



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

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**Local Development Plan  
Transportation  
October 2018**

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## **1.0 Introduction**

- 1.1 This background paper has been prepared to draw together the evidence base that has been used to inform the preparation of the Fermanagh and Omagh Local Development Plan (LDP) 2030. It is one of a suite of topic-based background papers that should be read alongside the LDP to understand the rationale and justification for the policies proposed within the draft Plan Strategy.
- 1.2 It is an update of Position Paper prepared as the baseline evidence for the Preferred Options Paper (POP) in October 2016 and which identified the key issues that need to be addressed by the LDP.
- 1.3 The movement of people and the efficient distribution of goods and services are essential to the functioning of any area. Good communications are important to the local economy and to attract inward investment. Good transport links also connect people socially and provide access to leisure and recreational opportunities. Transportation is therefore a key component of any land use plan. Whilst transport planning is a function that will remain primarily with the Department for Infrastructure (DfI), it will be important that the new Local Development Plan integrates transportation with land use. Off street parking is now a local government responsibility and must also be afforded greater weight in the preparation of the new plan. As part of the plan, it will also be important to look closely at how greater encouragement can be given to more sustainable forms of transport such as buses, cycle ways and walkways.

## **2.0 Regional Policy Context**

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

### **The Regional Development Strategy (RDS)**

- 2.2 The RDS 2035 contains a Spatial Framework and Strategic Planning Guidelines based on focusing development in gateways, hubs and clusters, and prioritising the improvement of the main transport corridors that form the regional transportation network. The RDS identifies Omagh and Enniskillen as main hubs. It recognises the geographical separation of the two main towns and whilst it states that hubs should not compete for scarce resources it recognises that due to the remoteness of Enniskillen and Omagh they have less potential to cluster.

- 2.3 Policy RG2 aims to deliver a balanced approach to transport infrastructure in order to remain competitive in the global market by promoting transport which balances the needs of our environment, society and economy. This focuses on managing the use of our road and air space and using our network in a better, smarter way. This will be developed further by improving connectivity, maximising the potential of the Regional Strategic Transport Network, using road space and railways more efficiently, improving social inclusion, managing the movement of freight, improving access to our cities and towns and improving safety by adopting a 'safe systems' approach to road safety.

### **The Regional Transportation Strategy (RTS) 2002-2012**

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

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

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

continue to implement the current transport plans until their planned expiry and a new Delivery Plan is published.

### **Transport Plans/Transport Studies**

- 2.7 Implementation of the RTS in the Council areas will be through the **Regional Strategic Transport Network Transport Plan (RSTNTP)** and the **Sub Regional Transport Plan (SRTP)**. The RSTNTP, published in March 2005, contains proposals for the maintenance, management and development of the Regional Strategic Transport Network (RSTN). The proposals include schemes for the improvement of transport infrastructure and improvements to public transport services. These schemes are summarised, by mode, in Appendix 1 including those from the SRTP which were informed by Local Transport Studies for Enniskillen and Omagh. Key future proposals in the plan area are featured under section 4.0 of this paper.

### **Regional Planning Policy Statements**

- 2.8 The SPPS provides the policy basis, alongside PPS 13 Transportation and Land Use, for considering planning proposals until such times that the Fermanagh and Omagh District Council has an adopted its own Plan Strategy. The SPPS does not represent a significant change to transportation policy but helps to shorten and simplify the guidance for councils. There are seven policy objectives identified for transportation and land-use planning within the SPPS which are:

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

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

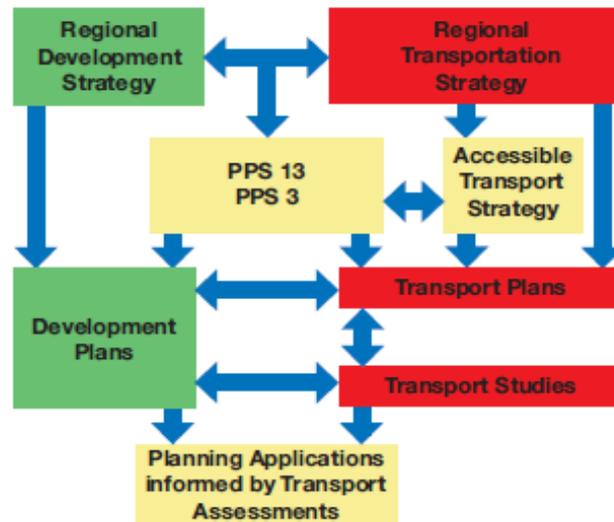
- Land use allocations and associated transport infrastructure;
- New Transport Schemes, Walking and Cycling;
- Disused Transport Routes;
- Car Parking;
- Protected Routes.

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

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

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

Figure 1



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

### 3.0 Transportation across the Council Area

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

#### Road Network

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

**Figure 2**



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

**Table 1 – Road Network Distances**

	Northern Ireland km	Fermanagh km (% of NI)	Omagh km (% of NI)	Fermanagh & Omagh km (% of NI)
<b>Road Length</b>	<b>25,507.20</b>	<b>2,071.40</b> <b>(8.12)</b>	<b>1,897.80</b> <b>(7.44)</b>	<b>3,969.20</b> <b>(15.56)</b>
<b>Motorway/dual carriage way</b>	<b>114.90/</b> <b>210.20</b>	<b>0.6</b>	<b>NA</b>	<b>0.6</b> <b>(1.95)</b>
<b>‘A’ Road (single carriage)</b>	<b>2079.20</b>	<b>223.40</b> <b>(10.74)</b>	<b>77.90</b> <b>(3.74)</b>	<b>301.3</b> <b>(14.49)</b>
<b>‘B’ Road</b>	<b>2093.80</b>	<b>236.70</b> <b>(11.30)</b>	<b>228.20</b> <b>(10.89)</b>	<b>464.9</b> <b>(22.20)</b>
<b>‘C’ Road</b>	<b>4724.90</b>	<b>433.80</b> <b>(9.39)</b>	<b>447.20</b> <b>(9.46)</b>	<b>881</b> <b>(18.64)</b>
<b>Unclassified</b>	<b>15,474.20</b>	<b>1177.50</b>	<b>1144.50</b>	<b>2322</b>

		(7.6)	(7.39)	(15)
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Source: NINIS 2014 (NISRA)

### Protected Routes

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

**Table 2 Protected Routes within Fermanagh and Omagh District**

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

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

### Modes of travel and public responsibilities

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

### Private Car

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

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

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

Source: Census 2011

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

### Public Transport

- 3.10 Public bus services for Fermanagh and Omagh are provided primarily by Translink/Ulsterbus. There are 3 main Ulsterbus Station/Depots in the Fermanagh/Omagh District, offering a variety of facilities, and several Sub-

Depots located throughout the District. Regular services operate to the main towns and villages though many are limited to school time requirements. Some services operate only for part of the route whilst others operate on specified days only and in some instances for selected parts of the year. Within the urban areas, there are several services within both Enniskillen and Omagh. Express (Goldliner) services run to destinations within Northern Ireland and the Republic of Ireland. Detail of these services are listed in Appendix 2.

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

**Table 4: Mode of Travel to Work**

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

Source: Census 2011 - Key Statistics

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

significant reductions in service delivery as well as other efficiency savings which are likely to impact on current services within Fermanagh and Omagh.

### **Walking and Cycling**

- 3.15 A key theme of government at all levels is to promote a modal shift from private car usage to walking and cycling, which in turn will have clear benefits in relation to reducing congestion, vehicle emissions and improving health. At local level, Transport NI is responsible for implementation of the infrastructure to encourage walking and cycling along the public highway. Other Departments also play a role, for example, the Department of Education has been involved in encouraging “Safer Routes to School” and the Department of Health, Social Services and Public Safety has helped establish “Highways to Health”.
- 3.16 Fermanagh and Omagh District Council through the activities of the Recreation Department and as part of its town centre initiatives and other environmental improvements, also play a key role. In addition, organisations such as Sustrans, an independent charity, which works with Transport NI, local authorities and other organisations are active in promoting cycling infrastructure, particularly the National Cycle Network.
- 3.17 Walking is facilitated throughout the urban areas of Enniskillen and Omagh by the footways along the road network. Some of these are designated as ‘Highways to Health’. Additionally several dedicated, recreational walkways, mainly along the river corridors, facilitate pedestrian movement in both towns. Census 2011 reports that only 5.66% and 5.7% of those travelling to work in Fermanagh and Omagh respectively do so on foot. Of these, 67% in Fermanagh and 64% in Omagh walk a distance of less than 5km.
- 3.18 Sustrans’ main scheme in Omagh is Connect2 shared walking and cycling path. Phase 2 is currently completed with the third and final phase due for completion in July 2015. Once complete, the riverside walk will run adjacent to the Strule River from Clonmore Gardens to the town centre, giving the route a total distance of 2.4km. This should link with the proposed schools campus as well as other development of the St Lucia and Lisanelly grounds.
- 3.19 With the development of the Northern Ireland Cycling Strategy (June 2000) and the staged implementation of the National Cycle Network (NCN), significant progress has been made towards improved facilities for cyclists in Northern Ireland. The Bicycle Strategy (August 2015) aims to increase the number of people choosing to travel by bicycle – particularly for the many shorter everyday journeys. In Local Development Plans, setting aside for the building of good quality, connected on and off-road walking and cycling routes through residential areas, which link to town centres and services, can help achieve this. Detail of National Cycle Network within the Fermanagh and Omagh area is set out in Appendix 3.
- 3.20 The developing Strategic Plan for Greenways (Department for Infrastructure) will see the development of the primary greenway network as a key feature in

FODC and will broadly follow the line of the old GNR railway between Portadown and Strabane through Omagh to the north of the council area, and between Clones and Belcoo through Enniskillen to the south of the Council area. A secondary network in FODC is also envisaged involving the lines between Enniskillen, Omagh and Pettigo and between Enniskillen and Fivemiletown. This network can contribute to encouraging not only active travel but also the promotion of health and wellbeing through more active lifestyles, recreation and leisure.

### Car Parking

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

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

<b>Town</b>	<b>No. of Car Park Spaces</b>
Enniskillen	1,697
Omagh	1,443
Fintona	84
Dromore	75
Carrickmore	24
Lisnaskea	157
Irvinestown	65
<b>Village</b>	<b>No. of Car Park Spaces</b>
Ballinmallard	75
Belleek	30
Kesh	30
Maguiresbridge	22
Tempo	29

*Source: Fermanagh and Omagh Council Updated September 2018*

- 3.22 Until 31st March 2015, Transport NI were responsible for car parking including ticketing, enforcement, maintenance and tariff setting. Transport NI implemented proposals to maximise the utilisation of the existing off street parking provision in the main towns and devised parking strategies to provide convenient short stay car parking close to each town centre with longer stay free parking located further out. Where practical, parking has also been

proposed convenient to bus stations to encourage public transport use by commuters. From the 1st April 2015, off-street parking became the responsibility of the Fermanagh and Omagh Council.

- 3.23 On street parking is managed by Transport NI and a parking strategy has been implemented to make best use of the on street parking provision in the main towns by providing restricted waiting parking close to each town centre with longer duration unrestricted parking further away from the town centre. There are a number of Park & Ride and Park & Share car parks in both Districts (see Appendix 5). It should be noted that some of the facilities are more formal arrangements than others.
- 3.24 It should also be noted that there are a number of other 'publicly available' car parks that are privately owned – though primarily for customer use. In Enniskillen, these include ASDA, Lidl, Dunnes Stores, Tesco, Erneside, Brewster Park, and at Enniskillen Omniplex. In Omagh, these include Dunnes Stores, Asda, Lidl, Great Northern Retail Park, St Patrick's Park, and at the Grange on Lisanelly Avenue.

### **Taxi Services**

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

### **Disused Transport Routes**

- 3.26 The remnants of the former railway network (closed in the 1950's and 1960's) are evident in the Fermanagh and Omagh District through disused rail track beds, many of which still retain features such as stone bridges, embankments and cuttings. There are several voluntary initiatives to lobby to bring rail transport back to the north-west, though there are no firm proposals or feasibility studies presently. Disused transport routes offer the opportunity for transport or recreational purposes.

### **Community Transport**

- 3.27 Community Transport is a term covering a wide range of solutions usually developed to cover a specifically identified transport need, typically run by the local community for local neighbourhoods on a not-for-profit basis. Community transport provides the connectivity needed to get otherwise isolated or excluded groups of people to a range of destinations, and helps to develop sustainable communities. It is often provided through minibuses and volunteer car schemes.
- 3.28 The Rural Transport Fund (RTF) is administered by DfI (formerly DRD) since November 1998. Its primary objective is to support transport services designed to give people in rural areas improved access to work, education, healthcare, shopping and recreational activities and by so doing assists in reducing their social isolation. RTF provides a Rural Bus Subsidy annually to support socially necessary but uneconomic bus services in the rural area (e.g.

the Sperrin Rambler) as well as providing revenue and capital funding for the Rural Community Transport Partnerships (RCTPs), managed by the Community Transport Association (CTA).

- 3.29 RCTP's are set up and managed by volunteers on a non-profit basis and may take different forms, reflecting their local nature. They encourage volunteers to use their own cars as part of social car schemes or to drive minibuses. RTCPs have effectively become the primary source of accessible transport for many older people and people with disabilities living in rural areas. Other community transport initiatives include Fermanagh Community Transport and Easilink Community Transport in the Omagh area.
- 3.30 As CTA is supported by DfI, there is potential that the level of funding provided by central government may be reduced due to budget constraints. CTA Northern Ireland generates additional finance to support its core services in Northern Ireland from its social enterprise activities and fund-raising to help make a difference for members.

### **Enniskillen Airport**

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

## **4.0 Key Future Transportation Proposals/Initiatives**

### **Highways**

- 4.1 The most significant highway transportation schemes in the plan area as proposed in the RSTN TP (see Appendix 1) are as follows:
- A5 dual carriageway (Aughnacloy –Derry/Londonderry) – currently on hold pending legal challenge
  - A4 Enniskillen Southern Bypass – at forward planning stage with Transport NI
  - A5/B48 Strathroy Link Road - currently under construction due for completion summer 2019

- A32 Omagh to Enniskillen Improvement Strategy – two of the 8 schemes identified have been completed with the remaining either at forward planning stage with Transport NI or subject to availability of funds and successful completion of statutory processes.
- 4.2 The Irish Cross Border Area Network (ICBAN) identified the A5/N2 between Derry/Londonderry, Aughnacloy and onwards to Dublin and the A4/N16 between Sligo and Ballygawley as priority transport corridors in a study undertaken for the Regional Strategic Framework for the Central Border Region (2013-2027). These two transport corridors are viewed as priorities to realising the Border Area’s goal of sustainable and balanced economic development. Both the dualling of the A5 between Derry/Londonderry and Ballygawley and the provision of a bypass for Enniskillen were classed as priority 1 projects.

### **Walking and Cycling**

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

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

- 4.4 The Bicycle Strategy for Northern Ireland (published in August 2015) sets out plans to make NI a cycling community over the next 25 years. In promoting the bicycle as an attractive mode of transport, the Strategy aims to help those who choose to cycle by:
- Having high quality infrastructure which promotes greater priority for the bicycle;
  - Providing secure cycle parking where it is required;
  - Developing bicycle hubs;
  - Promoting the ‘Cycle to work’ scheme to employers;
  - Promoting e-bikes;
  - Public bike hire schemes.

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

### **Public Transport**

- 4.5 There are no specific proposals for public transport schemes at present. However, Translink have undertaken public consultation process on 16<sup>th</sup> March 2015 to assess the implications for the existing bus and rail networks as a consequence of the recent budget settlements for 2015-2016. The revised bus timetables as shown on the appendices (updated September 2018) indicates that there is a reduction of bus services across the district with some Saturday services being removed altogether compared to 2015.

### **Car Parking**

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

### **Enniskillen Airport**

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

## **5.0 Conclusion**

- 5.1 Based on the current transport situation and different modes of travel and responsibilities for their provision, it is apparent that in order to conform to Regional Policy, the new Local Development Plan needs to promote a modal shift to more sustainable forms of transport. This could be best achieved by not only creating additional cycle and walkways but by distributing and zoning open spaces to create green areas, as well as increasing permeability within new housing developments. Identifying safe routes for schools, particularly in light of the relocation of several schools to the Strule Shared Education Campus, could in turn result in the prioritisation of public highway improvements by DfI e.g. Pelican Crossings and footways.
- 5.2 However, the ability to achieve such a modal shift is limited and any successes will be primarily achieved in the two main towns. For the rural dweller, particularly in the remoter parts of the district, the private car will remain the primary form of transport. As such, complementary measures should be introduced in the plan which are aimed at reducing the need to travel long distances in order to access shops, recreation facilities and public services within the district.
- 5.3 Therefore, in preparing the Local Development Plan (LDP) for Fermanagh and Omagh, it is important to assess the transport needs, problems and opportunities within the plan area and to ensure that appropriate consideration is given to transportation issues in the allocation of land for future development. Consideration should also be given to the Regional Transportation Strategy and the relevant Transport Plans. This will ensure that the LDP and Transport Plans have a complementary role to play in

promoting greater integration of transportation and land use planning. The SPPS seeks to secure this improved integration with land-use planning, consistent with the RDS; and to facilitate safe and efficient access, movement and parking.

- 5.4 The local transport studies carried out as part of the SRTP go some way to detailing transport issues, problems and opportunities in the two main towns in the Council area. Consultation will be required with Transport NI when considering land use allocations and future development sites. This will allow for a detailed assessment of the impact of proposed development on the highway network and the possibility of providing suitable access.
- 5.5 It should also be noted that in the current climate of austerity with budget reviews and potential budget cuts, there may be some impact on the timing of the delivery of some of the major road schemes. Cuts to funding also have significant implications for public transport, particularly community transport and the impact this will have on the more economically disadvantaged and vulnerable in our society. Furthermore, as DfI will continue to make decisions and take responsibility of transportation services across Northern Ireland, the council's role in relation to transportation will be inevitably restricted.
- 5.6 This paper has provided an overview of transportation provision within Fermanagh and Omagh and in moving forward, it will be important to ensure that the new Local Development Plan meets the needs of all road users whether they are living in the area, working in the area or visiting it or have businesses in the area and require better connectivity within the district and beyond, and between the two main hubs. To meet transportation needs, the Local Development Plan should therefore include measures to:
  - promote/improve connectivity, particularly in rural areas;
  - promote more sustainable transport modes including walking, cycling and public transport;
  - protect road users and improve road safety for car users, public transport, cyclists and walkers.

**Appendix 1 – Transport Plans/Transport Studies**

**Appendix 2 - Bus Services**

**Appendix 3 – National Cycle Network**

**Appendix 4 – Existing Car Parks in the Fermanagh and Omagh District Council Area**

**Appendix 5 – Park and Ride/Park and Share in the Fermanagh and Omagh District Council Area**

## **1.0 Regional Strategic Transport Network Transport Plan 2015 (RTSN TP)**

- 1.1** The purpose of the RTSN TP is to plan the maintenance, management and development of the NI Strategic Transport Network up to the end of 2015. It presents the skeletal framework of the RDS connecting all the main centres of economic and social activity and the major transport hubs. It contains proposals including enhanced public transport infrastructure, improved rail and bus services, 5 Key Transport Corridors, new, improved park and share facilities as well as enhanced walking and cycling provision to help reduce reliance on the private car. The measures in the plan fall into the following categories (1) walk/cycle, (2) bus, (3) rail, and (4) highway.
- 1.2** The majority of measures promoting walking and cycling will be contained within the BMTP and SRTP. There are also appropriate ranges of measures that will be implemented along the RTSN. These include Traffic Calming (e.g. gateway features, Making it Easier to Walk (e.g.) new cycling facilities. The provision of walking and cycling schemes is led by the DRD Roads Service through its Local Transport and Safety Measures (LTSM) programme. The RTSN TP envisages an investment of £7.4m for walking and cycling initiatives over the plan period. To date, only a few schemes have been taken forward.
- 1.3** Under the RTSN TP a review of inter-urban bus and coach services is proposed to provide a minimum of hourly services on KTC's that do not have rail services. The aim is to reduce the average age of buses and coaches and provide higher standards of comfort and accessibility. Private operators will also be encouraged. The SRTP will take forward improvements to bus stations. Bus stations will also benefit from highway improvements throughout the RTSN. The RTSN TP envisages an investment of £81.4m in bus initiatives over the plan period. Rail initiatives do not impact on Fermanagh Measures and additional park and share sites to promote higher car occupancy and improved access to public transport. Further measures are proposed to enhance the existing level of traffic information provided.
- 1.5** The Key Transport Corridors directly impacting on Fermanagh/Omagh District include the Western Corridor – running north-south and linking Donegal, Londonderry, Omagh (A5) and Dublin; and, the South Western Corridor – running east-west and linking Belfast, Tyrone, the Fermanagh Lakeland and important cross-border routes e.g. Enniskillen-Sligo. The corridors are supported by other important trunk roads such as the Enniskillen to Omagh (A32) and the Omagh to Cookstown (A505) trunk roads.
- 1.6** The RTSN TP addresses how to enhance accessibility to the main gateways and cross border links. It contains a list of Strategic Road Improvements (SRIs), each with a cost exceeding £1m. The purpose of SRIs is to deal with bottlenecks causing congestion through increased capacity and to alleviate town centres from through traffic using bypasses. It also contains a list of Widened Carriageway Schemes and Park and Share sites. The following tables identify SRIs in the Fermanagh and Omagh Council area for the period 2015-2017. Proposals for all these schemes will be taken through the DRD statutory process, independently of Local Development Plans.

**Table 1: Strategic Road Improvement Schemes Identified in the Fermanagh and Omagh Council Area 2015/ 2017**

<b>Settlement</b>	<b>Scheme</b>	<b>Status</b>
<b>Omagh</b>	Derry Road to Strathroy Link	Under construction
	B48 Mountjoy Road/ Gortin Road Strategy	In programme
	A5 Curr Road/Tullyrush Road improvement	complete
	B122 Tattyreagh Road/Drumragh Road improvement	complete
	C667 Brookmount Road - Footway	not implemented
	C625 Old Mountfield Road - Footway	not implemented
	C627 Deverney Road - Footway	complete
	B158 Donaghanie Road - Footway	complete
	A32 Clanabogan Road Footway - Footway	complete
	C625 Knocknamoe Bungalows - Footway	complete
	B4 Donaghanie - Cycle Track	complete
<b>Fintona</b>	B46 Dromore Road /Main Street Fintona-Footway	complete
<b>Dromore</b>	B84 Dooish Road /Priestown Road improvement	complete
	C665 Camderry Road,Dromore - Footway	in programme
<b>Beragh</b>	C629 Dervaghroy Road Beragh Footway	complete
<b>Sixmilecross</b>	C627 Cloughfin Road/C633 Whitebridge Road improvement	in programme
<b>Gortin</b>	B48 Glenpark Road, Carriageway improvements	not implemented
<b>Newtownsaville</b>	C657 Newtownsaville Road/ Killadroy Road improvement	complete
<b>Enniskillen</b>	A4 Sligo Road - Cycle track	complete
	A4 Dublin Road, Enniskillen -road widening	complete
	A4 Wellington Road Strategy - road improvement schemes	not implemented
	A4 Sligo Road/Rossorry Road improvement	in programme

	A509 Derrylin Road(Derryhawlaght) improvements	not implemented
	A509 DerrylinRoad( Montiagh) improvements	not implemented
	A4 Sligo Road - Cycle track	complete
	A4 Dublin Road, Enniskillen -road widening	complete
	A4 Belfast Road (Dolans Ring) improvement	not implemented
<b>Lack</b>	Kilsmullen Road - footway	complete
<b>Ballinamallard</b>	B46 Ballinamallard Road - Cycletrack	complete
<b>Belleek</b>	U8448 Rosscor Road - Footway	not implemented
<b>Donagh</b>	B36 Dernawilt Road/Tattycam Road improvement	complete
<b>Teemore</b>	C431 Teemore Road - Footway	complete
<b>Lisnaskea</b>	A34 Maguiresebridge Road - Footway/footbridge	not implemented
<b>Newtownbutler</b>	A3 Clones Road /DerryGoas Road improvement	not implemented
	B143 Magheraveely Road - footway	complete

Source: Transport NI, Strategic Road Improvements- updated September 2018.

**1.7** The **Strategic Roads Improvements (SRIs)** are managed under three programmes:

- The Construction Programme which contains those schemes which have completed the statutory procedures (where applicable) and for which funding has been confirmed.
- The Preparation Pool which allows high priority schemes to be taken through the statutory procedures, including acquisition of land, in advance of funding being confirmed. Subsequent progression into the Construction Programme is dependent on the level of funding available at that time.
- The Forward Planning Schedule which contains a number of schemes, which together with those in the Preparation Pool, could be started within the next 10 years or so, subject to satisfactory economic and other appraisals, availability of funding and satisfactory progression through the statutory procedures.

**1.8** A number of the schemes identified in Fermanagh and Omagh Council area have been completed or are currently under construction however Transport

NI have indicated that there are a number 'in Planning' (Table 2), including the A5 dual carriageway. These schemes are to be taken through the statutory procedures and will advance on confirmation of funding.

**Table 2: Major SRI schemes currently 'In Planning'**

<b>Road No.</b>	<b>Road Description</b>	<b>Improvements</b>	<b>Status</b>	<b>Scheme Estimate £M</b>
A5/B48	Strathroy Road Link	Single carriageway	Currently under construction (due for completion summer 2019)	£7m
A5	Aughnacloy (Border) – Londonderry	Dual Carriageway	Deferred due to legal process	£800M - £850M
A32	Omagh-Dromore-Irvinestown-Enniskillen	On-line and off-line improvements	Drumskinny and Shannaragh realignment delivered (~£10m). Development work on realignments at Cornamuck (~£6m) and Kilgortnaleague (~£6m) ongoing. Delivery subject to future budgetary settlements.	
A4	Enniskillen Southern Bypass	Single carriageway	Preferred alignment to be announced in March 2015. Delivery subject to future budgetary settlements	£25m-£30m

*Updated September 2018.*

## **A5 Western Transport Corridor**

- 1.9** The A5 Western Transport Corridor is one of the five key Transport Corridors in Northern Ireland and the proposed upgrade to a dual carriageway between New Buildings and Aughnacloy will help to reduce the number of collisions by providing improved cross sections, forward visibility and alignments as well as separating strategic and local traffic. Following a Public Inquiry in 2016, the Planning Appeals Commission report was received on 25 May 2017. However, a legal challenge to DfIs 'Decision to Proceed' was received in December 2017. This has delayed construction, and in particular the

construction of Phase 1A (New Buildings to north of Strabane), which was due to commence early 2018.

- 1.10** There are currently 3 ‘Future schemes’ within the Fermanagh and Omagh Districts. These schemes are expected to be implemented within the next ten years or so, and are subject to statutory procedures, available funding etc. (Table 3). Proposals for all these schemes will be taken through the DRD statutory process, independently of the Local Development Plan.

**Table 3: Current ‘Future Schemes’ within Fermanagh and Omagh District**

Road	Road Description	Description
A4	Enniskillen Southern Bypass	Provide 3.2km of 2+1 single carriageway to bypass Enniskillen from A509/A4 Sligo Road to A4 Belfast Road.
A4	Wellington Road, Enniskillen	Provide 2 lanes in each direction
A4	Western Transport Corridor	Provide Dual Carriageway from Ballygawley to Border at Belcoo (N16 to Sligo) via Enniskillen

Source: *Regional Strategic Transport Network Transport Plan (2015)*

### **A4 Enniskillen Southern Bypass**

- 1.11** The A4 at Enniskillen forms part of the South Western Key Transport Corridor which provides access between the East and the Fermanagh Lakelands and cross-border regions. The proposed scheme will consist of a 2+1 single carriageway. The key benefits of the proposed scheme are:

- Reduced traffic congestion in Enniskillen
- Provision of a transport link connecting the A4 Dublin Road to the A4 Sligo Road
- Facilitation of a more efficient movement of traffic in and around Enniskillen as well as a high degree of port-related traffic on the route
- Improved access to industrial areas and Derrylin Road
- Reduction in noise and air pollution.

## **2.0 Sub-Regional Transport Plan (SRTP)**

- 2.1** The Sub-Regional Transport Plan (SRTP) also takes forward the strategic initiatives of the Regional Transportation Strategy (RTS) for Northern Ireland 2002-2012. The SRTP relates to local measures in the 29 largest towns and cities outside the Belfast Metropolitan Area and, to a lesser extent, to the smaller settlements and the open countryside. In line with the RTS, the SRTP notes the highway linkages with the Regional Strategic Transport Network and identifies separate packages of measures by mode of transport for walking and cycling, bus, rail and highways for the period 2002-2015.

- 2.2 Local Transport Studies** - Traffic conditions in each of the 29 towns and cities in the SRTP area have been examined by Local Transport Studies. Each Local Transport Study has gathered data from a range of sources including traffic surveys in each of the towns, including Enniskillen and Omagh. Each study has determined current traffic conditions and any associated problems whilst also estimating traffic conditions in 10 years' time, where possible in conjunction with the Development Plan process.
- 2.3** The Local Transport Studies provide information to confirm local strategies, initiatives, schemes and proposals that will contribute to the SRTP. These studies assess the capacity and quality of the overall transport network and the transportation needs for the Plan area. They also provide a basis upon which potential development land can be accessible by all modes and therefore inform land use zonings.
- 2.4** These Local Transport Studies contribute to the Technical Supplements which were prepared for individual Council areas, and are presented in two sections. Section A, provides a Northern Ireland overview and an explanation of the features common to towns and cities; and section B, provides detail of each town and city individually.
- 2.5** The technical content of the supplement is presented in Section B in the format of tables and accompanying Blueprint maps for each town. The content of the maps and much of the information presented in the Technical Supplement has been derived directly from Local transport Studies. There are 3 proposed Transport Blueprints included within each of the Technical Supplements for the Fermanagh and Omagh Districts: Highway Blueprint, Walking Blueprint and Cycling Blueprint.
- 2.6 Highways Blueprint** – showing a number of local highway proposals, which include schemes dependent on appropriate levels of funding secured from developers e.g. Dublin Road to Scarffes Entry and Glencam Road Link. Highway measures include construction of new highways or an increase in existing highway capacity. The highway proposals located in Omagh and Enniskillen towns are summarised in Tables 4 & 5.

**Table 4: Enniskillen Local Transport Study: Highway Blueprint**

Proposed Highway Schemes (From SRTP)	Proposed Highway Schemes (From RSTN TP)
None	Cherrymount Link Road (complete)
	Henry Street (Complete)

*Source: Sub-Regional Transport Plan 2015 – Technical Supplement for Fermanagh District*

**Table 5: Omagh Local Transport Study: Highway Blueprint**

Proposed Highway Schemes (From SRTP)	Proposed Highway Schemes (From RSTN TP)
Derry Road to Strathroy Road Link	Great Northern Road (Bypass -

(over Strule River) Under Construction	Phase 3, complete)
Strathroy to Gortin Road Link	Crevenagh Road Link (complete)
Glencam Road Link	Mountjoy Road (complete)
Mountjoy Road (complete)	
Dublin Road to Scarffes Entry	
Winters Lane to Crevenagh Road Link (complete)	

Source: Sub-Regional Transport Plan 2015 – Technical Supplement for Omagh District

- 2.7** There are also proposals within Enniskillen for certain Junction Improvements, including upgrading or modifying to accommodate additional or changed traffic movements, and Proposed Linking of Traffic Signals to increase capacity through a series of neighbouring junctions.
- 2.8 Walking Blueprint** – In each of the towns, there are proposals for a continuous pedestrian network which will be designed and maintained to an appropriate standard. The pedestrian network will include links from the town centre to the bus stations where required. The aim is to provide footways which make it easy for children’s buggies and people with mobility aids to pass easily. There should be more crossing facilities at locations where people normally wish to cross.
- 2.9** Each Walking Blueprint distinguishes between the primary and secondary walking networks. The primary network includes the radial routes together with the main roads through the town centre. The secondary network comprises the lower trafficked local roads which accommodate movement within the residential areas or serving as feeder routes from these areas into the strategic network. The SRTP proposes to provide enhancements to this network to ensure a high standard pedestrian provision.
- 2.10** The Walking Blueprints for Enniskillen and Omagh identifies / proposes routes within the town centres as being Primary Walking Routes while most of the main routes radiating out from the town centre are to be Secondary Walking Routes.
- 2.11** Potential Additional Walking Routes have been identified in the Blueprints. These are links that are considered desirable to enhance network connectivity but are not affordable within the proposed RTS funding (Tables 6 & 7).

**Table 6: Enniskillen Local Transport Study: Walking Blueprint**

Proposed	Proposed Secondary	Potential Additional
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<b>Primary Walking Routes</b>	<b>Walking Routes</b>	<b>Walking Routes (Not in RTS funding)</b>
Paget Lane Paget Square  High Street  Middleton Street  Cross Street  Water Street  Eden Street  The Diamond  Townhall Street  East Bridge Street  Church Street  Darling Street  Hall's Lane	Cornagrade Road Anne Street  The Brook  Willoughby Place  Derrygonnelly Road  Henry Street  Sligo Road  Castle Street  Wellington Road  Wesley Street  Frith's Pass  Belmore Street  Gaol Square  Dublin Road  Tempo Road  Irvinestown Road  Hollyhill Link Road	Loughshore Road Derrygonnelly Road  Rossorry Church Road  Coleshill Road  Sligo Road  Broadmeadow Public Jetty (off Wellington Road)  Quay Pass  Derrychara Link  Derrychara Road to Algeo Drive  Fairview Avenue  Dublin Road/Belfast Road  Castlecoole Road  Killynure Park  Tempo Road  Chanterhill Road across to Tempo Road  Chanterhill Road  Cooper Crescent  Drumclay Link  Irvinestown Road  Cherrymount Road  Lower Chanterhill Road  Coa Road  Cornagrade Road

Source: Sub-Regional Transport Plan 2015 – Technical Supplement for Fermanagh District

**Table 7: Omagh Local Transport Study: Walking Blueprint**

<b>Proposed Primary</b>	<b>Proposed Secondary</b>	<b>Potential Additional</b>
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Walking Routes	Walking Routes	Walking Routes (Not in RTS funding)
Drumragh Avenue Sedan Avenue	Mountjoy Road Old Mountfield Road	Derry Road Great Northern Road
McConnell's Place	Killyclogher Road	Scarffes Entry
Abbey Street	Hospital Road	Kevlin Avenue
Castle Street	Crevenagh Road	Johnston Park
George's Street	Irishtown Road	Festival Park
Church Street	Dublin Road	Irishtown Road
James Street	Dromore Road	Crevenagh Road
John Street	Tamlaght Road	Hospital Road
High Street	Brook Street	Killyclogher Road
Bridge Street	Brookmount Road	Old Mountfield Road
Market Street	Derry Road	
Campsie Road		
Dublin Road		
Mountjoy Road		

Source: Sub-Regional Transport Plan 2015 – Technical Supplement for Omagh District

- 2.12 Cycling Blueprint** - Identifies facilities where it is considered that they are most needed and most likely to be well used. The provision of continuous cycle networks is considered most beneficial in towns with significant numbers of existing cyclists, or where large student populations and/or flat cycling conditions exist. Cycle routes may be on-road cycle lanes, shared footways/cycleways or off-road paths. Each Cycling Blueprint presents existing and proposed cycling facilities within the town (Tables 9-12).

**Table 8: Enniskillen Local Transport Study: Cycling Blueprint –**

## Existing National Cycle Network/Cycle Routes

<b>Existing National Cycle Network (On Road)</b>
Coa Road, Lower Chanterhill Road, Lakeview Park, Algeo Drive, Cappog Road, Old Rossorry Road, Sligo Road, The Castle Bridge, Paget Lane, across Wellington Road, Eden Street, High Street, Townhall Street , East Bridge Street, Belmore Street, Market Street, Cross Street, Middleton Street
<b>Existing National Cycle Network (Traffic Free)</b>
Queen Elizabeth Road, Irvinestown Road, Castle Coole to Dublin Road, Dublin Road, Crest Road, adjacent to Ardhoven Theatre to Dublin Road, from Lakeview Park across to Broadmeadow Public Jetty, Broadmeadow Public Jetty to Castle Bridge, Broadmeadow Public Jetty to Bus Centre on Wellington Road, Henry Street, Sligo Road
<b>Existing Other</b>
Tempo Road, around Racecourse Lough, Hillview Road, Cornagrade Road, Corban Avenue, Loughview Drive, Derrin Park, Derrin Road, The Brook/Brook Terrace, Rossorry Church Road, Belfast/Dublin Road

Source: Sub-Regional Transport Plan 2015 – Technical Supplement for Fermanagh District

**Table 9: Enniskillen Local Transport Study: Cycling Blueprint – Proposed National Cycle Network/Cycle Routes**

<b>Proposed National Cycle Network (On Road)</b>
None
<b>Proposed National Cycle Network (Traffic Free)</b>
None
<b>Proposed Cycle Routes</b>
Cherrymount Link Road (complete)
<b>Potential Additional Cycle Routes (Not in RTS funding)</b>
Tempo Road, Wickham Place, Dublin Road/Gaol Square, Queen Elizabeth Road, Queen Street, Anne Street, Erne/West Bridge, Cornagrade Road

Source: Sub-Regional Transport Plan 2015 – Technical Supplement for Fermanagh District

**Table 10: Omagh Local Transport Study: Cycling Blueprint – Existing**

## National Cycle Network/Cycle Routes

<b>Existing National Cycle Network (On Road)</b>
Arleston Road/Arleston Park, Donaghane Road
<b>Existing National Cycle Network (Traffic Free)</b>
Gortin Road, Mountjoy Road, Old Mountfield Road, along Omagh Leisure Centre, along Camowen River from Omagh Leisure Centre to Arleston Park, Retreat Close, along Camowen River from Retreat Close to Donaghane Road
<b>Existing Other</b>
Killyclogher Road, Crevenagh Road, Clanabogan Road, Dromore Road Great Northern Road, along Camowen River from Drumragh Avenue to Omagh Leisure Centre, from Camowen River to Old Mountfield Road/Arleston Road

Source: Sub-Regional Transport Plan 2015 – Technical Supplement for Omagh District

**Table 11: Omagh Local Transport Study: Cycling Blueprint – Proposed National Cycle Network/Cycle Routes in Omagh Town**

<b>Proposed National Cycle Network (On Road)</b>
None
<b>Proposed National Cycle Network (Traffic Free)</b>
None
<b>Proposed Cycle Routes</b>
John Street/James Street, Great Northern Road (subway) through Festival Park to link with Townview Ave, Dublin Road
<b>Potential Additional Cycle Routes (Not in RTS funding)</b>
Strathroy Road, from Strathroy Road across Strule River to link with Derry Road, Derry Road, Mountjoy Road/Bridge Street, Great Northern Road, Winters Lane, Hospital Road, Killyclogher Road, Campsie Road/Lower Market Street

Source: Sub-Regional Transport Plan 2015 – Technical Supplement for Omagh District

## Appendix 2: Bus Services

**Table 12: Ulsterbus Rural Services in Fermanagh and Omagh District Council Area**

Service No.	Route Details	No. of Buses per Day*		
		M-F	SAT	SUN
58	Enniskillen – Belturbet	4	1	-
59	Enniskillen – Derrygonnelly	6	-	-
60	Enniskillen – Fivemiletown	3	-	-
99	Enniskillen – Belleek	2	-	-
83A	Omagh – Kesh	2	-	-
94	Enniskillen – Omagh	7	3	1
95	Enniskillen – Clones	5	3	-
192	Enniskillen – Swanlinbar	3	-	-
193	Enniskillen – Ballygawley	1	-	-
194	Enniskillen – Pettigo	4	3	-
83A	Omagh - Kesh	2	-	-
85	Omagh - Clogher- Fivemiletown	2	-	-
86	Omagh - Carrickmore- Dungannon	5	2	-
87	Omagh - Fintona	7	5	-
88	Omagh - Cookstown	1	-	-
92	Omagh - Greencastle	5	-	-
92C	Omagh – An Creggan	2	-	-
93	Omagh - Gortin	5	-	-
94	Omagh - Enniskillen	7	3	1
96	Omagh - Castlederg	6	2	1
97	Omagh - Strabane	5	-	-
403	Sperrin Rambler	2	-	-

**Table 13: Ulsterbus Urban Services in Enniskillen and Omagh**

Service No.	Route Details - Enniskillen	No. of Buses per Day*
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		M-F	SAT	SUN
397A	Enniskillen, Buscentre – Hillview Road	6	6	-
397B	Enniskillen, Buscentre - Windmill Heights	4	4	-
397C	Enniskillen, Buscentre - Chanterhill	4	4	-

Service No.	Route Details - Omagh	No. of Buses per Day*		
		M-F	SAT	SUN
384A	Omagh, Buscentre - Strathroy Estate	8	6	-
384B	Omagh, Buscentre – Killyclogher	9	7	-
384C	Omagh, Buscentre - Tamlaght Road	8	3	-
384D	Omagh, Buscentre – Culmore Park/O’Kane Park	2	2	-
384E	Omagh, Buscentre – Tyrone & Fermanagh Hospital	5	4	-
384F	Omagh, Buscentre – Mullaghmore/Lisanelly Heights	4	3	-
384G	Omagh, Buscentre – Coolnagard/Dergmony Estate	5	5	-

**Table 14: Goldliner Bus Services in Fermanagh and Omagh District**

Service No.	Route Details	No. of Buses per Day*		
		M-F	SAT	SUN
261	Enniskillen – Belfast	11	8	8
273	Omagh – Belfast	16	12	7
X3	Omagh - Dublin	4	4	4

Source: Translink Timetables 2018 \*Note: Return Journeys are generally the reverse of those indicated.

## Appendix 3 – National Cycle Network

- 3.1** In Northern Ireland, the Network extends to more than 1000 miles, mostly on quiet country roads and includes 106 miles of traffic-free paths. There are three National Cycle Network Routes which traverse the Plan area:
- National Route 91 of the NCN traverses much of Fermanagh, in a figure of eight based route around the county, known as the Kingfisher Trail;
  - National Route 92 of the NCN bisects Omagh and offers cycle access to Strabane to the north, Enniskillen to the south-west and Cookstown to the east;
  - National Route 95 of the NCN runs from Lough Neagh, across to Pettigoe through Fermanagh District, via Gortin in the Omagh District.
- 3.2** There are also several short, medium, and long cycle routes in the Fermanagh and Omagh District, some of which include sections which follow the National Cycle Network (Table 15).

**Table 15: Cycle Routes in Fermanagh District**

Route	Name of Cycle Route	Distance	General Location
<b>SHORT</b> (0-10 miles)	<b>Castle Archdale Family Cycling Trail</b>	6 miles	Travels around Castle Archdale Forest (North Fermanagh)
	<b>Castle to Castle</b>	3 miles	Travels between Enniskillen Castle and Castle Coole
	<b>Crom</b>	3.5 miles	Travels around Crom Castle ( Southeast Fermanagh
	<b>Omagh Riverside path to Gortnagarn</b>	5.5 miles	Travels around Omagh town to Gortnagarn
	<b>Enniskillen Highway to Health (2loops)</b>	1.5miles	
<b>MEDIUM</b> (11-60 miles)	<b>Gold Cycle Route</b>	31 miles	Travels through the Northeast of Omagh District
	<b>White Hare Cycle Route</b>	36 miles	Travels through the East of Omagh District
<b>LONG</b> (+60 miles)	<b>Ballyshannon to Larne</b>	281 miles	Travels West-East through Fermanagh and Omagh District Council
	<b>Belfast to Ballyshannon</b>	242 miles	Travels East-West through Fermanagh and Omagh District Council
	<b>Kingfisher Trail</b>	230 miles	Travels around Fermanagh (South/West)
	<b>North West Trail</b>	202 miles	Travels North-West through Fermanagh and travels south-north through omagh
	<b>West Fermanagh Loop</b>	73 miles	Travels around West of Fermanagh

Source: Cycle NI Website 2015

## Appendix 4 – Existing Car Parks in the Fermanagh and Omagh District Council Area

**Table 16: Car Parks Omagh (Main Town)**

<b>Town</b>	<b>Location</b>	<b>No. Of Spaces</b>	<b>Disabled Spaces (Y/N)</b>
Omagh	Brooke Street	57	Y
Omagh	Campsie Road	101	Y
Omagh	Castle Street	31	Y
Omagh	Church Street North	49	Y
Omagh	Church Street South	24	Y
Omagh	Cunningham Terrace	19	N
Omagh	Drumragh Avenue	139	Y
Omagh	Foundary Lane	117	Y
Omagh	Johnston Park	195	Y
Omagh	Leisure Centre car park	97	Y
Omagh	Lisanelly Car Park	181	Y
Omagh	Market Place	59	Y
Omagh	Market Street	83	Y
Omagh	New Brighton Terrace	95	N
Omagh	Old Mountfield Road	120	N
Omagh	The grange Car Park	76	Y

**Table 17: Car Parks Enniskillen (Main Town)**

Town	Location	No. Of Spaces	Disabled Spaces (Y/N)
Enniskillen	Ardhowen Theatre	102	Y
Enniskillen	Castle Park	106	N
Enniskillen	Derrychara Road	36	N
Enniskillen	Down St / Market St / Cross St	102	Y
Enniskillen	Eden Street	152	Y
Enniskillen	Head Street	56	Y
Enniskillen	Hollyhill Link Road	185	Y
Enniskillen	Quay Lane North	92	Y
Enniskillen	Quay Lane South	78	Y
Enniskillen	Queen Street	94	N
Enniskillen	Round-O	50	N
Enniskillen	Shore Road East	66+ 2 coach	Y
Enniskillen	Shore Road West	70	Y
Enniskillen	Wellington Place	268	Y

**Table 18: Car Parks Fintona (Local Town)**

Town	Location	No. Of Spaces	Disabled Spaces (Y/N)
Fintona	Main Street	62	Y
Fintona	Town Centre	22	Y

**Table 19: Car Parks Dromore (Local Town)**

Town	Location	No. Of Spaces	Disabled Spaces (Y/N)
Dromore	Drumquin Road	25	N
Dromore	Main Street	50	Y

**Table 20: Car Parks Carrickmore (Local Town)**

Town	Location	No. Of Spaces	Disabled Spaces (Y/N)
Carrickmore			

**Table 21: Car Parks Lisnaskea (Local Town)**

Town	Location	No. Of Spaces	Disabled Spaces (Y/N)
Lisnaskea	New Bridge Road	42	N
Lisnaskea	Fair Green	84	Y
Lisnaskea	Market Yard	31	N

**Table 22: Car Parks Irvinestown (Local Town)**

Town	Location	No. Of Spaces	Disabled Spaces (Y/N)
Irvinestown	Brownhill	65	Y

**Table 23: Car Parks Ballinmallard (Village)**

Town	Location	No. Of Spaces	Disabled Spaces (Y/N)
Ballinmallard	Main Street	75	N

**Table 24: Car Parks Belleek (Village)**

Town	Location	No. Of Spaces	Disabled Spaces (Y/N)
Belleek	Cliff Road	30	N

**Table 25 Car Parks Kesh (Village)**

Town	Location	No. Of Spaces	Disabled Spaces (Y/N)
Kesh	Railyway Street	30	Y

**Table 26: Car Parks Maguiresbridge (Village)**

Town	Location	No. Of Spaces	Disabled Spaces (Y/N)

Maguiresbridge	Tattinderry Road	65	N
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**Table 27: Car Parks Tempo (Village)**

Town	Location	No. Of Spaces	Disabled Spaces (Y/N)
Tempo	The Diamond	29	N

*Source: Fermanagh and Omagh Council September 2018*

## Appendix 5

**Table 28: Park & Ride and Park & Share Sites Located within Fermanagh and Omagh District**

Road No.	Location	Type	Capacity	Bus Stop	Other Comments
A35	A47 junction (Boa Island Rd), Kesh	Lay-by	5		Unofficial
Off A4/A34	Maguiresbridge	Lay-by	6		Unofficial
A32/B82	Trory Junction	Car park	25		Unofficial
A4	Lisbellaw		8		Unofficial
A5	Crawford's Bridge	Off road park	12	bus	Unofficial
A5	Bankmore Road junction	Off road park	9		Unofficial
A5	Crevenagh Road	Off road park	251	bus	Official
A5	Mountjoy post office	Lay-by	10		Unofficial
A505	Creggan crossroads	Lay-by	8		Unofficial
A5	Watson Park, Omagh	Lay-by	12		Unofficial
A505	Loughmacrory Junction	Car park	12		Unofficial