelchairs. A traffic scheme for Dublin Road – Wickham Place was recently completed.

Relating to Omagh, there have been issues in the past with commuter parking causing nuisance in Campsie Crescent / Avenue, Gallows Hill and Johnston Park areas; subsequently any changes to tariffs in nearby car parks could potentially cause issues through displaced parking. Johnston Park does have a restriction on vehicles entering (Except for Access) to try to address this. Circulating traffic appears to make the Market St – Bridge St – Drumragh Ave loop to look for parking spaces. No traffic schemes are currently planned for Omagh, but Strathroy Link is a road scheme which is due to come forward as part of a development scheme. The Grange car park was expanded as part of the South West College development but appears to be under-used.

3.9.2 Translink

Translink operate a number of services throughout the District as well as Crevenagh Park & Ride car park just outside of Omagh which provides 260 spaces and is currently operating at 70% of its capacity i.e. 182 of spaces are occupied in 2016. Discussions with Translink concluded the following:

- There is potential to expand Crevenagh Park and Ride Facility in the future;
- The proposed A5 Dualling scheme includes a bypass of Omagh which could provide additional Park and Ride facilities at the interchange points;
- Provision of coach drop off points in existing Translink bus stations is not considered a feasible option due to a number of factors including:
 - Current bus station usage is high by both patrons and varying Translink and school bus services.
 - Operational management would prove difficult as coach drop offs would not be timetabled therefore space may not be available.
 - Rooney's private coaches are allowed access to Translink bus station however this is on a timetabled service basis which is easier managed.

3.9.3 Federation for Passenger Transport Northern Ireland (FPTNI)

FPTNI advised that good and accessible coach drop off and pick up points are required in close proximity to a coach's destination. Drop off / pick up must be limited in terms of stay duration e.g. 15 minutes, however this must be enforced in order to be effective; technology such as cameras could be utilised for enforcement. It was also noted that the location of coach parking on the outskirts of a town can be in any viable location e.g. an existing layby.

FPTNI suggested that all towns should develop coach parking maps also showing the location of places of interest and places of frequent use i.e. refreshment facilities, shops, banks, hospital, bus/rail station, library, museums, etc. There should also be supporting information ideally showing distances or walking times, opening times, prices, signage etc.

The routes to and from coach parking should be suitable for use by large coaches and be free from projections such as overhanging trees, protruding signs, lamp-posts and narrow entrances or bridges. The routes should be well sign-posted from the main highways into the area and visible under all lighting conditions, large enough and well-positioned for easy recognition.

Minimum requirements for coach parking include a minimum height clearance at least 4.2m, the UK legal limit of 4.57m is preferable, the minimum lane width should be at least 3.5m with no sharp bends and each parking bay should be at least 15m by 5m to allow for safe manoeuvres, opening of doors, and opening of side and rear luggage lockers. The routes should also be well sign-posted from the main highways into the area and visible under all lighting conditions, large enough and well-positioned for easy recognition.

As a result of extended cruise evening departure times in Belfast from 2018 onwards, Enniskillen and other attractions such as the Marble Arch Caves, Fermanagh Lakes and Ulster American Folk Park, Omagh could become more accessible for coach day tours.

FPTNI stated that coach tours often visit Donegal and that many of these tours visited Omagh and Strabane as part of the itinerary.

4. Consideration of Options

4.1 Introduction

This report chapter provides an overview of the key findings from the study to date including Stage 1 baseline review and Stage 2 analysis and assessment. Furthermore the parking control options which could be implemented are considered further.

As a result of discussions with the client and key stakeholders, it is considered valuable to set out options of how the parking strategy could be developed; the key focus being the towns of Enniskillen and Omagh.

4.2 Overview of Key Findings

4.2.1 Stage 1 and 2 Key Findings

4.2.1.1 District

The majority of car parking throughout the District is currently free; this is also the case in the main towns of Enniskillen and Omagh with 17 out of 30 car parks free of charge.

The morning is typically the busiest time for car parks in both towns and the majority of Council car parks are nearing full or are considered overcapacity. In both towns overall occupancy is around 70-90% and therefore it is considered that typically 4 out of every 5 spaces are occupied.

On street parking facilities are also well utilised and are generally full throughout the day in both towns (around 450 on street parkers in each town).

Dedicated staff parking is currently free and demand regularly exceeds supply causing staff to also park in public car parks.

It is not considered that there are parking issues in the smaller towns and rural villages throughout the District.

4.2.1.2 Enniskillen

Five Council controlled car parks in Enniskillen appear to be used for long stay purposes including Queen Street, Wellington Place, Lakeland Forum, Castle Park and Quay Lane South; all of which are centrally located and are free of charge with the exception of Quay Lane South which operates on the lower tariff of £0.40 for 3 hours parking.

There are limited spare spaces in the majority of Council controlled car parks particularly in the five car parks which experience long durations of stay.

There are 616 Council controlled charged spaces in the town which generate £366,435 in revenue which is on average £0.20 per hour per space.

It is considered that only two of the seven charged car parks perform appropriately with reasonable spare occupancy, low number of long stay parkers and high revenue per space per hour.

4.2.1.3 Omagh

Four Council controlled car parks appear to be used for long stay purposes including Campsie, New Brighton Terrace, Foundry Lane and Johnston Park; all of which are centrally located and are all charged with the exception of Campsie therefore suggesting that tariffs do not deter long stay parking.

There are limited spare spaces in the majority of Council controlled car parks particularly in the four car parks which experience long durations of stay.

There are 688 Council controlled charged spaces in Omagh town which generate £438,904 in revenue which is on average £0.21 per hour per space.

Overall in Omagh town centre it is considered that only one of the six charged Council controlled car parks operates appropriately with reasonable spare occupancy, low levels of long stay parking and high revenue per space per hour.

4.3 Managing Parking Demand

The study to date has highlighted that managing parking demand and influencing behaviour is a key consideration going forward as opportunities to provide additional parking stock are limited. Charging for parking represents the key management approach to influencing where people park and for how long.

Effectively at present, there are three tariffs in operation across nine car parks in Enniskillen i.e. £0.40 per hour, £0.40 per three hours and £1 per five hours which is generally comparable to other towns in Northern Ireland however tariffs are considered cheap when compared to some towns such as Coleraine or Bangor which operate location dependant tariffs i.e. more expensive in key central locations. Pay and display is currently the preferred payment method and it is noted that cashless payments i.e. Parkmobile is not widely used.

Some spare capacity is available in both Enniskillen and Omagh and therefore the towns need better management of sites in order to ensure the correct type of parking occurs in the appropriate locations i.e. short stay in key central locations.

Therefore it is necessary to address parking charges across the Council District in order to influence behaviour, particularly in relation to car parks which show long stay and / or nuisance parking in key central locations in the town centres.

4.4 Accessibility Considerations

A key aspect of managing demand is influencing behaviour and it is considered that due to the rural nature of the District; it can be a common assumption that town centres are inaccessible by foot, bicycle and / or public transport, leading to a heavy reliance on the private car for short distance commutes and journeys.

In some instances this is the case for those that live outside the main towns of Enniskillen and Omagh, however for those living in close proximity to the town centres access to goods, services and places of work is realistic on foot, by bike or via public transport.

This is illustrated by the accessibility travel time mapping shown in Figures 4 to 9 overleaf; the mapping was provided by the Department for Infrastructure to assist this study and highlights that both Enniskillen and Omagh town centres are highly accessible on foot or by public transport. It should be noted that the public transport accessibility for both towns is considered for the weekday morning period only i.e. 07:00-09:00.

In terms of public transport accessibility in both towns, the town centre and immediately surrounding areas are considered to be highly accessible by public transport i.e. within ten or twenty minutes journey time.

The same can be considered for the walking isochrones which assume a walking speed of 4.8kph. The surrounding areas are highly accessible to the town centre by foot (generally within 20-25 mins walk).

The majority of Council owned car parks are located within the areas identified as accessible by public transport and walking. Therefore the opportunity exists for those who live in these highly accessible areas to change their travel behaviour and travel by alternative modes rather than a private vehicle as a single occupancy driver.

Figure 4 - Enniskillen Public Transport Accessibility – AM Peak 07:00 – 09:00 - Source – Department for Infrastructure (DfI)

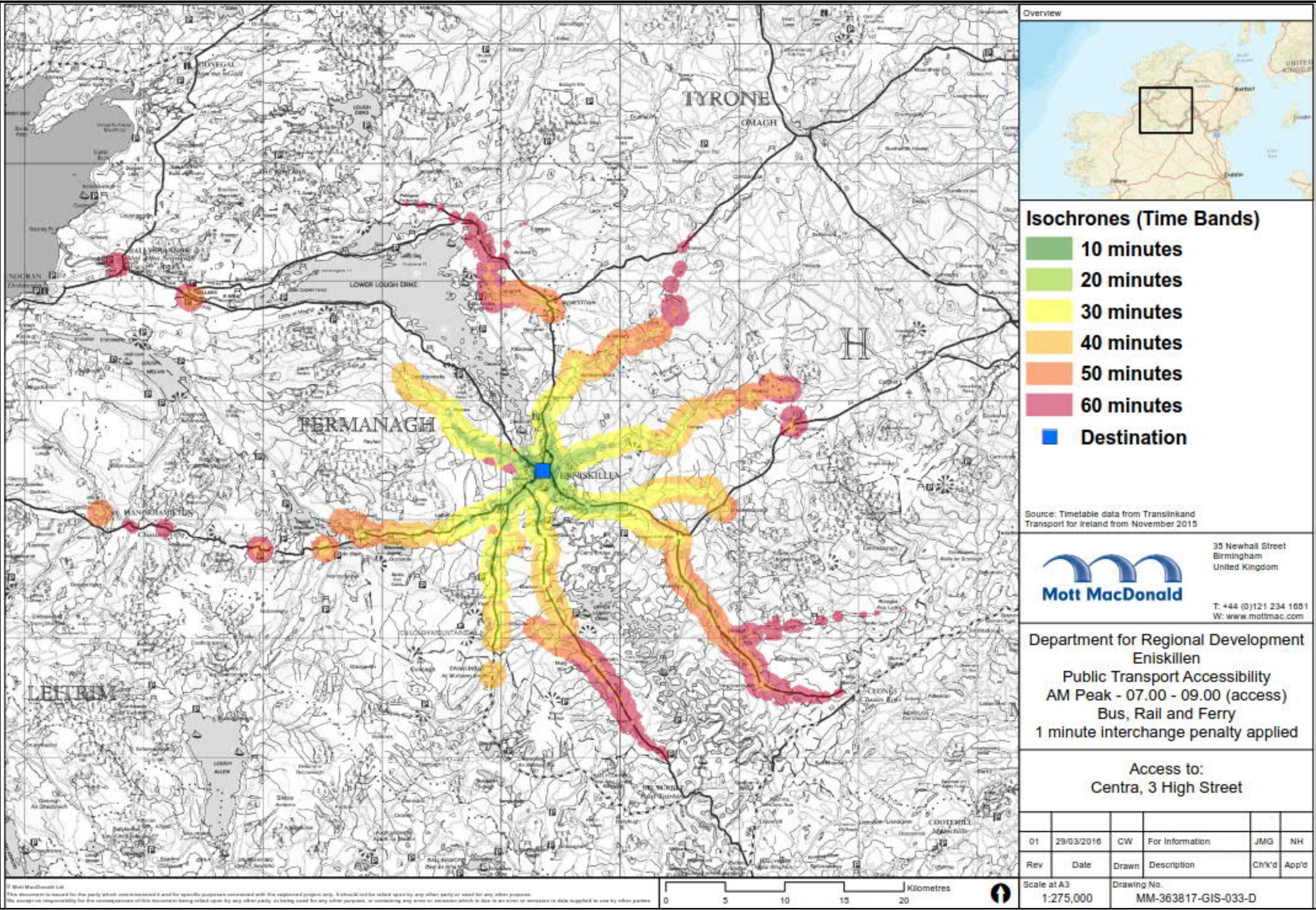


Figure 5 - Enniskillen Public Transport Accessibility Zoom – AM Peak 07:00 – 09:00 - Source – Department for Infrastructure (DfI)

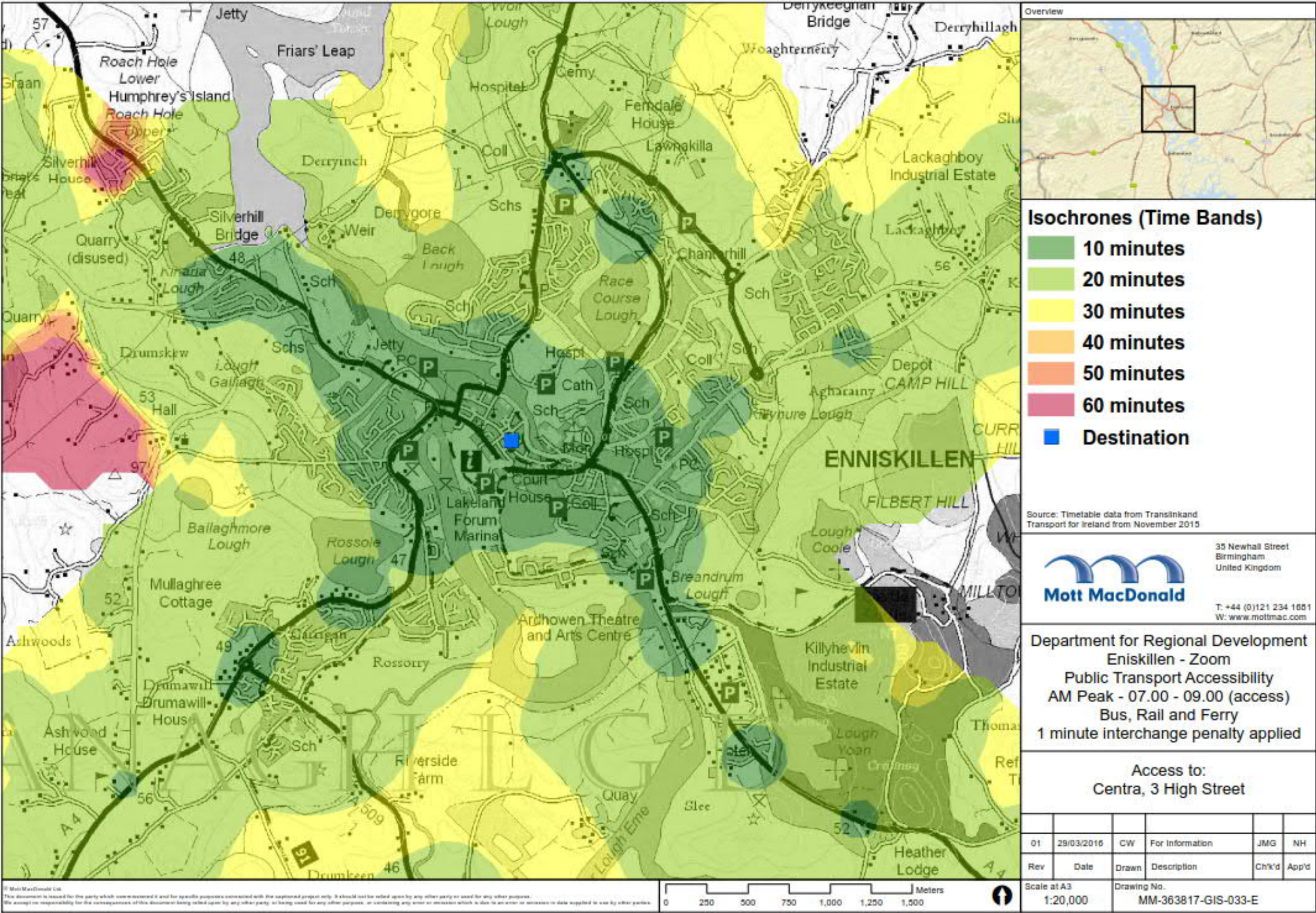


Figure 6 - Enniskillen Walking Accessibility – AM Peak 07:00 – 09:00 - Source – Department for Infrastructure (DfI)

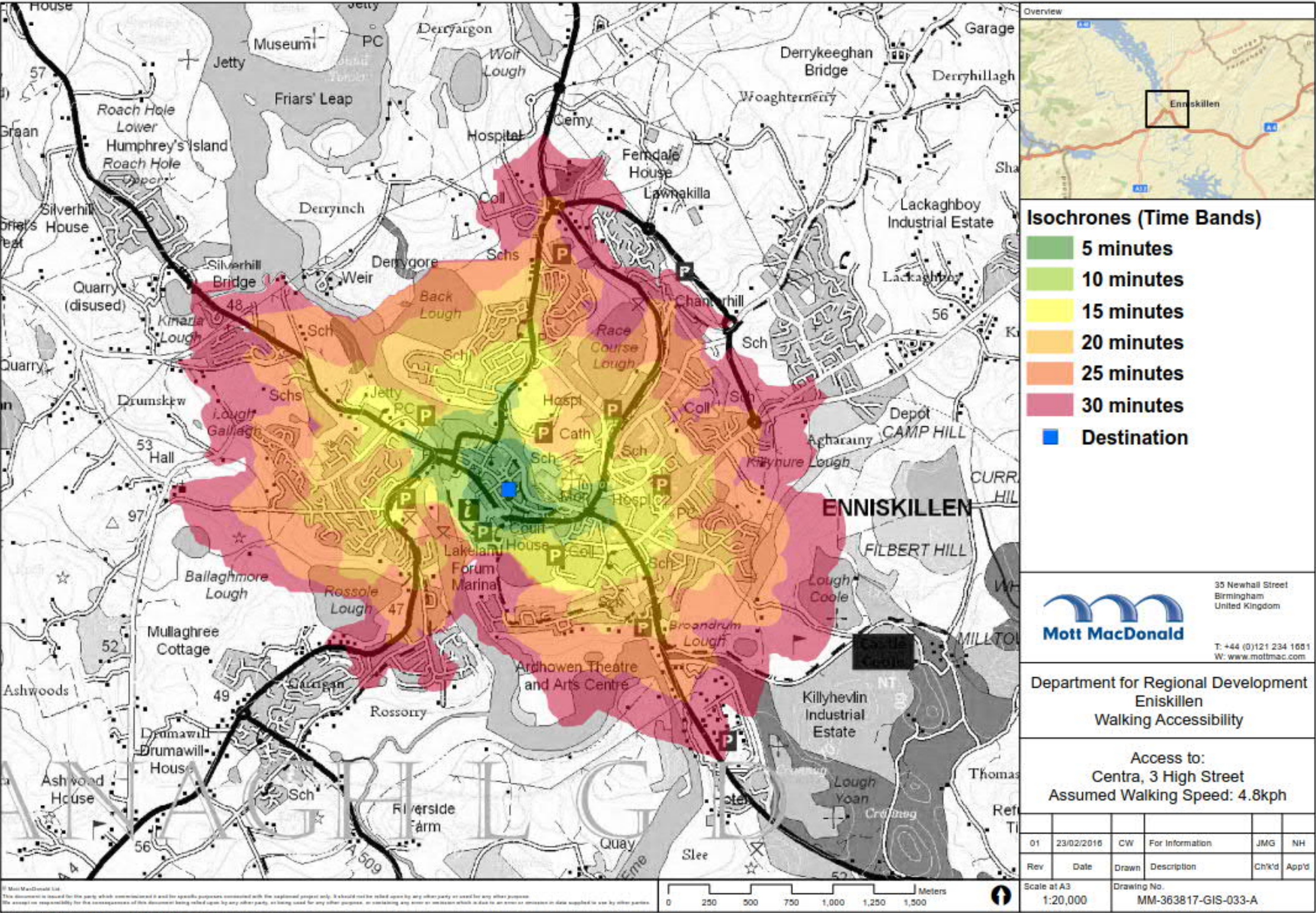


Figure 7 - Omagh Public Transport Accessibility – AM Peak 07:00 – 09:00 - Source – Department for Infrastructure (DfI)

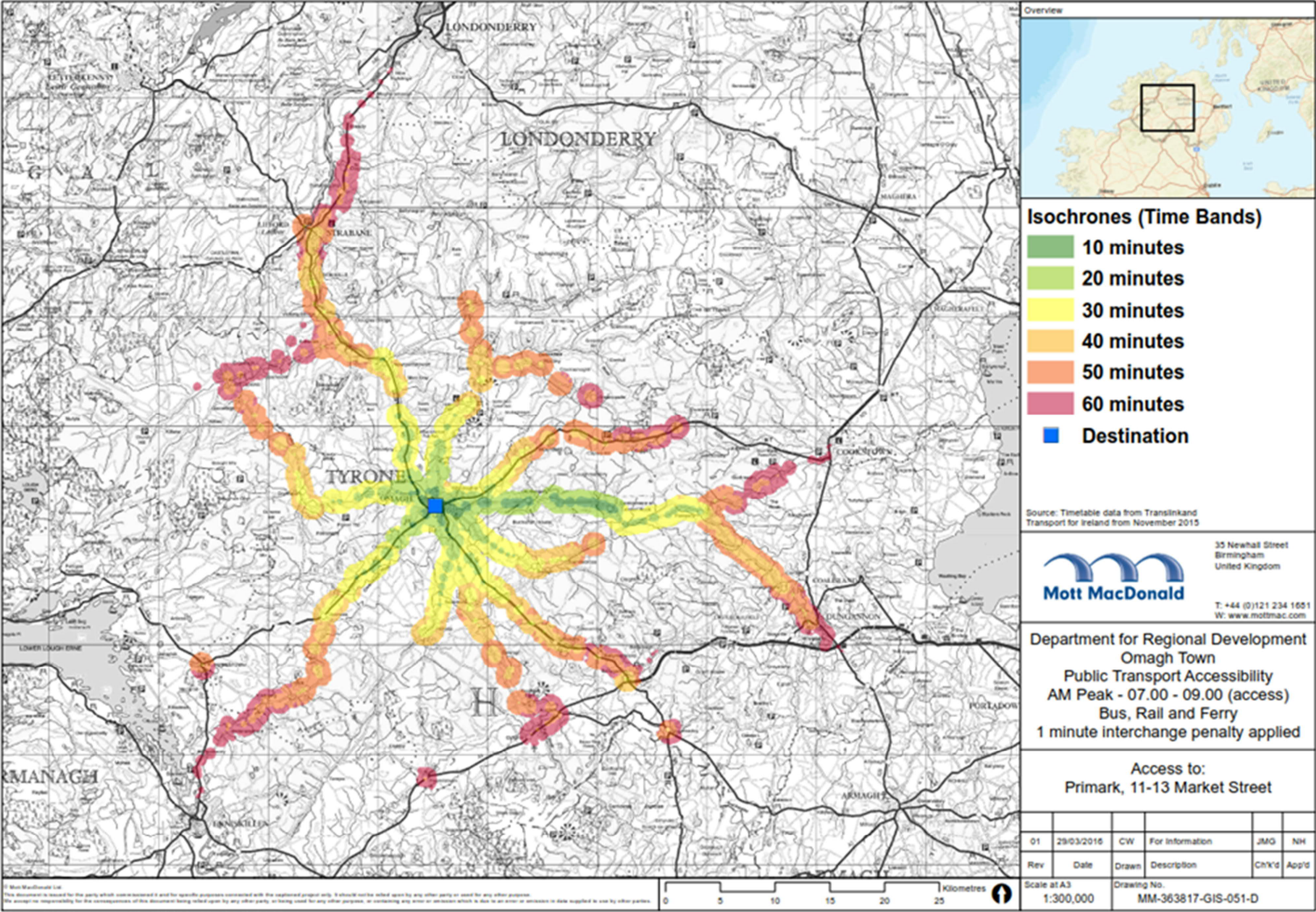


Figure 8 - Omagh Public Transport Accessibility Zoom – AM Peak 07:00 – 09:00 - Source – Department for Infrastructure (DfI)

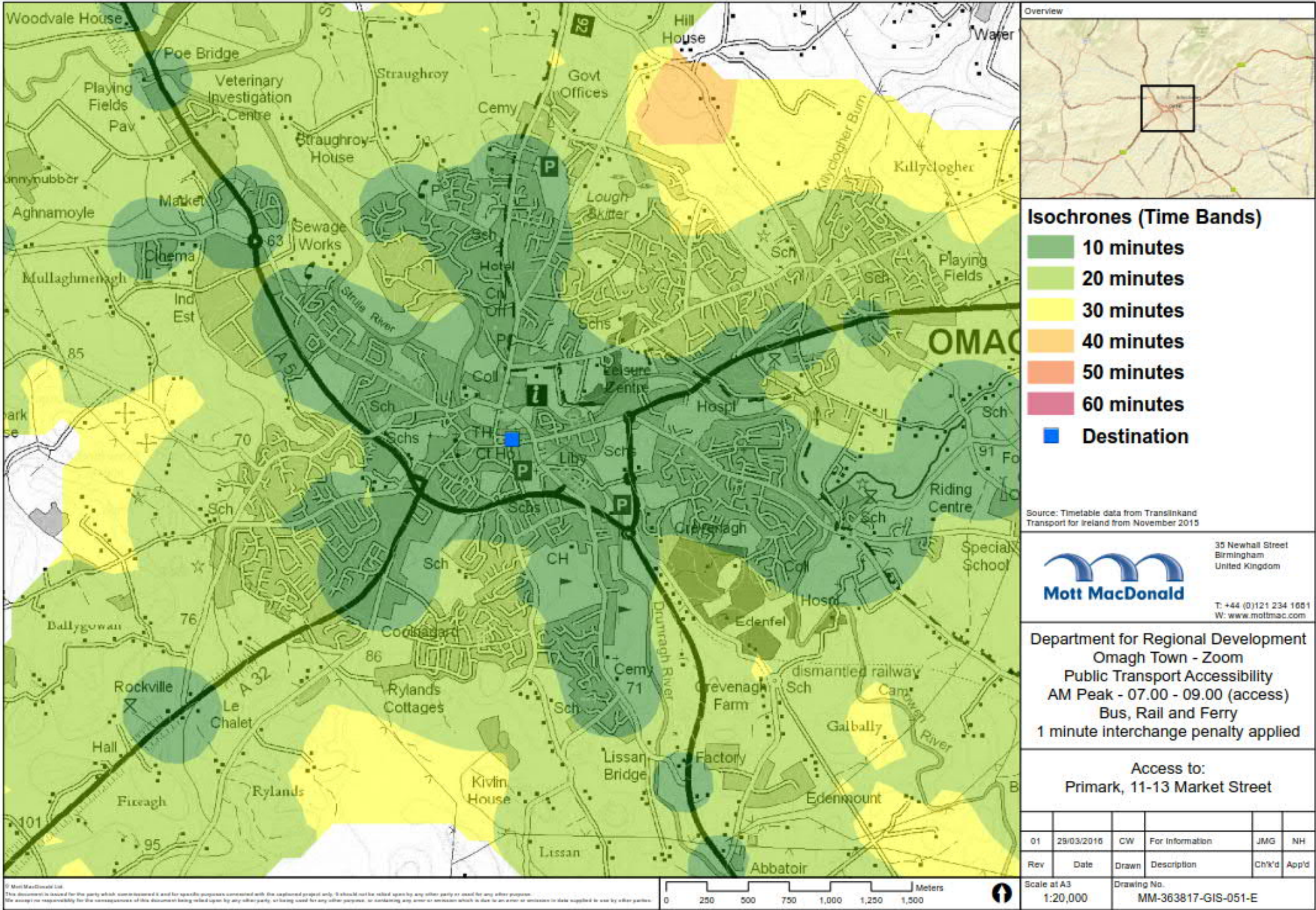
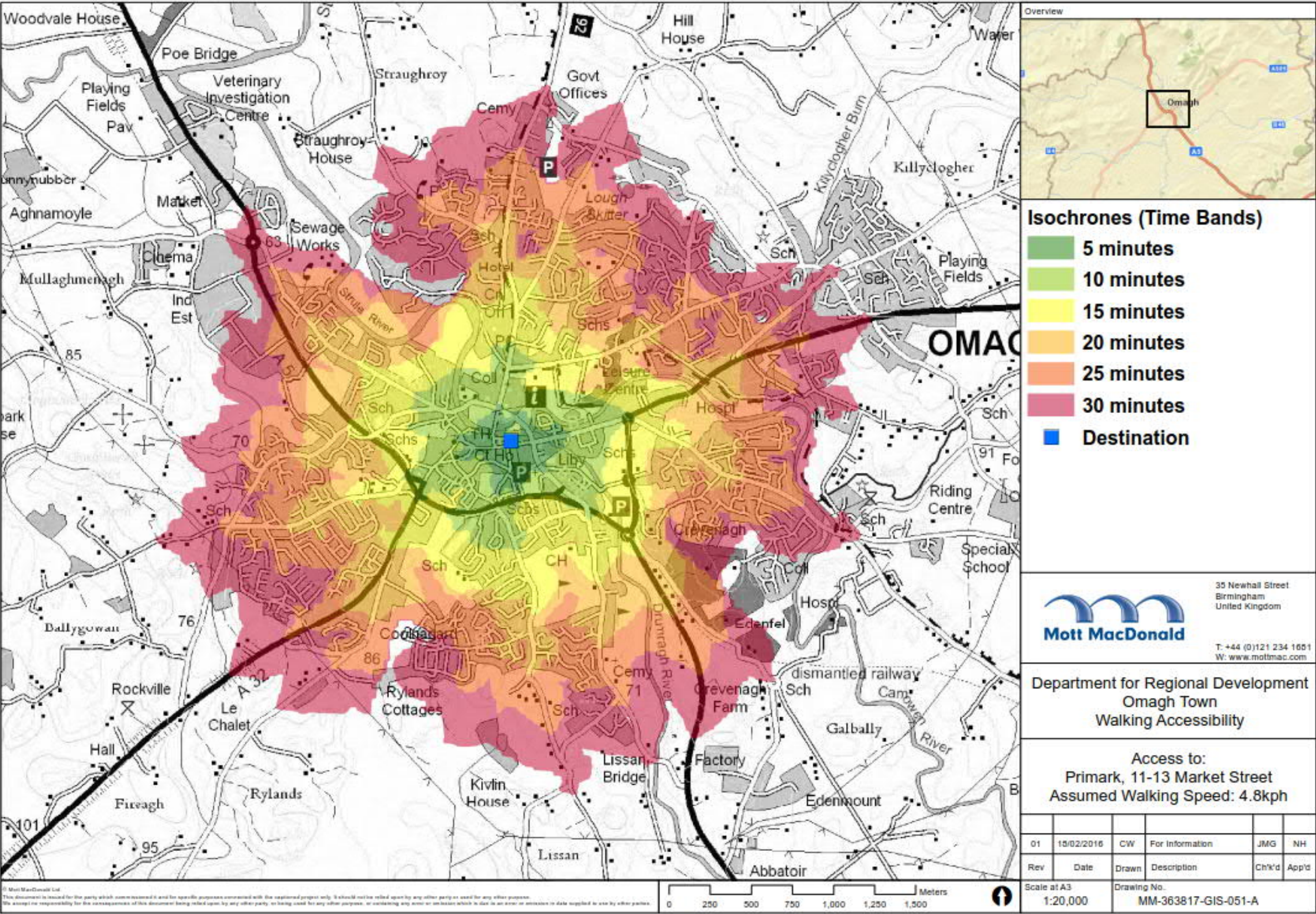


Figure 9 - Omagh Walking Accessibility Zoom – AM Peak 07:00 – 09:00 - Source – Department for Infrastructure (DfI)



5. Strategy Actions

5.1 Introduction

This chapter firstly sets out the objectives for the parking strategy followed by the rationale for the individual actions for the parking strategy. Initially, actions for Fermanagh and Omagh District Council are considered, before moving on to consider actions that could be completed by other parties such as DfI, Translink, and Tourism NI etc.

The Action Plan is also provided at the end of this chapter. It lists the individual actions, timescales and the key stakeholders involved.

5.2 Objectives

In conjunction with the Council, a set of objectives for the parking strategy have been developed. These primarily consider the Council's economic, social and environmental objectives and include consideration of the issues identified in the Fermanagh and Omagh District during the Stage 1 and 2 assessments.

The objectives for the Fermanagh and Omagh Parking Strategy are as follows:

1. Provide an appropriate level of parking to support economic vitality.
2. Ensure that parking is inclusive for all types of users.
3. Ensure that parking takes place in appropriate locations.
4. Deliver well managed, high quality parking and utilising technology where possible.
5. Ensure that car parking provision encourages sustainable commuter travel.
6. Ensure that parking provision supports tourism.
7. Support reductions in congestion and pollution and improve road safety.

It should be noted that the objectives for the strategy follow an 'outcomes' based approach similar to the Fermanagh and Omagh District Council Community Plan 2030 and the Fermanagh and Omagh District Council's Corporate Plan Update 2017 – 2019.

5.3 Actions for Fermanagh and Omagh District Council

5.3.1 Car Park Features

This study has shown that there are a number of car parks that perform different functions to others and there are some key features that should be considered in order to ensure that the car parks are fit for purpose.

As such it is recommended that the Council regularly review each of their car parks in respect of ensuring that:

- The car park layouts are adequate for vehicles to circulate.
- Parking space size is appropriate.
- Car parks are regularly maintained and cleaned.
- Safety for users for addressed i.e. no unobstructed views, adequate lighting etc.
- There is adequate signage on approach to the car parks to reduce unnecessary circulation.
- Internal signage is appropriate.
- Payment systems (where applicable) are easy to use.
- Operation through 'pay on foot' (i.e. barriers) should be implemented where possible.
- Cashless parking is promoted.

An initial review has been undertaken to ascertain short term upgrade requirements at Council controlled car parks in both Enniskillen and Omagh. Currently it is considered that the majority of car parks are fit for purpose and are in good condition. However a small number of car parks are in need of additional lighting, white lining and surfacing.

Initial costings for the upgrade of car parks in respect to the aforementioned requirements are outlined in Table 3 and are based on SPONs Civil Engineering and Highway Works Price Book 2017 which provides indicative civils construction costs.

Table 3 – Indicative Car Park Upgrade Costs

Upgrade Type	Upgrade Cost	No. of Car Parks where Required	Specific Car Parks
Surfacing	£75 - £94 per m ²	2	Campsie and Castle Street
150mm wide car park lining	£1.65 per m ²	6	Round O, Church Street South, Cunningham Terrace, Campsie, Castle Street and Lisanelly Avenue
150mm wide hatched area lining	£1.00 per m ²	6	Round O, Church Street South, Cunningham Terrace, Campsie, Castle Street and Lisanelly Avenue
White lining letters / numbers	£8.55 per space	6	Round O, Church Street South, Cunningham Terrace, Campsie, Castle Street and Lisanelly Avenue
8.0m galvanised steel lighting column	£586.45 per unit required per 150m ²	2	Derrychara Road and Church Street South
250W Son / P426 bulb for 8.0m lighting column	£514.77 per unit required per 150m ²	2	Derrychara Road and Church Street South

Seven car parks comprising of Church Street North, Cunningham Terrace, Market Place, Campsie, Holyhill, Ardhowen Theatre and Lakeland Forum also require upgrade to improve restricted views which can be rectified with landscaping and cutting back surrounding foliage by the Councils estates or property maintenance team charged at their current hourly rate.

5.3.2 Removal of Overarching £1 for 5 Hours Parking Tariff

Across both Enniskillen and Omagh, the overarching tariff of £1 for 5 hours parking impacts on occupancies and duration of stay. There are nine charged car parks in Enniskillen and six in Omagh with tariffs ranging from £0.40 per three hour period to £0.40 per hour which is then overridden by the £1 for 5 hours.

Throughout the development of the parking strategy, it has been ascertained that despite charges in place, the majority of car parks in the main hubs of Enniskillen and Omagh experience all day parking and high occupancies as shown in Table 4 and Figures 10 – 15.

Table 4 – FODC Charged Car Parks - Key Statistics

Town	Total No. of Charged Spaces	AM Occupancy	PM Occupancy	Long Stay Parking Occupancy
Enniskillen	616 across 7 car parks	+60% in 7 car parks +90% in 3 car parks	+70% in 4 car parks	+30% in 4 car parks
Omagh	688 in 6 car parks	+85% in 6 car parks	+70% in 6 car parks	+30% in 4 car parks

Figure 10 shows that all Council charged car parks in Enniskillen show high morning occupancies over 60% with three car parks over 90% occupied including Quay Lane North, Quay Lane South and Cross Street / Down Street / Market Street.

Figure 11 shows that evening occupancies are generally lower when compared to the morning, four charged car parks in Enniskillen are over 70% occupied including Cross Street / Market Street / Down Street and Quay Lane South, Head Street and Eden Street car parks.

Figure 12 considers the percentage of long stay parkers using Council charged car parks in Enniskillen town centre. Four of the seven car parks are considered to have a high percentage of long stay parkers i.e. +30% including Quay Lane South, Quay Lane North, Shore Road West and Cross Street / Market Street / Down Street.

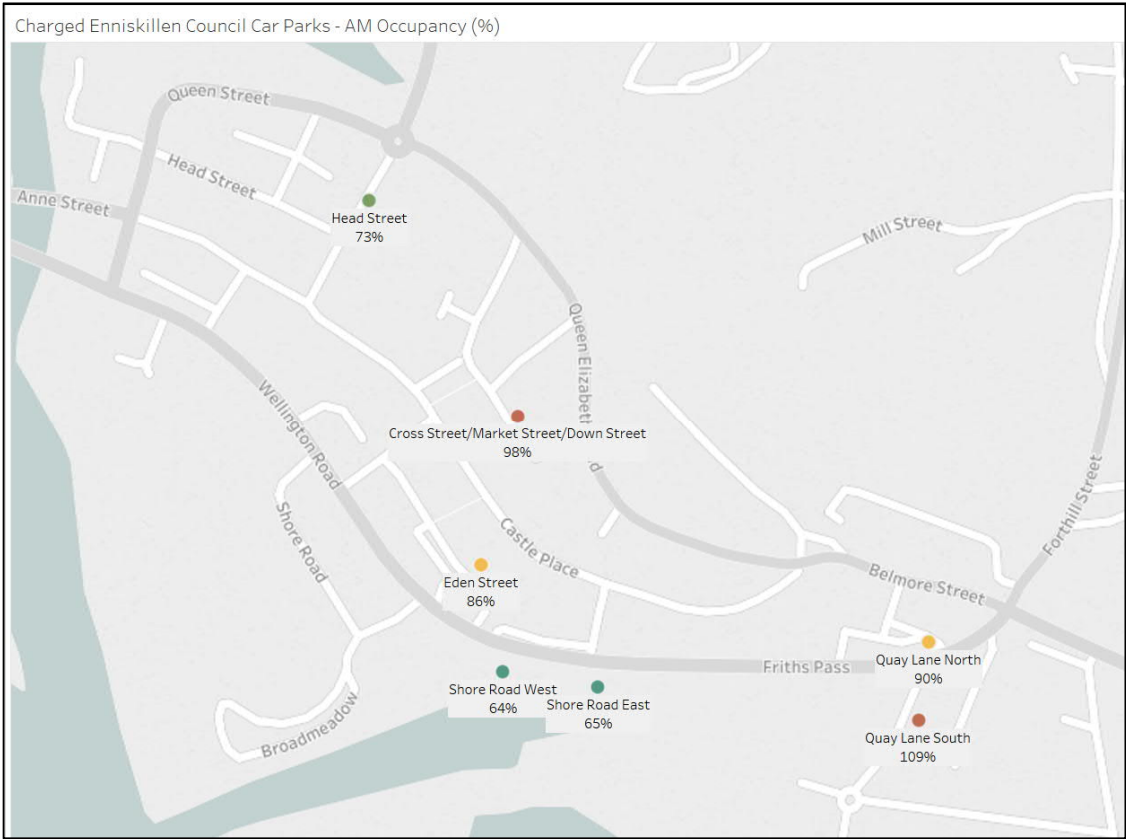
Figure 13 shows that all Council charged car parks in Omagh show high morning occupancies over 90% with the exception of Market Place with a typical morning occupancy of 85%.

Figure 14 shows that evening occupancies remain consistently high similar to morning occupancies with all car parks over 70% occupied. Two car parks are around 90% occupied including Market Place and Drumragh Avenue.

Figure 15 considers the percentage of long stay parkers using Council charged car parks in Omagh town centre. Three of the six car parks are considered to have a high percentage of long stay parkers i.e. +30% including Foundry Lane, Johnston Park East / West and Market Place. New Brighton Terrace is also considered to have a significant percentage of long stay parkers i.e. +74%.

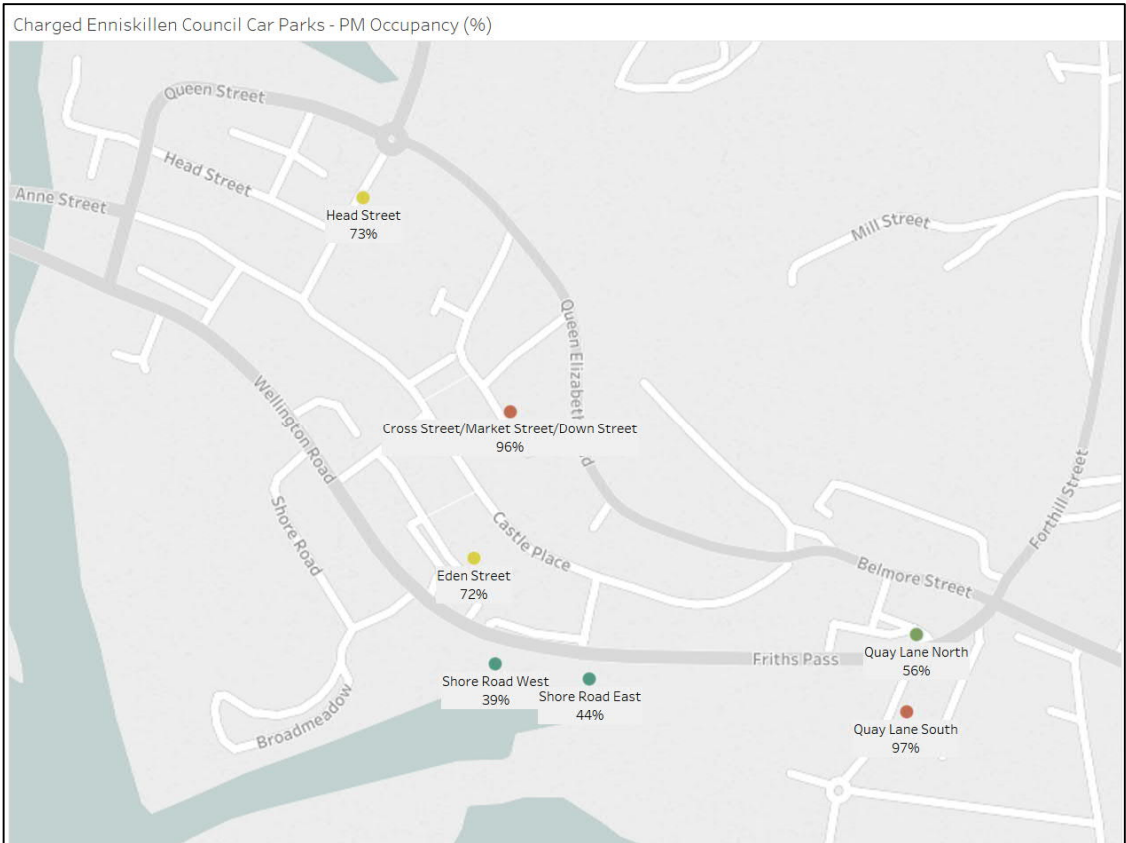
Therefore in both Enniskillen and Omagh town centres, the data suggests that the current tariffs do not influence the correct type of parking behaviour in key locations which is underpinned by the overarching tariff of £1 for 5 hours parking. Therefore it is recommended that the £1 for 5 hours parking tariff is removed in all charged car parks in the District going forward in order to improve space turnover.

Figure 10 - Enniskillen Charged Council Car Parks AM Occupancy



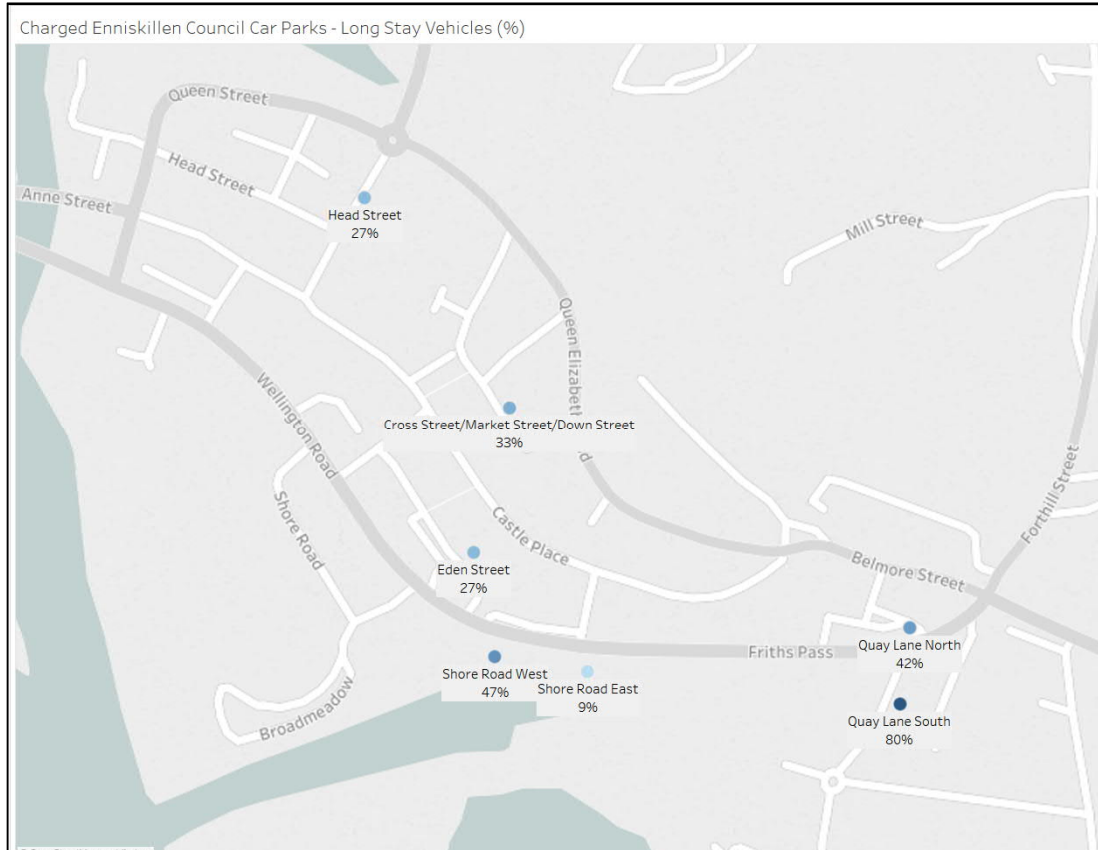
Source – AECOM / Openstreetmap

Figure 11 - Enniskillen Charged Council Car Parks PM Occupancy



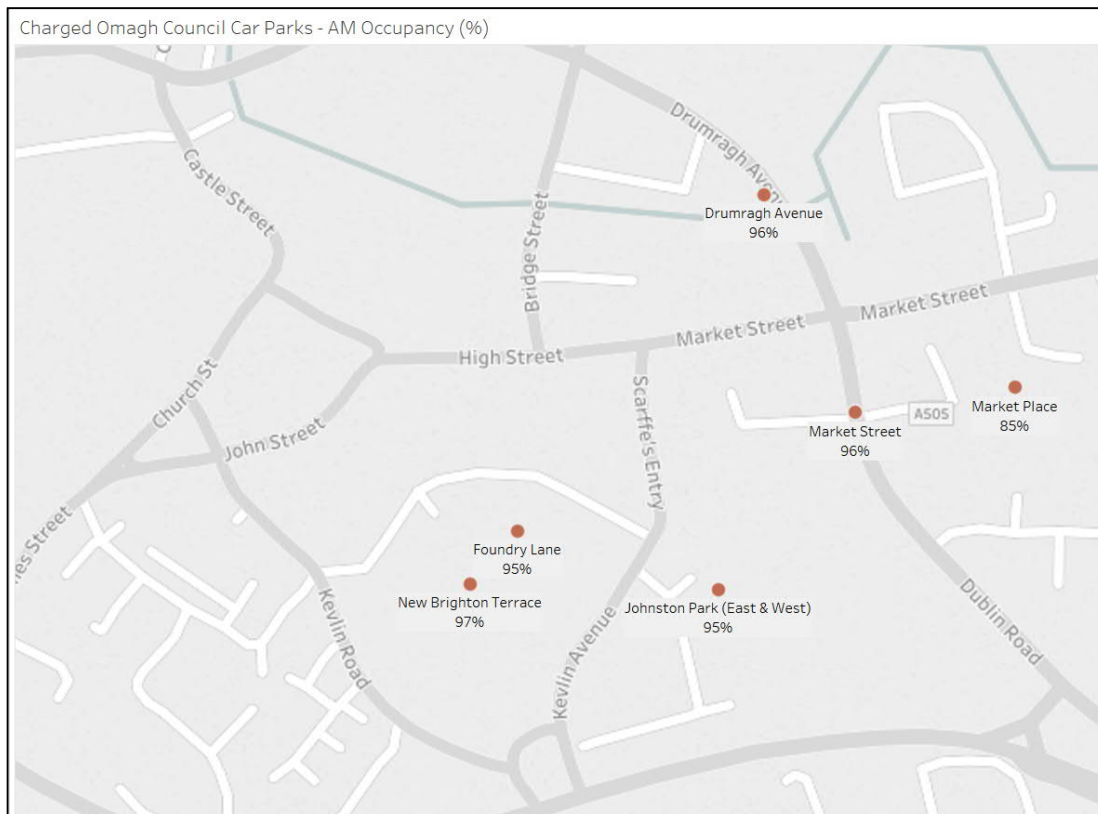
Source – AECOM / Openstreetmap

Figure 12 - Enniskillen Charged Council Car Parks % Longstay



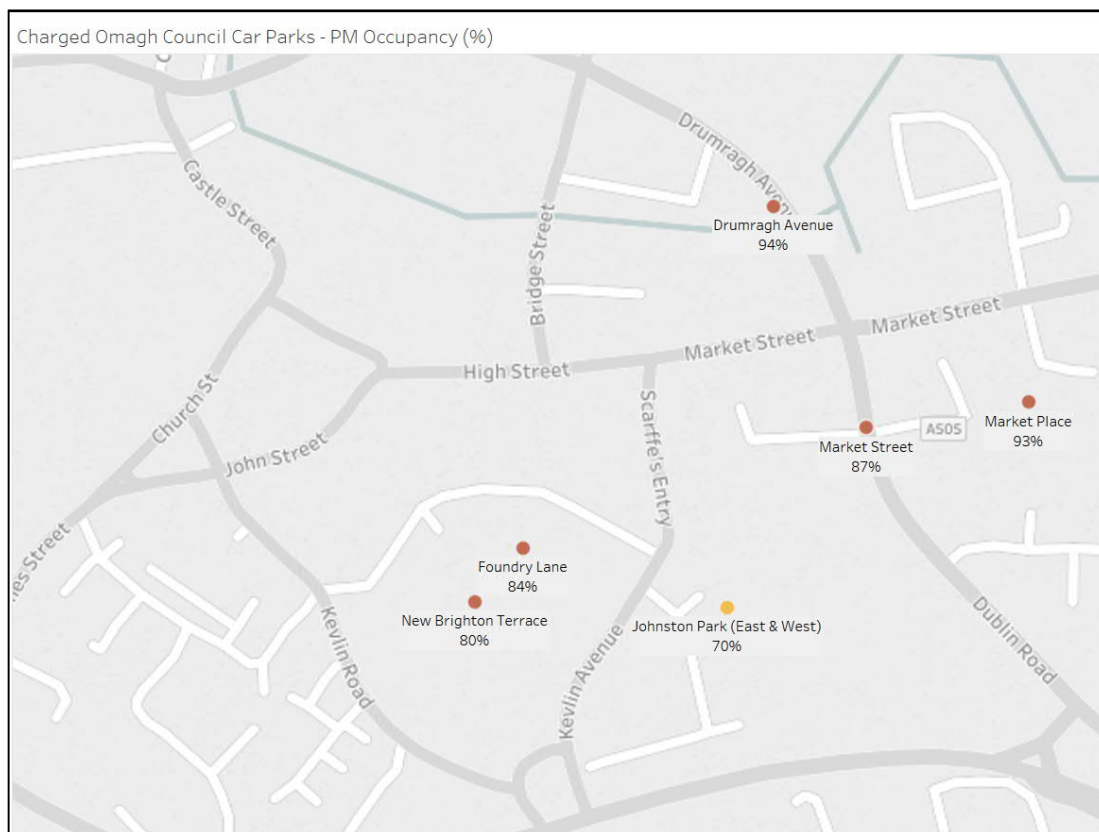
Source – AECOM / Openstreetmap

Figure 13 - Omagh Charged Council Car Parks AM Occupancy



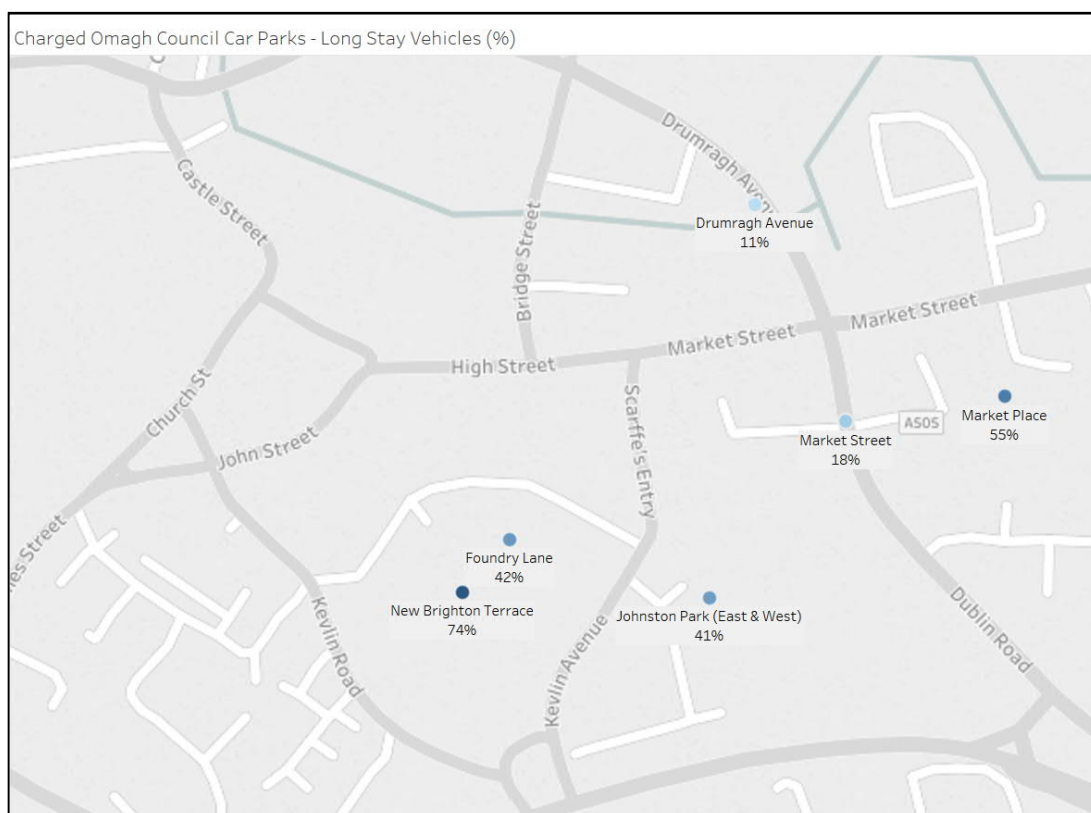
Source – AECOM / Openstreetmap

Figure 14 - Omagh Charged Council Car Parks PM Occupancy



Source – AECOM / Openstreetmap

Figure 15 - Omagh Charged Council Car Parks % Longstay



Source – AECOM / Openstreetmap

5.3.3 Parking Supply and Demand

It is important to assess the level of parking demand on a regular basis. Demand ebbs and flows throughout the year, so it is important to monitor at comparable times each year to identify trends. This monitoring should record occupancy and duration of stay on weekdays in the first instance, with data also recorded on Saturday if necessary.

It is considered that the parking capacity issues throughout the District can be addressed through the introduction of a management scheme, via a change in parking behaviour through the introduction of charging at key sites. This will encourage some users to consider their need for parking long durations, and provide a rationale for providing a link between parking location and the most desirable locations.

There are also some localised issues which could be addressed. It should be noted that private sector input may provide additional parking provision as the future requirements dictate; furthermore forthcoming private developments such as retail offerings may change current parking supply within the main towns. This is particularly pertinent in Enniskillen at the Hollyhill car park located on Holyhill Link Road. This Council owned site currently has planning permission relating to a proposed retail development consisting of three two storey non-food retail units including associated car parking – Planning Reference: L/2012/0341/F. However it should be noted that planning permission will lapse in November 2018 if construction has not commenced. The redevelopment of this public car park could pose a potential loss of 185 free parking spaces in the town which will be replaced by public car parking associated with retail and therefore on site restrictions.

5.3.4 Disabled Parking Provision and Accreditation

5.3.4.1 On Street Disabled Parking Provision

Disabled parking users prefer on street disabled parking provision due to the close proximity to local amenities and services. The Department for Infrastructure (DfI) are responsible for on street disabled parking provision in both Enniskillen and Omagh town centres and therefore opportunity exists for DfI to consider providing further formalised disabled parking provision by undertaking feasibility studies, usage reviews and /or public realm schemes.

5.3.4.2 Off street Disabled Parking Provision

In the absence of enhanced on street disabled provision, guidelines for off street car park facilities are also outlined in The Planning Service Development Control Advice Note 11 (Revised 2003) Access for All Section 7. This document sets out the advised number of disabled parking spaces based on the total amount of spaces in any given car park as shown in Table 5.

Table 5 – DCAN 11 - Access for All Disabled Parking Provision Guidelines

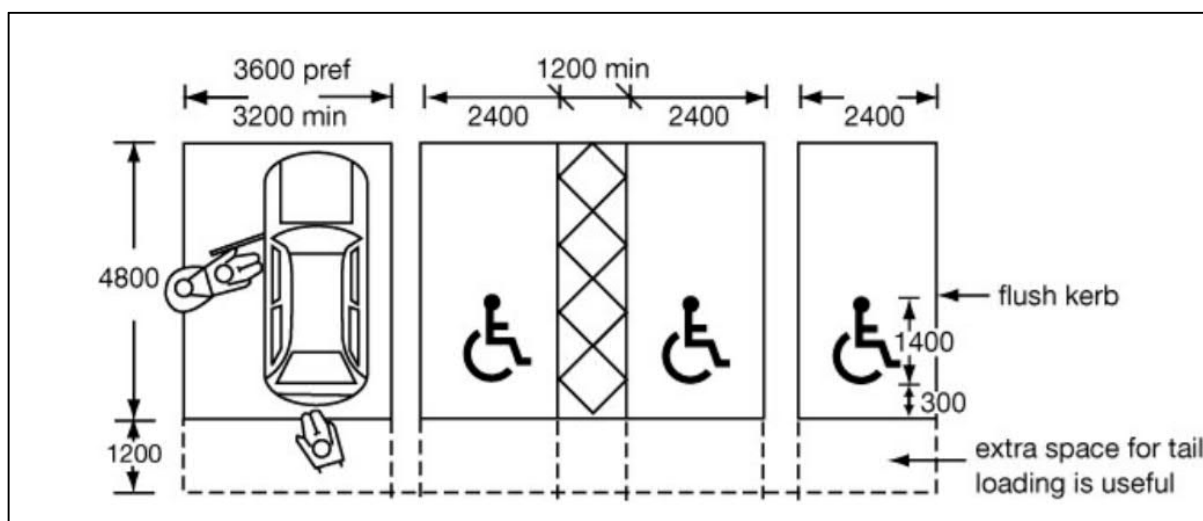
Total Parking Spaces	Allocation for People with Disabilities
1 – 10 spaces	Each case is treated on merit with the presumption that some allocation will be made
11 – 20 spaces	Minimum of 1 space
21+ spaces	5% of spaces or a minimum of 2 spaces (whichever is greater)
200+ spaces	2 spaces plus 4% of total capacity

Based on the advisory guidelines outlined in Table 5, the 15 Council controlled car parks in Enniskillen require 92 spaces in total which is a shortfall of 54 spaces; in Omagh the 15 car parks require 74 spaces which is a shortfall of 34 spaces.

On the basis that the guidelines are for advisory purposes only and not necessarily a requirement, AECOM would consider that Enniskillen could benefit from an additional 30 disabled parking spaces and Omagh an additional 12 in central car parks only.

The dimensions for disabled parking bays as set out in DCAN 11 – Access for All guidelines are shown in Figure 16. There are two options; the first is to provide a 3.6m x 4.8m space which allows for the transfer from a wheelchair to a car. Secondly a shared transfer space can be provided i.e. 2.4m x 4.8m with an additional 1.2m hatched safety zone in between spaces.

Figure 16 - DCAN 11 - Access for All Guidelines - Disabled Bay Dimensions



It is anticipated that the provision of two disabled parking spaces results in the loss of one standard parking space due to additional width requirements as such this would result in the loss of 15 standard parking spaces in Enniskillen central car parks and 6 standard spaces in Omagh central car parks.

The cost of upgrading a standard space to a disabled parking space is in the region of £20 per space as only white lining improvements are required. Additional costs would be incurred to provide dropped kerbed access i.e. in the order of £200. The number of dropped kerbs required would require further consideration per car park as these are not provided on a per space basis. Furthermore the change from a standard to a disabled space results in the loss of a standard space which will have income implications for the Council.

Despite the current provision being considered reasonable, it is recommended that the Council consider additional off street disabled parking provision and that the existing charging and enforcement regime in line with each car park is maintained in relation to disabled parking provision.

In addition to the improved provision, there are two nationally recognised car park accreditation 'standards' which can be sought to reflect high quality in provision.

The first is the 'Park Mark' standard which examines how car parks can be improved to reduce crime and the fear of crime, and how provision can be improved for disabled users and parents with children, including increasing the number of dedicated spaces set aside for disabled users and families. The scheme charges an annual fee of £67 + VAT as well as an annual fee per car park of £137+VAT with 32 Council controlled car parks in Enniskillen and Omagh.

The second is the Disabled Parking Accreditation (DPA). The DPA focuses on improving the personal mobility of disabled motorists and recognises off-street parking facilities which are more accessible to disabled people.

The process for DPA accreditation includes provision of accessible bays to standards, efficient enforcement, clear and informative signage, access around the car park, good lighting, accessible access, accessible payment machines and methods. There is a cost associated with DPA accreditation including a yearly membership fee of £20 and £100 per car park with 32 Council controlled car parks in Enniskillen and Omagh.

At present none of the Council controlled car parks meet either the Park Mark or DPA standard and it is therefore recommended that the Council consider working towards accreditation in line with any car park upgrades.

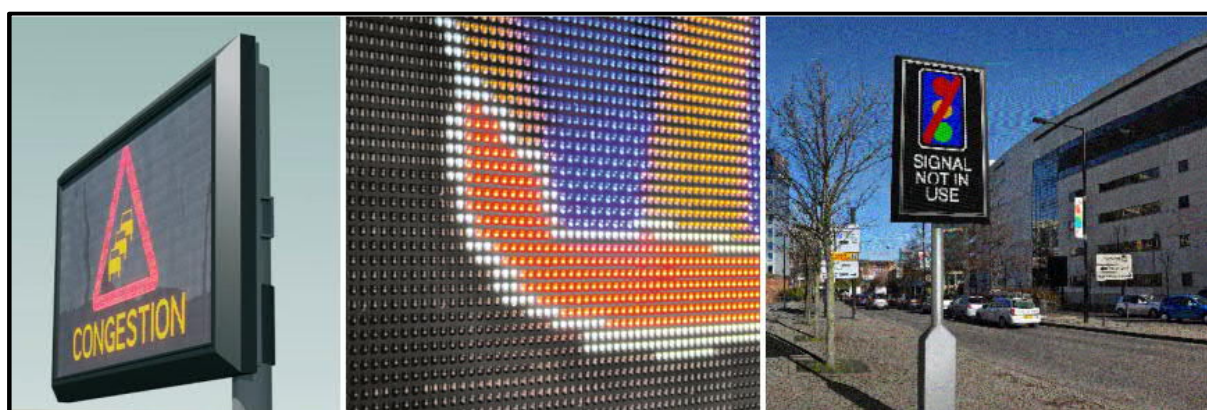
5.3.5 Signage

It is important to provide a good level of clear parking signage as it ensures users are directed to the nearest available car park which reduces wasted time, driver frustration, circulating time in the local area and potentially traffic congestion.

In order to aid the Council in coming to an informed decision regarding signage, AECOM has reviewed the existing parking signage in both Enniskillen and Omagh town centres. Currently both towns rely solely on static directional parking signage; its sole use may be adding to the current issues in both towns of circulating traffic; as no real time information is available vehicles circle the towns in search of a car parking space.

Active car parking signage could provide a solution to reducing the issues of circulating traffic during peak time periods in both Enniskillen and Omagh. It is considered that there are strategic gaps on the approach to both Enniskillen and Omagh town centres which could accommodate large MS4 type signage as shown in Figure 17. It is anticipated that each strategic sign would provide real time information for several car parks in its vicinity; current costs for this type of signage is around £40,000 per sign.

Figure 17 - MS4 Variable Message Strategic Signage



Each town has been considered in terms of strategic Variable Message Signage (VMS) as well as additional infrastructure and software requirements to provide indicative costs. It should be noted that the following indicative costs also include the civils work to accommodate the signage on a 30mph road only.

Software is required to enable each of the signs which has an associated indicative cost of around £20,000 per town; furthermore each car park connected to the signage would require counting loops to record the number of vehicles who access and / or egress the car park so this information can inform the signage which have an indicative costs of around £1,000 each.

AECOM consider that strategic signage could be installed on key approach roads to Enniskillen and Omagh as shown in Table 6. Indicative total costs including the signage, software and count loops are also provided for each town.

Table 6 – Potential Strategic VMS Locations

	Enniskillen	Omagh
Potential Strategic Locations	A4 Sligo Road	James Street
	A45 Lough Shore Road	B48 Derry Road
	A32 Cornagrade Road	B38 Mountjoy Road
	A32 Irvinestown Road	Campsie Road
	A4 Dublin Road	Dublin Road
VMS Signage	£200,000	£200,000
Software	£20,000	£20,000
Counting Loops	£17,000	£15,000
Total Cost	£237,000	£235,000

5.3.6 Technology – Parking App

The development of an online parking application (app) could also be utilised to direct parking users to car parks within the Council District providing information such as location of car parks (including Crevenagh Park and Ride), their typical occupancies at particular times of the day and costs.

This could provide parking users with accurate information, enabling them to decide before they start their journey on where they would prefer to park. Therefore, this would build upon the popularity of existing apps such as Parkmobile which is already in use at parking facilities throughout the Council District. Parking apps can also be used to pre-book and pay electronically for parking, increasing user confidence about parking availability.

The parking app could be developed through a public – private sector partnership and could also utilise local software development expertise. The app could then be marketed widely, enabling tourists and visitors to make use of it as they plan their trip to the District. Furthermore, some parking apps include GPS routing to individual sites which can reduce mileage and fuel wastage while users try to find a parking space.

At present a parking app has not been developed for any of the eleven Councils in Northern Ireland to provide a definitive cost; however typically the cost of developing a parking app can range depending on its sophistication.

A standard parking app can cost in the region of £10,000 and can range up to £50,000 with the latter potentially providing the ability to link the app to counting loops and VMS.

5.3.7 EV Charging Points

Although electric vehicles (EVs) are more expensive to buy, they have significantly lower running costs when compared to petrol or diesel equivalents. The number of EVs registered within Northern Ireland is increasing annually. The ecar network is owned and operated by the ESB Group through its ESB cars business. It consists of 160 double-headed 22kW fast charge points and 14 rapid charge points located through Northern Ireland.

There are currently 22 EV charging points available for public use in council owned car parks throughout the Council District including ten in Enniskillen town centre, four in Omagh town centre and eight in the smaller towns which is a high number compared to other Northern Ireland Councils.

At present as throughout Northern Ireland, on street charging spaces are free to use with time limits of 2 hours enforced; however off street EV charging spaces are subject to the existing parking restrictions of the surrounding car parking spaces. This means that if other cars pay for parking in the car park then EV owners must pay the same. It is recommended that the existing charging regime should be maintained.

The ecar project is also encouraging employers to install workplace charge points for staff use and the purchase of electric vehicles as part of fleets. Table 7 outlines the current types and associated costs of electric vehicle

charging points and any associated public realm works required for installation. It should be noted that costs vary by charger type and also manufacturer.

Table 7 – Electric Vehicle Charge Point Costs

Charger Type	Charge Time	Specification	Unit Cost	Public Realm Cost
Slow Charger	8 hours	3kW 16A single phase supply	£200 - £500	£3,000
Fast Charger	3 – 4 hours	7kW 30A single phase supply	£1,000 - £2,000	£15,000 - £20,000
Rapid Charger	30 minutes	43 – 50kW 100A three phase supply	£5,000 - £10,000	£30,000

Therefore it is recommended that the existing charging points are maintained, regularly reviewed for usage and the Council should consider introducing time limits on EV charging. Any additional EV charging points will be considered subject to external funding.

5.3.8 Leisure Centre Parking

In both Enniskillen and Omagh, the current arrangement includes free parking at the leisure centres which is in place to encourage use of the facilities. However this is currently lending itself to use by the general public for commuter and all day parking which impacts leisure facility users and staff. Therefore a change to the current arrangement at both leisure centres may be required.

It is considered that free parking should be maintained for leisure centre staff with the introduction of permits / badges to identify a staff vehicle from other vehicles and that space is provided within a designated section of the car park.

A further designated section of the car park should be available for leisure users only, with free parking provided subject to a maximum time limit of three hours. The three hour time limit will be managed through parking enforcement.

The remainder of the car park would be unchanged from the existing arrangement.

Designating areas of the leisure centre car parks for staff and visitors only will require the implementation of clear and concise static signage for users.

Enforcement of the designated areas will be required and as such it is considered that a third party enforcement company could be appointed to manage and enforce these designated parking areas.

The options outlined above are subject to further consultation and can be refined further on the basis of the number of leisure centre staff and visitors being determined and agreed in terms of the parking that would be provided for them.

5.3.9 Current and Proposed Car Park Arrangements

5.3.9.1 Enniskillen

The fifteen existing car parks in Enniskillen are listed in Table 8, outlining the current and proposed arrangements as well as the associated reasoning for any changes. It should be noted that as outlined in Section 5.3.2 it is proposed to remove the £1 for 5 hours parking tariff which will be applicable in Eden Street, Quay Lane North, Shore Road East, Head Street and Cross Street / Market Street / Down Street car parks. The proposed arrangements in Council controlled car parks in Enniskillen should be implemented in the short term and then reviewed in light of updated usage data. If parking demand continues to require management the Council could consider raising tariffs further in the premium town centre car parks i.e. Eden Street and Cross Street / Market Street / Down Street.

The proposals set out in Table 8 will change the parking supply to 89% (1,510) charged spaces and 11% (187) free spaces in Council owned car parks in the town centre (free provision at Holyhill has not been considered as the site is subject to development); therefore the majority of spaces will become charged, as a function of the desirability and premium nature of space in the town centre.

Table 8 – Enniskillen Council Car Park Actions

Site	Current Arrangement	Proposed Arrangement	Reasoning
Derrychara Road	36 spaces Free to use	Maintain free parking	Maintained due to location.
Hollyhill	185 spaces Free to use	Maintain free parking until site is privately developed	Carpark currently has planning permission for retail development and therefore change of use will occur in the future if developed.
Eden Street	152 spaces Charged TL4	Increase tariff from TL4 to TL5	Premium car park due to key central location with high occupancy and good space turnover.
Quay Lane North	92 spaces Charged TL4	No change required to TL4 tariff	Central location with an existing tariff - less than half of those parked are considered as all day therefore considered as operating well.
Quay Lane South	78 spaces Charged TS4	Increase charges from TS4 to TL4	Central location with the lowest tariff, charges should reflect location. Lower tariff does not align with desirability.
Shore Road East	66 spaces Charged TL4	No change required to TL4 tariff	Central location with existing tariff with low all day parking therefore considered as operating well.
Shore Road West	70 spaces Charged TS4	Increase charges from TS4 to TL4	Central location with lowest tariff, charges should reflect location. Lower tariff does not align with desirability.
Head Street	56 spaces Charged TL4	No change required to TL4 tariff	Current operation maintained due to appropriate performance i.e. high occupancy and high space turnover.
Queen Street	94 spaces Free to use	Introduce charges – TL4	Key central location with high occupancy and high proportion of all day parkers – charges will encourage improved space turnover
Castle Park	106 spaces Free to use	Introduce charges – TL4	Key central location with high occupancy and high proportion of all day parkers – charges will encourage improved space turnover
Wellington Place	268 spaces Free to use	Introduce charges – TL4	Key central location with high occupancy and high proportion of all day parkers – charges will encourage improved space turnover
Cross Street / Market Street / Down Street	102 spaces Charged TL4	Increase tariff from TL4 to TL5	Premium car park in key central location with high occupancy and good space turnover.
Ardhowen Theatre	102 spaces Free to use	Maintain free parking	Located further out of town, better suited for all day parkers.
Round O Park	50 spaces Free to use	Maintain free parking	Located further out of town, better suited for all day parkers.
Lakeland Forum	240 spaces Free to use	Introduce parking permit / badges for staff in a designated section; subject to enforcement if no permit shown. Introduce a 3 hour time limit for leisure users in a designated section subject to enforcement if over 3 hours stay. Remainder of car park will remain free for public use.	Designated areas ensure parking is available to staff and leisure users throughout the day.

****TL5 - £0.50, TL4 - £0.40 per hour, TS4 - £0.40 for 3 hours**

5.3.9.2 Omagh

The fifteen existing car parks in Omagh are listed in Table 9, showing the current and proposed arrangements as well as the associated reasoning for any changes. It should be noted that as outlined in Section 5.3.2 it is proposed to remove the £1 for 5 hours parking tariff which will be applicable in Johnston Park East / West, Foundry Lane, Market Street, Market Place and Drumragh Avenue.

The proposed arrangements for Omagh town centre should be implemented in the short term and then reviewed in light of updated usage data. If parking demand continues to require management the Council could consider further increase tariffs in premium town centre car parks.

The proposals set out in Table 9 will revise the parking supply to 74% (1009) charged spaces and 26% (358) free spaces in the town centre. Therefore the majority of spaces will become charged, as a function of the desirability and premium nature of space in the town centre; however, one in every four spaces will remain free.

Table 9 – Omagh Council Car Park Actions

Site	Current Arrangement	Proposed Arrangement	Reasoning
Church Street South	24 spaces Free to use	Introduce charges – TL4	Central location with high occupancies and proportion of all day parking. Desirability should be reflected by charging.
Church Street North	49 spaces Free to use	Introduce charges – TL4	Central location with high occupancies and proportion of all day parking. Desirability should be reflected by charging.
Cunningham Terrace	19 spaces Free to use	Introduce charges – TL4	Central location with high occupancies and proportion of all day parking. Desirability should be reflected by charging.
Johnston Park (East and West)	195 spaces Charged TL4	Increase tariff from TL4 to TL5	Premium car park with largest provision and located in a key central location with high occupancy and good space turnover.
Foundry Lane	117 spaces Charged TL4	Increase tariff from TL4 to TL5	Premium car park in a key central location with high occupancy and good space turnover.
Market Street	83 spaces Charged TL4	Increase tariff from TL4 to TL5	Premium car park in a key central location with high occupancy and good space turnover.
Market Place	59 spaces Charged TL4	No change required to TL4 tariff	Current operation maintained due to appropriate performance i.e. high occupancy and high space turnover.
Campsie	101 spaces Free to use	Introduce charges – TL4	Central location with high occupancies and proportion of all day parking. Desirability should be reflected by charging.
New Brighton Terrace	95 Spaces Charged TS4	Increase charges from TS4 to TL4 Erection of fence to divide car park from Foundry Lane,	Central location with the lowest tariff, charges should reflect location. Lower tariff does not align with desirability.
Brook Street	57 spaces Free to use	Maintain free parking	Current operation maintained due to appropriate performance i.e. high occupancy and high space turnover.
Castle Street	31 spaces Free to use	Introduce charges – TL4	Central location with high occupancies and proportion of all day parking. Desirability should be reflected by charging.
Drumragh Avenue	139 spaces Charged TL4	Increase tariff from TL4 to TL5	Premium car park in a key central location with high occupancy and good space turnover.
Old Mountfield Road	120 spaces Free to use	Maintain free parking	Located further out of town, better suited for all day parkers.
Omagh Leisure Centre	97 spaces Free to use	Introduce parking permit / badges for staff in a designated section; subject to enforcement if no permit shown. Introduce a 3 hour time limit for leisure users in a designated section subject to enforcement if over 3 hours stay. Remainder of car park will remain free for public use.	Designated areas ensure parking is available to staff and leisure users throughout the day.
Lisanelly Avenue	181 spaces Free to use	Maintain free parking and upgrade car park	Located further out of town, better suited for all day parkers.

**TL5 - £0.50, TL4 - £0.40 per hour, TS4 - £0.40 for 3 hours

5.3.10 Free Parking

Free parking will be maintained in sites outside of the premium town cores however still within a short distance from main services, amenities and places of employment. Moving long stay parkers out of town centres is in line with both Omagh and Enniskillen Area Plans and the Sub-Regional Transport Plan (SRTP) i.e. maintain short stay parking close to the main shopping streets with long stay parking confined to areas beyond the central core.

In Enniskillen, free parking will be maintained at Round O Park, Derrychara Road and Ardhowen Theatre whilst in Omagh free parking will be maintained at Brook Street, Old Mountfield Road and Lisanelly Avenue.

As outlined in section 4.4 of all of the aforementioned free parking sites are within an acceptable walking distance of 20 minutes however there are other options available including cycling, car sharing and informal Park and Ride i.e. use of public transport from the free car parks into the town centre.

Bus fares vary depending on proximity to the town centre, however Table 10 outlines some typical journey fares. It should be noted that Translink also offer an Ulsterbus travel card which discounts a single journey by a third. Prices shown include for Translink fares revision effective from 27.03.2018 i.e. 2.9%¹.

If using a Ulsterbus travel card a typical return journey from the free car parks in both town centres to the central bus stations can cost as little as £2.20 which when compared to the maximum car parking charges i.e. £0.50 in a premium car park, this is around half the cost of a 8+ hour stay i.e. £4.50.

A further consideration is the running cost of a private vehicle which includes fuel, general wear and tear, service labour costs and replacement parts which according to research completed by the AA² is typically £0.165 per mile for an average priced typical vehicle.

Therefore if travelling by private vehicle from an outlying town such as Lisnaskea which is 11.5 miles from Enniskillen town centre, running costs for a return journey can accrue to £3.80 daily coupled with all day parking (8+ hours) in a premium car park at £0.50 per hour, this could total £8.30 daily; in comparison to the return public transport fare of £4.60 daily.

Similarly if travelling from an outlying village such as Fintona which is 8.8 miles from Omagh town centre, running costs for a return journey can accrue to £2.90 daily coupled with all day parking (8+ hours) in a premium car park at £0.50 per hour, this could total £7.40 daily; in comparison to the return public transport fare of £4.60 daily.

Therefore clear and viable alternatives are available for those who wish to change their parking behaviour and avail of free parking further out of the town centres.

¹ Translink Fare Increase - <http://www.translink.co.uk/Latest-News/translink-fare-revision-choose-multi-journey-tickets-to-save/>

² Typical Private Vehicle Running costs - <https://www.theaa.com/resources/Documents/pdf/motoring-advice/running-costs/petrol2014.pdf>

Table 10 – Typical Translink Fares

Journey Route	Typical Fare Single	Discounted Travel Card Single Fare	Typical Return Fare	Discounted Travel Card Return Fare
Ardhowen Theatre to Enniskillen Bus Station	£1.65	£1.10	£3.30	£2.20
Round O Park to Enniskillen Bus Station	£1.65	£1.10	£3.30	£2.20
Derrychara Road to Enniskillen Bus Station	£1.65	£1.10	£2.80 (Town Service Day Ticket)	£2.20
Derrygonnelly Village to Enniskillen Bus Station	£3.50	£2.30	£6.30	£4.60
Lisnaskea to Enniskillen Bus Station	£3.80	£2.50	£6.80	£5.00
Tempo Village to Enniskillen Bus Station	£3.50	£2.30	£6.30	£4.60
Lisanelly Avenue to Omagh Bus Station	£1.65	£1.10	£2.80 (Town Service Day Ticket)	£2.20
Old Mountfield Road to Omagh Bus Station	£1.65	£1.10	£2.80 (Town Service Day Ticket)	£2.20
Brook Street to Omagh Bus Station	£1.65	£1.10	£2.80 (Town Service Day Ticket)	£2.20
Drumquin Village to Omagh Bus Station	£3.50	£2.30	£6.30	£4.60
Fintona Village to Omagh Bus Station	£3.50	£2.30	£6.30	£4.60
Carrickmore Village to Omagh Bus Station	£3.80	£2.50	£6.80	£5.00

5.3.11 LPS Rates Chargeable

The conversion of a free car park to a charged car park is subject to the payment of Land and Property Services (LPS) rate charges; as such a review of rates per parking space was completed at the existing charged car parks in both Enniskillen and Omagh. There is currently wide variability in the effective rates charged per parking space, therefore £140 per space per annum chargeable rates has been assumed in order to estimate the anticipated rates in car parks which will become charged as part of the parking strategy actions.

On the basis of £140 per space per annum the additional rates charges have been estimated for the eight car parks which will convert from a free to a charged car parks as outlined in Table 11. Overall the Council can expect to pay additional rates in the region of £68,880 for an additional 492 charged parking spaces.

Table 11 – Potential Charged Car Parks – LPS Rates

Site	No. of Spaces	Chargeable Rates
<u>Enniskillen</u>		
Queen Street	94	£13,160
Castle Park	106	£14,840
Wellington Place	268	£34,520
<u>Omagh</u>		
Church Street South	24	£3,360
Church Street North	49	£6,860
Cunningham Terrace	19	£2,660
Campsie	101	£14,140
Castle Street	31	£4,340
Total	492	£68,880

5.3.12 Smaller Towns

There are a further 15 Council car parks located throughout the District in the following smaller towns:

- Ballinamallard
- Belleek
- Carrickmore
- Dromore
- Fintona
- Irvinestown
- Kesh
- Lisnaskea
- Maguiresbridge
- Tempo

Analysis of the usage of the 15 Council controlled car parks has shown that the majority of them operate with ample spare capacity; therefore it is considered that the actions detailed above in sections 4.3.1 to 4.3.3 relating to car park features and regular demand and supply monitoring are also carried out for these fifteen car parks, with a particular focus on regular monitoring in order to identify any particular issues.

It is not recommended at this time that changes to these car parks in terms of time limits or charges are considered. Most of these car parks are small and perform an important localised function within each of these small settlements, and therefore at this juncture such action would not be considered commensurate in comparison with the apparent issues in Enniskillen and Omagh. However if issues arise in the future, further consideration should be given.

5.3.13 Rural Villages

It should be noted that the Council does not currently have responsibility for car parks in rural villages throughout the District however site visits and reviews undertaken at Stage 1 of the strategy development concluded that no additional parking is required and therefore rural villages have not been considered further within this strategy.

5.3.14 Staff Parking

Demand exceeds supply for Council staff parking in both Omagh and Enniskillen as parking operates on a first come first served basis. Once capacity is reached on site, staff parking overflows into surrounding public car parks which can present issues in terms of all day parking and reduced capacity for short stay public use.

The strategy sets the scene in Chapter 3 in terms of the perceived and actual accessibility of both Enniskillen and Omagh in terms of walking and public transport. The solution is a change in behaviour and creating awareness of available sustainable modes of transport available for travelling to work as opposed to providing additional staff parking stock.

To facilitate a change in behaviour the Council may wish to consider the following:

- One space per staff member who is considered as an essential car user which at present equates to 24 based in Townhall in Enniskillen and 22 on Omagh including 10 staff based at the Grange and 12 based at High Street; equating to 46 essential car user spaces.
- Enniskillen – Provide one space per full time staff member working in the town centre. At present 39 spaces are provided for staff across the various town centre buildings with 104 Full Time Equivalent (FTE) staff (excluding the essential car users) this equates to a perceived shortfall of 65 spaces which would be required between the core hours of 10:00 and 16:00. Further considerations include:
 - The Council may consider formalising parking arrangements as staff only at the Play Park / running track area at Lakeland Forum which could accommodate the perceived shortfall i.e. 65 spaces.
 - Parking provided for the perceived shortfall i.e. 65 staff members based on postal address assessed using accessibility software i.e. those within a reasonable 15 minute walk from their workplace would not be allocated a parking space
- Omagh – due to the existing parking provision at the Grange and the free provision at Lisanelly Avenue it is considered that staff parking shortfalls can be accommodated and as such arrangements to formalise staff parking at Lisanelly are not required at this juncture.

The Council may wish to consider developing a solution in the long term, based on those considered as essential car users and staff postcodes i.e. those outside of a certain accessible catchment of Enniskillen.

The Council may also wish to complete an annual review of staff parking in Omagh town centre until the proposed Strule Education Campus is fully utilised as there can be no staff parking designation at Lisanelly Avenue until the additional parkers associated with the campus are considered.

5.3.15 Displaced Parking

The removal of the £1 for 5 hours parking tariff as well as the introduction of and / or increased charging at key parking sites in both Enniskillen and Omagh may impact on surrounding residential areas through displaced parking. As the level of free parking is reduced in the town centres, some users may try to avail of unregulated parking in surrounding residential areas including:

- | | |
|--|--|
| <ul style="list-style-type: none"> • Enniskillen <ul style="list-style-type: none"> – Derrychara area – Tempo Road – Sligo Road | <ul style="list-style-type: none"> • Omagh <ul style="list-style-type: none"> – Gallows Hill – Johnston Park – Campsie – Brook Street. |
|--|--|

However it should be noted that spare spaces are available in both towns on a typical weekday; Enniskillen town centre has 1,697 spaces which are typically between 70% and 80% occupied at any one time therefore between 300 and 500 spare spaces are available. In Omagh, there are 1,367 spaces which are typically between 78% and 88% full and as such between 160 and 300 spare spaces are available.

Therefore it is recommended that after a six month grace period to allow the full implementation of the change in tariffs, that a consistent and regular review of parking demand and supply is undertaken which also considers surrounding residential areas in order to ascertain the impact on such areas from displaced parking. If displaced

parking does become an issue then further consideration will be required on how this could be addressed however it is considered at this stage that any displaced parking would not justify implementation for a residents parking scheme.

5.3.16 Season Tickets

Season tickets are currently available in charged car parks in both Enniskillen and Omagh. Season tickets are issued by the service provider as directed by the Council on a calendar, monthly or quarterly basis paid in advance at the rate specified in each car park. Each season ticket application is considered on an individual basis.

There are currently a maximum of 30 season tickets available at any one time in Enniskillen town centre which is 5% of the overall charged spaces provision; in Omagh town centre, 61 season tickets are available i.e. 9% of the 684 charged spaces.

The number of season tickets available in Council car parks throughout Northern Ireland is generally consistent and as such there may be scope in increasing the number of season tickets available. However the following should be considered before doing so:

- It is not possible to guarantee a space in any car park for season ticket holders;
- Increased season tickets will impact on car park revenue due to the concessionary rate;
- Season tickets cannot be transferred between car parks;
- Season tickets should not be supplied in vast quantities as this may facilitate all day parking; and
- User habits should dictate the number of season tickets available.

Therefore it is recommended that current season ticket uptake and usage is reviewed by the Council in order to come to an informed decision as to whether increasing the number of season tickets is required on an individual car park basis and whether improved promotion of season ticket availability is required. It should be noted that any increase in car park tariffs will also apply to season tickets.

It is also recommended that season tickets are not offered in the premium car parking sites in each town i.e. Eden Street and Cross Street / Market Street / Down Street in Enniskillen and Johnston Park, Foundry Lane, Market Street and Drumragh Avenue in Omagh. The provision of season tickets facilitates all day parking and as such this should be discouraged in the premium sites in each town.

5.3.17 Planning Requirements and Parking Standards

Fermanagh and Omagh District Council is in the process of developing a Local Development Plan (LDP) which will set out how the Council District will look in the future in terms of the types and scale of development. The aim of the plan will be to make sure there is enough land available for the Districts housing, employment and community facilities whilst protecting important landscape and environmental features.

As the LDP is currently being developed, a review of the current planning legislation and any associated standards has been undertaken including The Fermanagh Area Plan 2007, The Omagh Area Plan 1987-2002, Sub Regional Transport Plan (SRTP) 2015 and the Planning Service Parking Standards which all set the scene for parking throughout the Council District.

The existing area plans outline specific parking policies including:

- Maintain short stay parking close to the main shopping streets with long stay parking confined to areas beyond the central core.
- Monitor the need for short stay car parks in the core and assess the feasibility of multi-storey car parks.
- Adequate onsite parking provided as part of any significant development or redevelopment proposals in the town centre.

- Parking facilities for disabled persons will be maintained at convenient locations in the more central car parks.
- Existing parking stock to be retained.

As outlined in Tables 8 and 9 in section 5.3.9, the parking strategy actions aim to ensure short stay parking occurs in the core town centre with long stay parking outside the town centre boundary (Figures 18 and 19) therefore it is recommended that the existing area plan policies and approaches are maintained as they can further support the vitality and viability of town centres with increased footfall and encourage local economy growth.

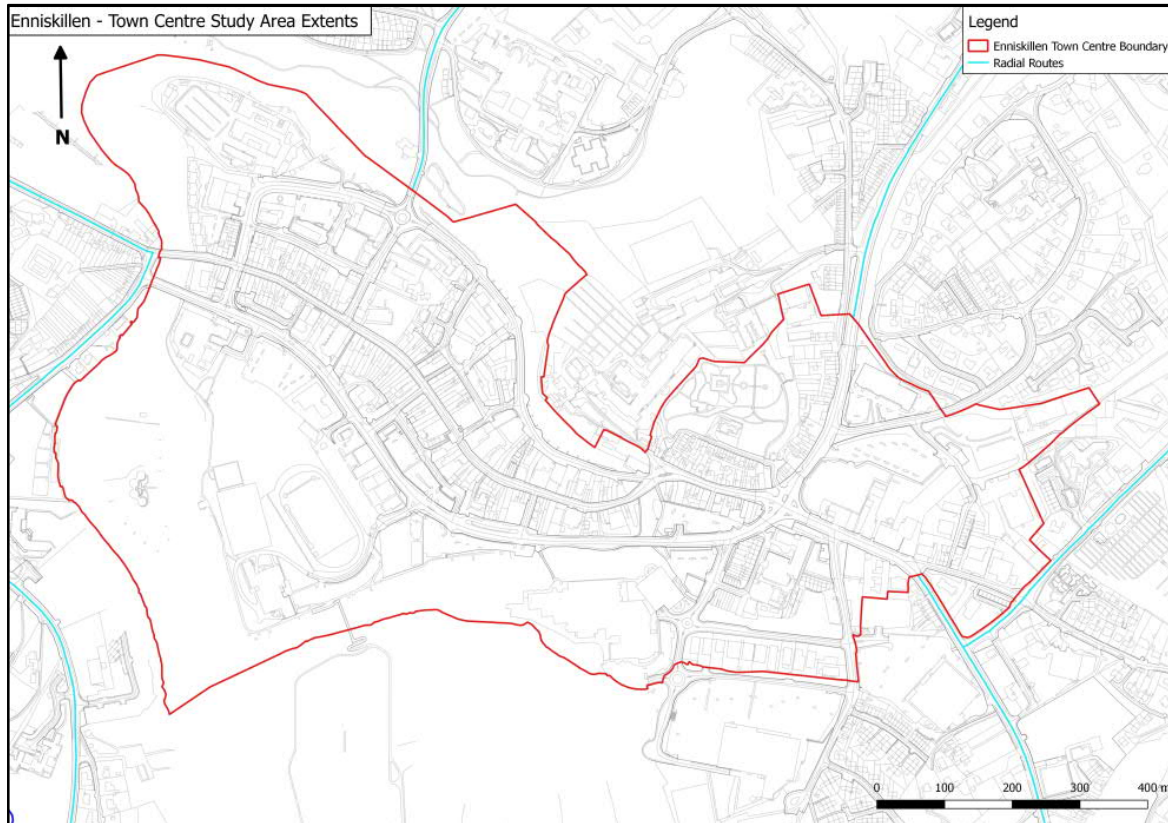
The SRTP aims to encourage more sustainable modes of transport throughout Northern Ireland through outlining packages of measures for each mode of transport i.e. walking and cycling, bus, rail and highways. It considers the Other Urban Areas (OUA) i.e. the 29 largest towns and cities outside the Belfast Metropolitan Area and also rural areas. Therefore cognisance should be taken of any measure outlined for both Enniskillen and Omagh in the SRTP technical supplements.

The current Parking Standards applicable to new developments impact upon the level of parking provided. It should be noted that Northern Ireland parking standards are comparable to other UK and ROI cities in some respects, however parking standards could be developed to include more specific land use types which would assess parking need at finer level as opposed to applying a generic non-specific standard to a development. This would add clarity and may result in more appropriate parking levels assigned to new developments.

The consideration of an area of parking restraint in both town centres may further alleviate parking issues in the future; at present neither Enniskillen nor Omagh town centres enforce an area of parking restraint. An area of parking restraint controls the amount of non-operational car parking spaces provided as part of any new development proposal. Parking standards set out specific reduced parking standards relating to residential and non-residential development types in town centre core areas where it is considered that alternative transport arrangements are available.

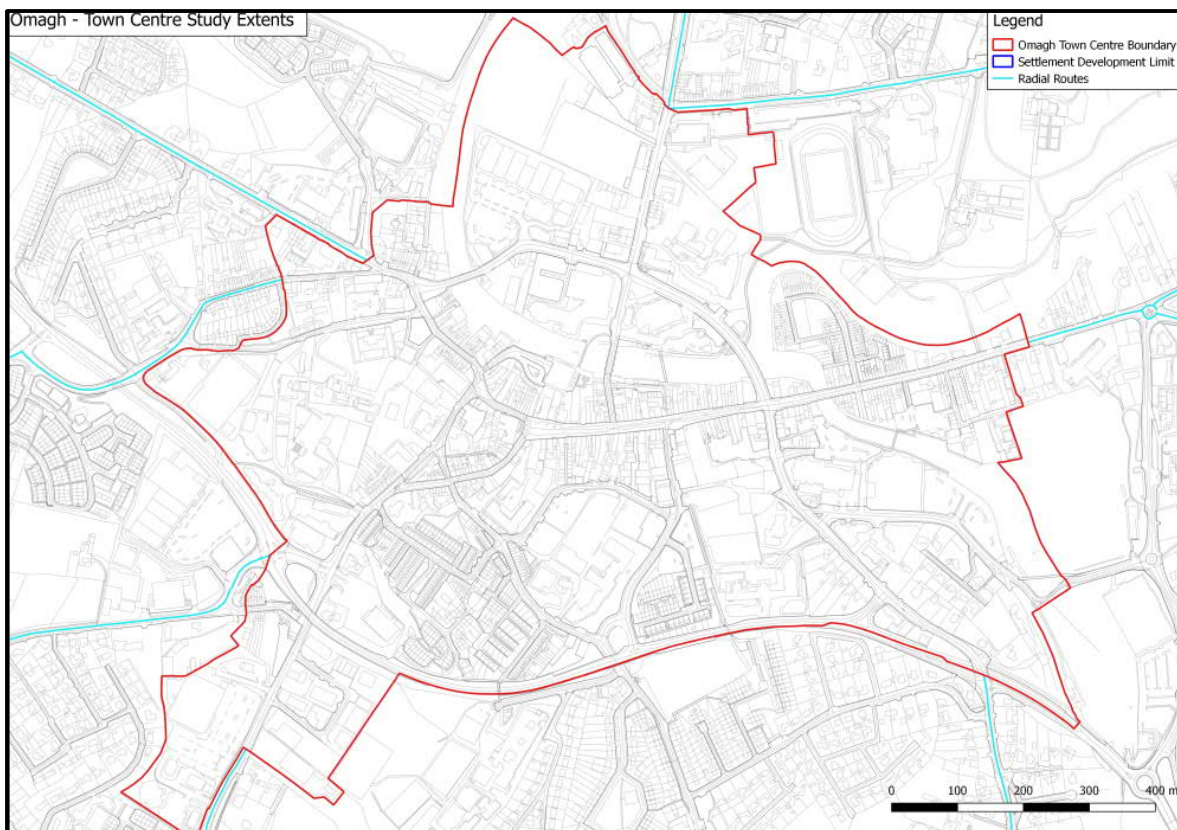
As such the LDP should take cognisance of the existing area plans, SRTP and the parking strategy in order to continue to pursue a parking policy of demand management which aims to reduce the number of car journeys made during peak periods.

Figure 18 - Enniskillen Town Centre Boundary



Source – DfI Roads

Figure 19 - Omagh Town Centre Boundary



Source – DfI Roads

5.3.18 Coach Parking

When consulted, the Federation for Passenger Transport in NI (FPTNI) suggested that coach parking should take the form of drop-off / pick-up points in each town utilising existing laybys as well as the benefit of the development of a District coach parking map and improved signage.

Currently there are two designated coach parking spaces available in Shore Road East car park in Enniskillen and planning permission is being sought for the inclusion of an additional two coach spaces in Wellington Place car park adjacent to Enniskillen Castle; Omagh town does not currently provide any designated coach parking spaces however some drop offs do occur in an existing layby on Bridge Street outside South West College. An option exists to convert one of these designated parking spaces a drop off only space with a maximum waiting limit of 10 minutes which would require an update to the relevant parking order for that car park.

AECOM consulted with Translink to discuss the potential use of the existing bus stations in each town for coach parking. The outcomes of the consultation highlighted the existing high use of the bus stations in both towns which would present operational issues and therefore this option for coach parking is not considered a feasible option.

The proposed option for coach parking includes the consideration of on street drop off facilities which could be facilitated with the public realm works ongoing or planned. A public realm scheme is currently being developed in Enniskillen town centre which is a joint project between the Department for Communities and Fermanagh and Omagh District Council. Improvement works include paving, landscaping, street lighting and street furniture upgrades in order to enhance the town centre and further building on the recently completed Castle Basin Project and Revitalisation Scheme.

The study area includes the main thoroughfare from the war memorial on Belmore Street via East Bridge Street, Townhall Street, High street, Church Street terminating at the junction of the A32 and Darling Street. Some small side streets which are directly accessed from the main thoroughfare are also included in the study area.

The public realm scheme presents an opportunity for consultation with DfI (who still control on street parking facilities) regarding the potential of on street coach parking facilities in the town centre. After a desktop review and consultation with the public realm project team, AECOM would recommend that a coach drop off space is provided on Paget Lane which runs adjacent to Eden Street car park in Enniskillen town centre, there is potential to utilise the existing loading bay for dual use as a coach drop off space

Omagh town centre presents issues for on street coach parking facilities due to its geography and narrow streets; however in light of potential for dual of existing loading bays, consideration could be given to a coach drop off space on Scarffes Entry accessed via Market Street. Furthermore it should be noted that there is currently a layby on Bridge Street which is used as a drop off area for smaller buses and there may be potential to formalise as a designated coach drop off space. The conversion of any layby in the town would be subject to support from business owners in close proximity, Omagh Chamber, DfI, Translink and South West College.

On this basis, the Council may wish to seek further consultation with FPTNI (in an advisory capacity), DfI, Translink and any other key stakeholders in the proximity of the proposals.

5.3.19 Motorhome Parking

Motorhome provision throughout the District is currently only provided in private camping or caravan parks which are usually located outside of the main towns with Motorhome users wish to park within walking distance of town centres.

Some of the eleven Councils in Northern Ireland have upgraded sections of their car parks to allow motorhome access or provided aires de service facilities; therefore in order to contribute to economic vitality and tourism throughout the District, consideration should be given to appropriate locations for such facilities in Enniskillen and Omagh.

The approach to motorhome provision will be phased, in order gauge need and usage as set out below:

1. Year 1 – Consider provision in Enniskillen

The Round O Park located in Enniskillen may have potential for motorhome usage due to the current provision of on-site public toilets. In terms of feasible provision, a section of the car park could be designated as motorhome only to provide potentially six spaces per site with height barriers in place to direct the correct vehicles to the desired section of the car park; however it should be noted that no air de service facilities are to be provided. Potential consultations are required with Waterways Ireland due to the close proximity of the jetty.

2. Year 2 – Consider provision in Omagh

Assess the requirement of motorhome provision in Omagh based on demand. Feasible provision would be similar to provision in Round O, Enniskillen and potential locations could consider a section of Lisanelly Avenue.

3. Year 3 – Subsequent Years

Continue to monitor usage and demand in both towns annually to ascertain if further provision is required.

The enforcement of motorhome parking will require amendments to the Northern Ireland Off Street Parking Order (2000) particularly Clause 19 which does not allow cooking and sleeping and as such therefore overnight stays. Further consultation with DfI may be required to progress such amendments if this is seen as a feasible step forward.

5.4 Actions for Others

Whilst the Council has control of off-street car parking, there are other key stakeholders who have direct and indirect parking responsibilities and influences.

5.4.1 DfI Roads

DfI retains control of on-street car parking in addition to other highway responsibilities and as such any changes to provision will be the responsibility of DfI. Whilst DfI does not currently have plans to alter provision in the Fermanagh and Omagh District, it is noted that forthcoming public realm schemes and any proposed coach drop off facilities will affect current provision; therefore it is recommended that on street facilities are kept under review. Further consultation may be required with DfI depending on the preferred option for coach drop off parking spaces.

Similarly, it is recommended that DfI carry out regular parking studies to inform these reviews. These studies should primarily record on-street occupancies, durations of stay and any infringements. This data can then be used to identify any particular trends and enable informed, evidence-based decision making.

It is also noted that there are proposals to introduce on street parking charges in order to encourage on street parking as short stay only therefore this will require consistent monitoring and management

As a result these studies may identify the need for greater control in on-street provision, but this will need to be examined in consultation with town centre stakeholders.

It is also recommended that DfI work closely with the Council to share parking data and develop appropriate signage for each town.

5.4.2 Translink

Translink operate a number of bus services in the District as well as Crevenagh Park and Ride site just outside Omagh town centre. It is recommended that Translink continues to monitor the usage of the Park and Ride to identify trends in usage and review the need for expansion. Due to the rural nature of the District, local bus services can be limited in certain locations and demand should be reviewed on key routes throughout the District.

In addition, Translink should regularly review the need for additional Park and Ride sites in light of future land use planning proposals and observed parking trends.

In the town centres, Translink should work with the Council to ensure that parking by bus patrons is appropriately managed and that any long term parking acts associated with bus journeys are located appropriately.

5.4.3 Private Car Park Operators

Private car park operators provide off street car parking in both Enniskillen and Omagh town centres; generally associated with retail offerings and / or small businesses. Such operators should ensure the parking they provide is used appropriately and therefore regularly monitor parking usage and behaviour. Private parking operators should actively seek collaboration with the Council and DfI to highlight any issues etc.

Furthermore the consideration of multi-storey car parks in both Enniskillen and Omagh town centres is outlined within the area plans as a response to the need for additional short stay parking facilities. Feasibility studies would be required to assess if a need currently existed and whilst a public / private partnership could be developed it would be anticipated that a private operator would take the lead in all aspects including capital outlay.

5.5 Action Plan

The Action Plan identifies specific actions and measures that will underpin the strategy and support each of the objectives for the life of the strategy i.e. 2022.

The actions highlight key priorities for Fermanagh and Omagh District Council, although some of the actions themselves rely on delivery by and cooperation from other stakeholders.

The action plan will ensure that specific actions are developed for a range of stakeholders. This will ensure that clear lines of responsibility are developed and defined, maximising the potential for delivery of the respective actions.

No.	Action	Detail of Action(s)	Reason(s) for Implementation	Potential Expenditure	Potential Income	Meets Objective(s)	Timeframe	Priority	Stakeholders (lead in bold)	Primary Funding	Next Steps
1	Review FODC car park features	Ensure car park layout and space size are appropriate. Regular maintenance and cleaning of car parks. Improve safety for users and encourage investment in parking technology e.g. lighting, no unobstructed views and variable message signs to reduce circulation. Provide internal signage and payment systems (where applicable). Promote cashless parking.	Some car parks perform different functions from others and key features must be considered to ensure car parks are fit for purpose	SPONS Civils Price Book 2017 Surfacing £75 - £94 per m ² , white lining £1.65 per m ² , hatching £1 per m ² , lighting columns including bulb £1,101 per unit 150m ²	n/a	2, 4	2 - 5 years	1	FODC	FODC	Investigate best practice elsewhere, examine requirements.
2	Removal of £1 for 5 hours parking tariff	The removal of the overarching tariff of £1 for 5 hours parking in all applicable Council owned car parks to ensure higher turnover of spaces and appropriate short stay parking in the correct locations	Improve space turnover and re-locate all day parking.	n/a	n/a	2,3	0 - 1 years	1	FODC	FODC	Examine requirements and assess feasibility
3	Car Park accreditation standards	Individual Council car parks should seek to achieve Park Mark and Disabled Parking Accreditation	Improves general standard, quality and accessibility of parking for all users, hence improving user experience	DPA £20 membership fee and £100 per car park annually Park Mark £67 and £137 per car park annually	n/a	1, 2, 4, 6	2 - 5 years	2	FODC	FODC	Examine requirements and assess feasibility
4	Assess levels of parking demand	Regularly monitor parking demand (occupancy and duration of stay) at comparable times each year to identify trends	Parking demand ebbs and flows throughout the year	Mini Study including monitoring of usage and behaviour from tickets - £8k	n/a	1, 3, 7	2 - 5 years	1	FODC	FODC	Monitor demand on a regular basis
5	Parking for disabled users	Seek DPA accreditation. Primarily consider individual space size and location next to amenities on street. Review number of disabled spaces in off street car parks, compare with guidance and consider feasibility of additional spaces.	Improves parking accessibility for disabled users	approximately £20 per space in white lining equates to £840 for proposed 42 spaces. Additional costs of dropped kerbs circa £200	-£12,642 based on average £0.20 revenue per space is lost as for every two disabled spaces provided, 1 standard space is lost	2	2 - 5 years	1	FODC, DfI	DfI on street provision and FODC off street provision.	Examine requirements and assess feasibility
6	Signage	Consider the installation of strategic VMS signage in both Enniskillen and Omagh	Improves parking accessibility for all users.	£237k Enniskillen and £235k Omagh	n/a	2, 3, 4, 7	2 - 5 years	1	FODC , Car Park Operators	FODC	Investigate best practice elsewhere, examine requirements.
7	Parking Application (app)	Develop a dedicated parking app through a public - private sector partnership, to provide information on the location of car parks, their typical occupancies at certain times of the day and their costs.	Provides users with information so that they can make more efficient parking decisions.	£10k (Simple App) £50k (App that would link to any parking signage.	n/a	2, 3, 4, 7	2 - 5 years	1	FODC , Car Park Operators , Private Software Developers	FODC	Investigate best practice elsewhere, examine requirements.
8	EV Charging	Consider the installation of additional EV charging points in Council owned car parks and / or at Council buildings for staff fleet following an assessment of usage throughout the District	Improves parking accessibility for ecar users and promotes sustainable transport throughout the District	Range from £3,500 to £40,000 per site depending on model and including public realm - Additional user assessment cost of £5k	n/a	2, 3, 4, 7	2 - 5 years	2	FODC	FODC	Examine requirements and assess feasibility

	Action	Detail of Action(s)	Reason for Implementation	Potential Expenditure	Potential Income	Meets Objective(s)	Timeframe	Priority	Stakeholders (lead in bold)	Primary Funding	Next Steps
9	Enniskillen - Hollyhill	Maintain free parking until site is privately developed	Located further out of town, better suited to all day parkers - tariff free may encourage transfer from central car parks in the interim	n/a	n/a	2, 3	0 - 1 year	1	FODC	FODC	Monitor usage
10	Enniskillen - Eden Street	Increase parking charges. Tariff set as TL5 (£0.50 per hour)	Key central location with high occupancy and good space turnover	n/a	Based on an increased average of £0.30 revenue per space per hour potential £137,256	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
11	Enniskillen - Quay Lane North	No action required - maintain current operational model	Central location with existing tariff. Car park desirability should be reflected by charging and therefore existing tariff should be maintained	n/a	Maintain current income £61,725	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
12	Enniskillen - Quay Lane South	Increase parking charges. Tariff set as TL4 (£0.40 per hour)	Removal of existing tariff £0.40 per 3 hours and replace with TL4 (£0.40 per hour) to reflect central location	n/a	Based on average £0.20 revenue per space per hour potential £46,956	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
13	Enniskillen - Shore Road East	No action required - maintain current operational model	Central location with existing tariff. Car park desirability should be reflected by charging and therefore existing tariff should be maintained	n/a	Maintain current income £44,059	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
14	Enniskillen - Shore Road West	Increase parking charges. Tariff set as TL4 (£0.40 per hour)	Removal of existing tariff £0.40 per 3 hours and replace with TL4 (£0.40 per hour) to reflect central location	n/a	Based on average £0.20 revenue per space per hour potential £42,140	1, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park
15	Enniskillen - Head Street	No action required - maintain current operational model	Central location with existing tariff. Car park desirability should be reflected by charging and therefore existing tariff should be maintained	n/a	Maintain current income £33,379	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
16	Enniskillen - Queen Street	Introduce parking charges. Tariff set as TL4 (£0.40 per hour)	Central location and high occupancies. Car park desirability should be reflected by charging	Minimum £6,677 Average £15,045 Maximum £24,482 LPS chargeable rates - £13,160 pa	Minimum £22,635 Average £56,588 Maximum £67,905	1, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park
17	Enniskillen - Castle Park	Introduce parking charges. Tariff set as TL4 (£0.40 per hour)	Central location and high occupancies. Car park desirability should be reflected by charging	Minimum £7,530 Average £16,965 Maximum £27,608 LPS chargeable rates - £14,840 pa	Minimum £25,524 Average £63,812 Maximum £76,574	1, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park
18	Enniskillen - Wellington Place	Introduce parking charges. Tariff set as TL4 (£0.40 per hour)	Largest car park in the town, central location and high occupancies. Car park's desirability should be reflected by charging.	Minimum £19,039 Average £42,894 Maximum £69,802 LPS chargeable rates - £34,520 pa	Minimum £64,534 Average £161,336 Maximum £193,603	1, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park
19	Enniskillen - Cross Street	Increase parking charges. Tariff set as TL5 (£0.50 per hour)	Key central location with high occupancies throughout the day. Better space turnover is required. Car park desirability should be reflected by charging	n/a	Based on increase average £0.30 revenue per space per hour potential £92,106	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
20	Enniskillen - Market Street	Increase parking charges. Tariff set as TL5 (£0.50 per hour)	Key central location with high occupancies throughout the day. Better space turnover is required. Car park desirability should be reflected by charging	n/a		1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
21	Enniskillen - Down Street	Increase parking charges. Tariff set as TL5 (£0.50 per hour)	Key central location with high occupancies throughout the day. Better space turnover is required. Car park desirability should be reflected by charging	n/a		1,3	0 - 1 year	1	FODC	FODC	Monitor usage
22	Enniskillen - Ardhowen Theatre	Maintain free parking.	Located further out of town, better suited to all day parkers - tariff free may encourage transfer from central car parks	n/a	n/a	1, 2, 3	0 - 1 year	1	FODC	FODC	Monitor usage
23	Enniskillen - Round O Park	Maintain free parking.	Located further out of town, better suited to all day parkers - tariff free may encourage transfer from central car parks	n/a	n/a	1, 2, 3	0 - 1 year	1	FODC	FODC	Monitor usage
24	Enniskillen - Lakeland Forum	Issue parking permits / badges to centre staff. Introduce a time limit for free parking i.e. up to 3 hours in designated visitor section, remaining parking spaces outside of the designated zones to remain free.	Designated parking areas will ensure parking space for staff members and leisure users.	Static Signage - £500 per unit to clearly differentiate between designated areas. Fencing to differentiate between designated areas - including post and rail £30 per m ²	Enforcement income currently unknown - Potential for third party management company	1, 2, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park

	Action	Detail of Action(s)	Reason for Implementation	Potential Expenditure	Potential Income	Meets Objective(s)	Timeframe	Priority	Stakeholders (lead in bold)	Primary Funding	Next Steps
25	Omagh - Church Street South	Introduce parking charges. Tariff set as TL4 (0.40 per hour)	Central location and high occupancies. Car park desirability should be reflected by charging	Minimum £3,481 Average £7,842 Maximum £12,762	Minimum £14,749 Average £30,972 Maximum £36,872	1, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park
26	Omagh - Church Street North	Introduce parking charges. Tariff set as TL4 (0.40 per hour)	Central location and high occupancies. Car park desirability should be reflected by charging	Minimum £1,705 Average £3,841 Maximum £9,376	Minimum £7,224 Average £15,170 Maximum £18,060	1, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park
27	Omagh - Cunningham Terrace	Introduce parking charges. Tariff set as TL4 (0.40 per hour)	Central location and high occupancies. Car park desirability should be reflected by charging	Minimum £1,349 Average £3,041 Maximum £4,948	Minimum £5,719 Average £12,009 Maximum £14,297	1, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park
28	Omagh - Johnston Park	Increase parking charges. Tariff set as TL5 (£0.50 per hour)	Key central location with high occupancies throughout the day. Better space turnover is required. Car park desirability should be reflected by charging	n/a	Based on an increased average of £0.30 revenue per space per hour potential £176,085	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
29	Omagh - Foundry Lane	Increase parking charges. Tariff set as TL5 (£0.50 per hour)	Key central location with high occupancies throughout the day. Better space turnover is required. Car park desirability should be reflected by charging	n/a	Based on an increased average of £0.30 revenue per space per hour potential £105,651	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
30	Omagh - Market Street	Increase parking charges. Tariff set as TL5 (£0.50 per hour)	Key central location with high occupancies throughout the day. Better space turnover is required. Car park desirability should be reflected by charging	n/a	Based on an increased average of £0.30 revenue per space per hour potential £74,949	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
31	Omagh - Market Place	No action required - maintain current operational model	Central location with existing tariff. Car park desirability should be reflected by charging and therefore existing tariff should be maintained	n/a	Maintain current income £30,273	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
32	Omagh - Campsie	Introduce parking charges. Tariff set as TL4 (0.40 per hour)	Central location and high occupancies. Car park desirability should be reflected by charging	Minimum £7,175 Average £16,165 Maximum £26,306	Minimum £30,401 Average £63,842 Maximum £76,002	1, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park
33	Omagh - New Brighton Terrace	Increase parking charges. Tariff set as TL4 (0.40 per hour)	Removal of existing tariff £0.40 per 3 hours and replace with TL4 (£0.40 per hour) to reflect central location	n/a	Based on average £0.21 revenue per space per hour potential £60,049	1, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park
34	Omagh - Brook Street	Maintain free parking	Located further out of town, better suited to all day parkers - tariff free may encourage transfer from central car parks	n/a	n/a	1, 2, 3	0 - 1 year	1	FODC	FODC	Monitor usage
35	Omagh - Castle Street	Introduce parking charges. Tariff set as TL4 (0.40 per hour)	Central location and high occupancies. Car park desirability should be reflected by charging	Minimum £2,202 Average £4,961 Maximum £8,074	Minimum £9,331 Average £19,595 Maximum £23,327	1, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park
36	Omagh - Drumragh Avenue	Increase parking charges. Tariff set as TL5 (£0.50 per hour)	Key central location with high occupancies throughout the day. Better space turnover is required. Car park desirability should be reflected by charging	n/a	Based on an increased average of £0.30 revenue per space per hour potential £125,517	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage
37	Omagh - Old Mountfield Road	Maintain free parking	Located further out of town, better suited to all day parkers - tariff free may encourage transfer from central car parks	n/a	n/a	1, 2, 3	0 - 1 year	1	FODC	FODC	Monitor usage
38	Omagh - Omagh Leisure Centre	Issue parking permits / badges to centre staff. Introduce a time limit for free parking i.e. up to 3 hours in designated visitor section, remaining parking spaces outside of the designated zones to remain free.	Designated parking areas will ensure parking space for staff members and leisure users.	Static Signage - £500 per unit to clearly differentiate between designated areas. Fencing to differentiate between designated areas - including post and rail £30 per m ²	Enforcement income currently unknown - Potential for third party management company	1, 2, 3	0 - 1 year	1	FODC	FODC	Develop an action list for car park
39	Omagh - Lisanelly Avenue	Maintain free parking with improved formalised parking i.e. white lining	Located further out of town, better suited to all day parkers - tariff free may encourage transfer from central car parks - site improvements required	SPONS Civils Price Book 2017 Surfacing £75 - £94 per m ² , white lining £1.65 per m ² , hatching £1 per m ² , lighting columns including bulb £1,101 per 150m ²	n/a	1, 2, 3, 4	0 - 1 year	1	FODC	FODC	Develop an action list for car park
40	Free Parking	Maintain free parking on sites outside of the premium town centre however still within a short distance from main services, amenities and places of employment in order to encourage short stay parking in the town centre only	short stay parking close to main shopping streets with long stay parking confined to areas beyond the central core as outlined in the local Area Plans and SRTP	n/a	n/a	1, 3	0 - 1 year	1	FODC	FODC	Monitor usage

	Action	Detail of Action(s)	Reason for Implementation	Potential Expenditure	Potential Income	Meets Objective(s)	Timeframe	Priority	Stakeholders (lead in bold)	Primary Funding	Next Steps
41	Staff Parking	Ensure staff are aware how accessible the towns are on foot or by public transport in relation to their commute. Develop a solution long term based on essential car user requirements and staff postcodes.	Determine a suitable catchment from workplace and encourage those within that catchment to use sustainable modes as per accessibility mapping.	n/a	n/a	2, 3, 5	5 + years	2	FODC	FODC	Examine requirements and assess feasibility
42	Displaced Parking	Consistent periodic review of car park usage to assess impact on surrounding areas from displaced parking. Develop a solution if need arises.	Change to tariffs at individual car parks may cause displaced parking to residential areas.	Mini Study including consultation and monitoring of usage and behaviour from tickets - £10k	n/a	2, 3, 5	2 - 5 years	2	DfI and FODC	DfI	Examine requirements and assess feasibility
43	Season Tickets	Consider if an increase in allocation per car park is required based on current usage and improve advertising and application process. It is recommended that season tickets are not available in premium car parks	Due to the current all day occupancy in town centre car parks, a concession could be offered to a proportion of spaces	n/a	n/a	1, 2, 3, 4	1 - 2 years	2	FODC	DfI	Monitor demand on a regular basis
44	Planning Requirements and Local Development Plan	Consider an area of parking restraint in both towns and continue to pursue a policy of parking demand management	The development of the new Local Development Plans present the opportunity to consider parking restraint measures and the appropriateness of current polies in order to further support the vitality and viability of town centres	n/a	n/a	1, 3, 6, 7	2 - 5 years	2	FODC	FODC	Examine requirements and assess feasibility
45	Coach Parking	Consider use of utilising existing loading bays on street as dual use to provide additional drop-off and pick-up zones in Enniskillen and Omagh, upgrade signage and develop a District wide coach parking map.	As coach tourism is increasing further provision should be made in the form of drop-off and pick-up facilities. Coach parking is available in 2 car parks in Enniskillen with none provided in Omagh.	n/a	n/a	1, 2, 3, 6	2 - 5 years	2	Translink, FODC, FPTNI and DfI	FODC, DfI and Translink	Examine requirements and assess feasibility
46	Motorhome Parking	Consider phased approach to motorhome provision including Year 1 - Round O and Year 2 -Lisanelly Avenue - examine the feasibility of 6 motorhome spaces in each location. Year 3 and subsequent years to monitor usage.	Motorhome tourism is advised as increasing in Northern Ireland consideration required in Enniskillen and Omagh only as motorhome tourists aim to be located within walking distance of town centres	SPONS Civils Price Book 2017 Surfacing £75 - £94 per m ² , white lining £1.65 per m ² , hatching £1 per m ² , lighting columns including bulb £1,101 per unit required every 150m ²	Based on average £0.20 revenue per space per hour 12 spaces = Annual Revenue £7,224	1, 2, 3, 6	5 + years	2	FODC and Tourism NI	FODC	Examine requirements and assess feasibility
47	Department for Infrastructure (DfI)	Regular review of on-street parking provision. Regularly complete parking studies (occupancies, stay duration and infringements) to inform reviews and identify trends. Promote sharing of data between DfI and FODC. Develop appropriate signage for each town.	Studies may identify need for increased control in on-street provision, but data must be examined in consultation with town stakeholders	n/a	n/a	1, 2, 3, 5, 7	2 - 5 years	2	DfI and FODC	DfI	Monitor demand on a regular basis. Regular completion of parking studies for each area.
48	Translink	Regularly monitor demand at Crevenagh Park and Ride site. Regularly review need for additional Park and Ride Spaces. Work alongside FODC to ensure bus patron parking provision is appropriately managed. Ensure long term parking acts associated with bus journeys are located appropriately.	Ensure Park and Ride sites provide appropriate facilities which meet future land use planning proposals and observed parking trends. Protects bus patron parking provision.	n/a	n/a	5, 7	2 - 5 years	2	Translink, FODC	Translink	Monitor demand on a regular basis at Park and Ride sites. Review need for additional spaces. Collaboratively work with MUDC
49	Additional Sites	Need may arise to provide additional car parking in the future in both Enniskillen and Omagh. In Omagh two council owned sites have such potential including the existing Bowling Green and Tennis Courts. Scoping and feasibility studies will be required to consider additional sites in Enniskillen.	The additional parking facilities may rebalance supply and demand in Omagh and Enniskillen if a future need was identified.	Cost of Conversion Bowling Green - £133,188 - £221,980 Tennis Court - £104,742 - £174,570 Running Costs Bowling Green Minimum £7,104 Average £16,005 Maximum £26,045 Running Costs Tennis Courts Minimum £5,612 Average £12,664 Maximum £20,576	Bowling Green Minimum £30,100 Average £63,210 Maximum £75,250 Tennis Courts Minimum £23,779 Average £49,935 Maximum £59,447	1,3	5+ years	2	FODC	FODC	Examine requirements and assess feasibility
50	Private car park operators	Monitor site parking demand and advise FODC if parking is being inappropriately used e.g. short stay spaces used for all day parking. Collaboratively work with FODC and DfI. Consider feasibility of the provision of a private sector led multi-storey as outlined in the Area Plans	Ensures parking provision is appropriate in each town (location, price and availability)	n/a	n/a	1, 2, 4, 6	2 - 5 years	2	Car Park Operators, DfI, FODC	Car park operators	Monitor demand on a regular basis. Collaboratively work with FODC and DfI