

# **Fermanagh and Omagh Transport Plan 2035 Baseline Report**

**Department for Infrastructure**

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# 1. Introduction/Study Area

- 1.1 This Baseline Report has been prepared to guide the development of the Fermanagh and Omagh Transport Plan 2035 (FOTP) which is being developed by AECOM on behalf of the Department for Infrastructure (DfI). The FOTP corresponds to the Fermanagh and Omagh District Council (FODC) area.
- 1.2 The district covers an area of 2,829km<sup>2</sup> in the south-west, approximately 20% of the land mass of Northern Ireland (NI). The district is largely rural with two principal towns of Omagh, which is situated in the northern part of the district, and Enniskillen, which is in the southern part of the district. The towns are approximately 35km apart.
- 1.3 Whilst Omagh and Enniskillen are the largest towns, they measure at most 4.7km from one side to the other, although both towns are situated in river valleys which has a significant influence on land use and connectivity with a limited number of crossing points resulting in increased travel distances between parts of the towns despite crow-fly distances being comparatively short.
- 1.4 The next largest urban area outside of the FODC area is Londonderry~Derry which is approximately 45km (28 miles) as the crow flies from Omagh or 76km (48 miles) from Enniskillen, connected by roads including the A5 and A32. Further afield, Belfast is approximately 87km (54 miles) as the crow flies from Omagh and 113km (70 miles) from Enniskillen and is connected by roads including the M1, A4, A6 and A505. Distances would vary by chosen route.
- 1.5 The district is bounded to the north and east by Derry City and Strabane District Council and Mid Ulster District Council. On its southern, south-eastern and western boundary is Donegal, Leitrim, Sligo and Monaghan county councils in the Republic of Ireland.
- 1.6 Upper and Lower Lough Erne is the second biggest lake system in NI and is a significant environmental, social and economic asset within the district and region. It is an internationally important nature conservation site and is a draw for tourism and recreation. The lake system has an area of approximately 143km<sup>2</sup>. The lake and river system has a spatial influence on the transport network and travel distances.
- 1.7 DfI developed Local Transport Studies in 2021 for all the local authorities in NI. This included the Fermanagh and Omagh Transport Study<sup>1</sup>. This Baseline Report addresses the key evidence gaps by undertaking additional analysis

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<sup>1</sup> <https://www.infrastructure-ni.gov.uk/publications/sub-regional-transport-study>

and to update data where needed to provide a more robust baseline to inform decision making for the FOTP.

- 1.8 The FOTP is being developed alongside the FODC Local Development Plan (LDP) Local Policies Plan (LPP). This is to facilitate the successful integration of land use and transportation and to advance the regional strategic objectives for transportation and land use planning as outlined within the Strategic Planning Policy Statement.
- 1.9 For developing the FOTP Baseline, three main data evidence themes have been defined:
- People and Place
  - Economy
  - Transport Infrastructure and Services
- 1.10 The themes capture important and interrelated aspects of planning, including improving the health and wellbeing of communities, delivering sustainable development, maintaining and improving transport networks and services including sustainable travel opportunities, and facilitating economic growth.

Figure 1 - Core Analytical Themes



- 1.11 The focus for data analysis will be the Transport Infrastructure and Services theme, however evidence pertaining to People and Place and Economy (which can be considered in combination) will also be presented to provide a broader perspective on the local context. Environment data will be covered in the separate Integrated Sustainability Assessment (ISA).
- 1.12 The Baseline Report aims to provide both a district-wide view and a more detailed view within the district's two principal towns of Omagh and Enniskillen.
- 1.13 In addition to data analysis under the core themes, a Policy Context chapter in this report section will summarise important and relevant extracts from published policy and strategy documents in line with the core analytical themes and across the geographical scales of Local (District), Regional (NI) and National (UK). Relevant policy from Ireland will also be captured.



- 1.14 The purpose of this is to highlight important synergies between policies/strategies across different sectors and geographical scales, and to provide a view of their influence upon how challenges and opportunities in the FOTP context can and should be addressed.
- 1.15 It should be noted that this report uses details from the Fermanagh and Omagh **draft** Plan Strategy. That strategy may be subject to change prior to adoption. While this report may or may not be updated, the development of the Transport Plan will reflect the final LDP Plan Strategy.
- 1.16 Finally, based on the baseline evidence, a summary of the key challenges which are likely to be of significance in terms of the delivery of positive outcomes through the FOTP and LDP processes are summarised.

## 2. People, Place and Economy

### Settlement Hierarchy

2.1 There are four tiers in the hierarchy of settlement defined in the Regional Development Strategy 2035 (RDS). These are:

- Level 1 - Villages;
- Level 2 - Urban Centres/Smaller Towns;
- Level 3 - Regional Towns/Clusters; and
- Level 4 - Principal Cities.

2.2 The RDS also provides the Spatial Framework for NI which has the following 5 components which are shown in Figure 2:

- The metropolitan Area centred on Belfast;
- Londonderry~Derry – principal city of the North West;
- Hubs and Clusters of Hubs;
- the Rural Area; and
- Gateways and corridors.

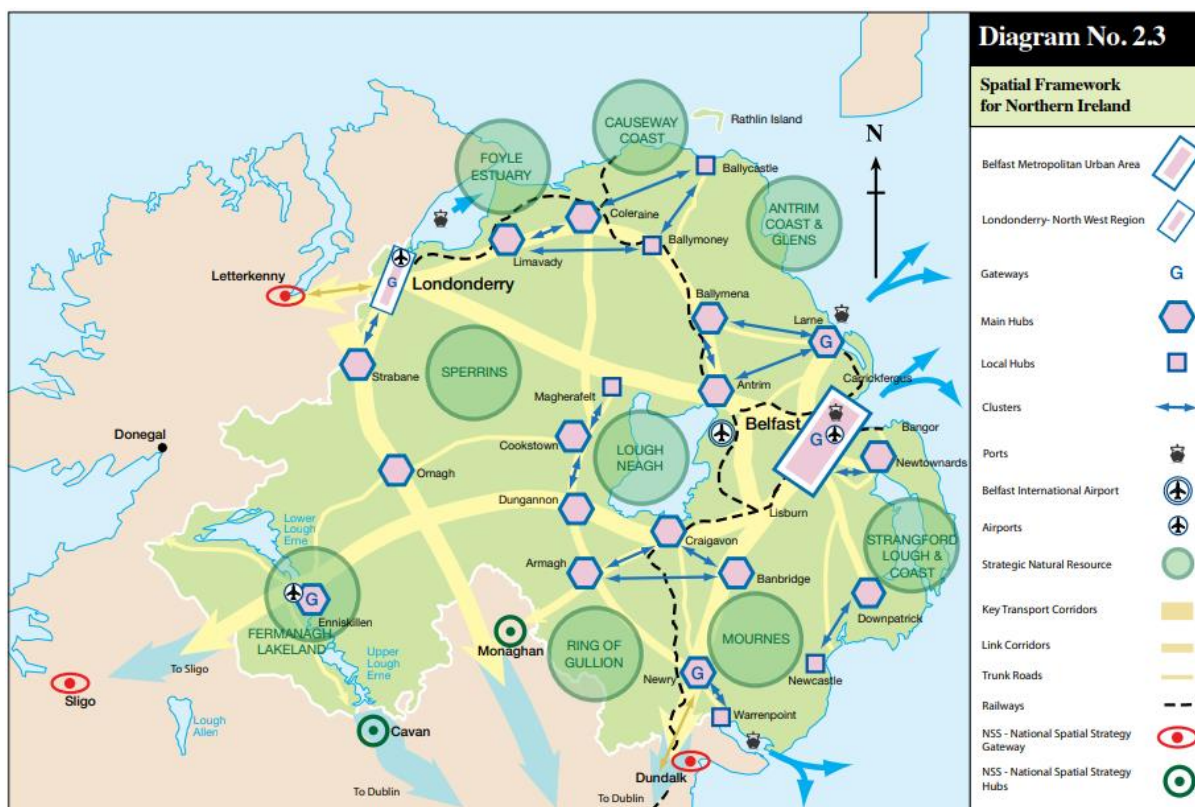


Figure 2 Spatial Framework for Northern Ireland

2.3 The FODC LDP Plan Strategy provides the Settlement Hierarchy at the District level with the definitions shown in Table 1 Settlement Definitions below.

Table 1 Settlement Definitions

Settlement Type	Definition
Main Towns	Focal point for employment, shopping, housing, leisure, cultural and social facilities
Local Towns	Smaller towns providing a small range of goods, services, leisure and cultural facilities.
Villages	Local service centres which provide for opportunities for housing, employment and community/leisure facilities appropriate to their scale and character.
Small Settlements	Settlements with few or minimal facilities and infrastructure.

2.4 Enniskillen and Omagh are the main towns in the Council area, with Omagh being the largest in terms of population and household numbers. Both towns offer an extensive range of administrative, educational, health, community, retail and leisure services and facilities. The RDS defines both Enniskillen and Omagh as Main Hubs, and Enniskillen as a Gateway (though to Sligo).

2.5 The remaining settlements and their location are shown in Figure 4. A full list of the Settlement Hierarchy Classification is within the LDP Draft Plan Strategy.

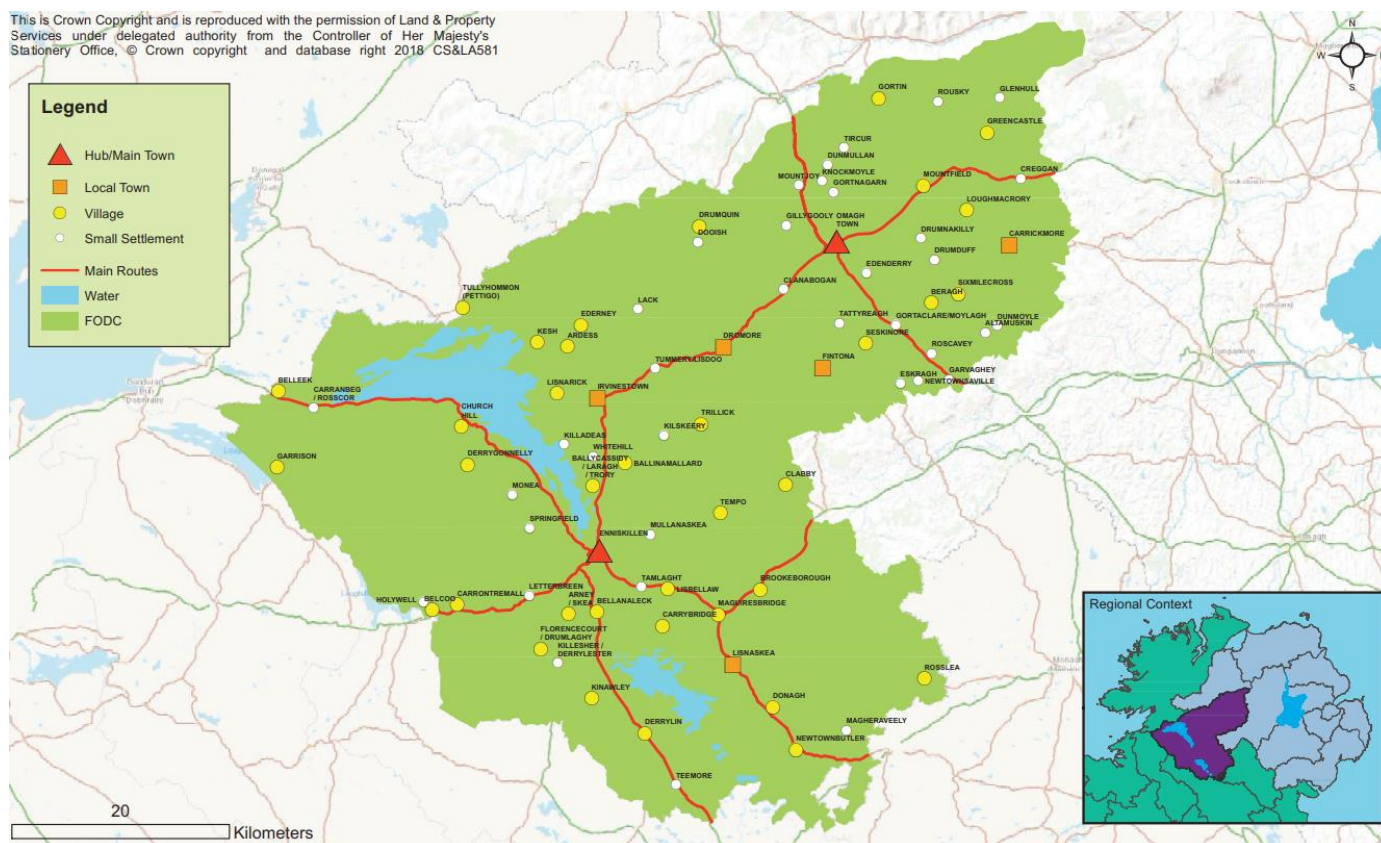


Figure 3 Settlement hierarchy

- 2.6 Outside of defined settlements in the four tiers of the hierarchy is the ‘open countryside’. Mostly comprising of individual dwellings including farm dwellings and small groups, this is where 46% of the district’s population lives and approximately 41% of households.
- 2.7 The Council area is the largest in NI in terms of land mass and the smallest in terms of population at 116,812 in the 2021 census (an increase from 113,161 in the 2011 census). A high proportion of the population resides across a wide rural area in villages, small settlements and single dwellings.

## Land Uses

### Omagh

- 2.8 Omagh is situated at the confluence of the Camowen and Drumragh rivers which give converge to form the River Strule.
- 2.9 The town lies approximately 69 miles west of Belfast and 34 miles south of Derry/Londonderry along the Western (Derry/Londonderry to Dublin) key transport corridor.

2.10 Omagh is an attractive and desirable town in which to live, with a town centre partially designated as a Conservation Area (see Figure 4). The town provides an extensive range of retail, commercial, administrative, educational and health services for the large surrounding rural community. Its shopping function has developed steadily, now providing a wide range of independent traders and well-known “high street” multiples within the town centre including at the Showgrounds Retail Park. In addition to the above, the town centre contains 4 “national” food retailers - Dunnes, Asda, Iceland, SuperValu – plus international food retailers, Lidl and Marks and Spencer.

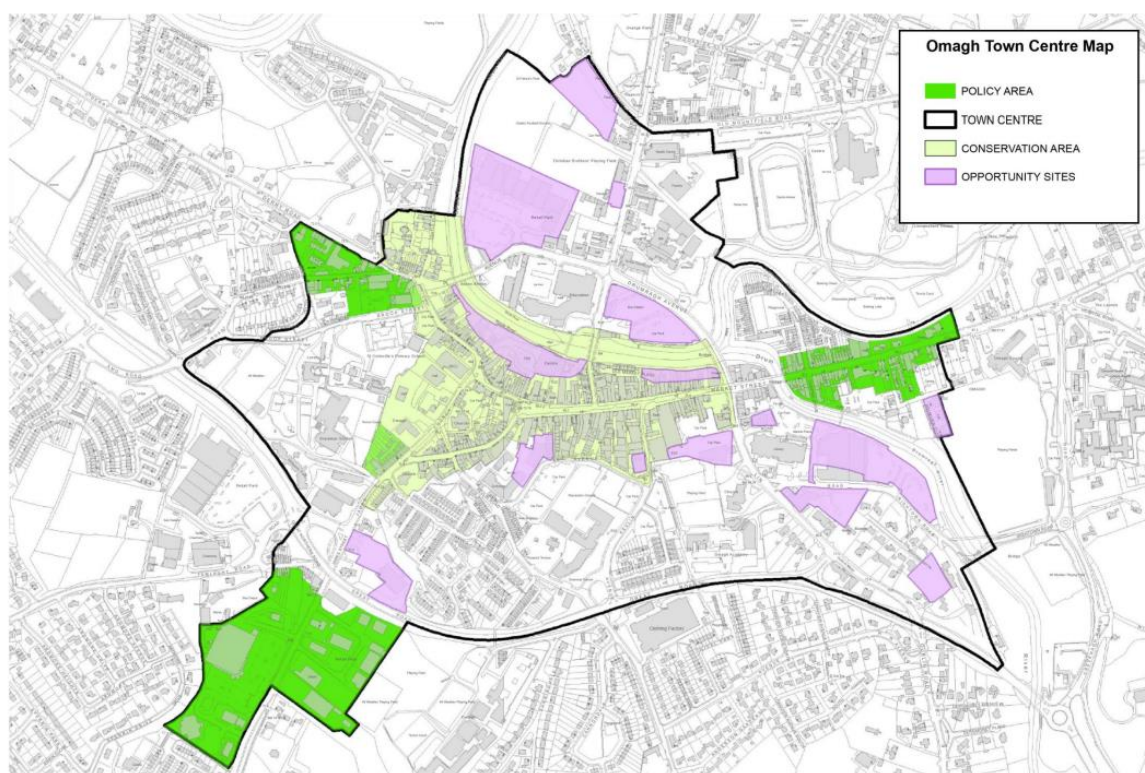


Figure 4 Map of Omagh Town Centre

2.11 A concentration of comparison retailing is found on the High Street, Market Street and the shopping areas accessed from them. However, a notable concentration of offices is found to the east of the High Street in the vicinity of the Courthouse. The secondary shopping areas on Campsie Road, John Street and George’s Street/ Castle Street have a greater proportion of service uses. Residential use at ground floor level (mainly houses in single occupation) is mostly found at the periphery of the main shopping area.

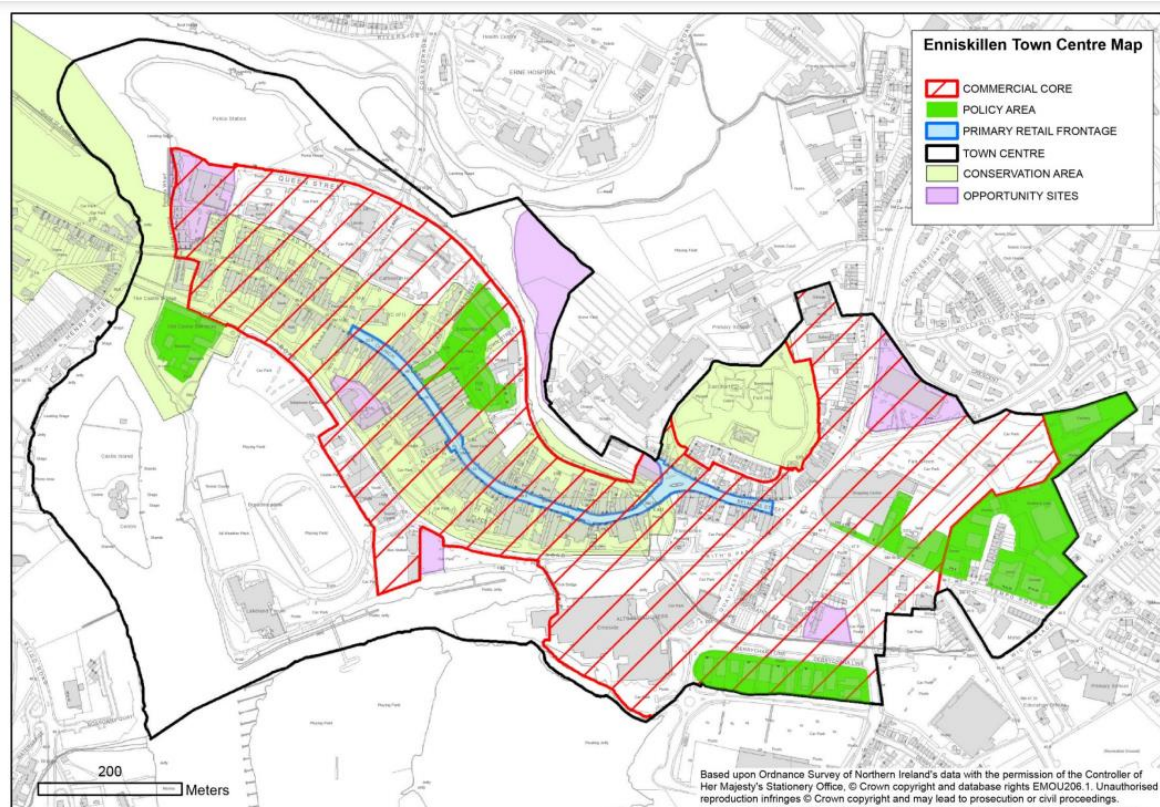
2.12 Omagh has a bus station located in the town centre at Drumragh Avenue. Both Market Street/High Street and the Showgrounds Retail Park are within a short walking distance. A taxi rank is located adjacent to the bus station.

2.13 The Oasis plaza project, an elevated public space above the existing car park at Drumragh Avenue, was completed in 2016 as part of the regeneration of Omagh town centre. It is a key attraction for new visitors to the town and provides a public space where people can meet and interact as well an open air location for various festivals held in the town. It is linked to the town centre via a new pedestrian/cycle bridge across the River Strule.

2.14 There are no green park spaces within the main shopping area of the town centre, however the hard surfaced area immediately in front of the courthouse on High Street provides a civic space<sup>2</sup>.

### Enniskillen Town Centre

2.15 Enniskillen performs an important role as the main service centre for the south-west of NI as well as a strong cross border shopping function given that it is located close to the Republic of Ireland. The area stretching from West Bridge to Dublin Road and Forthill Street is designated as the Commercial Core of Enniskillen (see Figure 5) and contains the traditional concentration of retailing and other town centre uses. The frontages of Belmore Street, East Bridge Street, Townhall Street, the Diamond, High Street and Church Street are designated as Primary Retail Frontage.



<sup>2</sup> Fermanagh and Omagh District Council Local Development Plan – Town Centres and Retailing, October 2018.

### Figure 5 Enniskillen Town Centre

- 2.16 There are a wide range of uses within the town centre including convenience goods, comparison goods, mixed stores, services, offices, community, residential and vacant.
- 2.17 A concentration of retail services is found on Fort Hill Street and Belmore Street with a concentration of comparison retailing located in Town Hall Street, High Street and Church Street and the shopping areas accessed from them. However, a notable concentration of offices is found in East Bridge Street and Town Hall Street in the vicinity of the Town Hall. The secondary shopping areas on Darling Street, and Fort Hill Street have a greater proportion of service uses and characteristically have more vacant properties. Paget Square also has a concentration of vacant properties. Residential use at ground floor level (mainly houses in single occupation) is mostly found at the periphery of the main shopping area.
- 2.18 Several units in the area of High Street and Town Hall Street are recorded as having comparison goods, with very few of these having a first-floor sales floor area. Instead these units are normally used for either storage or office use ancillary to the ground floor retail use. A significant proportion of units in this area are vacant at first floor level. The secondary shopping areas on Darling Street and Fort Hill Street have a greater proportion of residential use (mainly flats) at first floor level.
- 2.19 Enniskillen has a bus station located on the town centre boundary on Shore Road, adjacent to the River Erne. Its central location aids integration with Enniskillen's primary shopping areas and Townhall Street, High Street and Erneside Shopping Centre are within short walking distance. The bus station is also within walking distance from the Fermanagh Lakeland Forum leisure complex. A taxi rank, café, and public toilets are located here.
- 2.20 The Castle Basin area was revitalised and opened in 2015, which included improvements to the cycling and walking infrastructure, public realm improvements and a new events space near the Lakeland Forum, a council run leisure complex and pool on the edge of the River Erne.
- 2.21 There are no green park spaces within the main shopping area of the town centre, although Forthill Park is located just to the north. 'The Diamond' at Townhall Street is a hard surfaced public realm where pedestrians meet but has limited space<sup>3</sup>.

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<sup>3</sup> Fermanagh and Omagh District Council Local Development Plan – Town Centres and Retailing, October 2018.

## Population

2.22 In the 2011 Census, the Council area was relatively rural with just over half of the population living in designated settlements while the remainder lived in isolated dwellings or small hamlets within the countryside. The number of households increased significantly in the countryside between 2001 and 2011 by 25% compared to a 6.7% increase across the settlements. Table 2 shows the population numbers and density across the settlement hierarchy.

**Table 2 Urban-Rural Population Split in 2011**

	<b>Fermanagh and Omagh</b>
<b>Main Towns</b>	33,472 (29.6%)
<b>Local Towns</b>	8,037 (7.1%)
<b>Villages Small Settlements</b>	19,454 (17.2%)
<b>Total Urban</b>	<b>60,963 (53.9%)</b>
<b>Countryside</b>	<b>52,198 (46.1%)</b>
<b>Total District</b>	<b>113,161</b>

Source: Census 2011

2.23 In 2011, the populations of the former Fermanagh and Omagh Districts were 61,805 and 51,356 respectively (113,161 in total). These represented a 7.3% growth in the population over a 10-year period closely mirroring the NI average.

2.24 Every two years the NI Statistics and Research Agency (NISRA) publishes population projections at local government level, the latest being the 2018-based projections (mid-2018 to mid-2042). These take into account migration, natural increase and other factors. In the 2018-based projections, natural growth is the key driver with the projected number of births exceeding the projected number of deaths in NI.

2.25 The key findings for the population of the FODC area are that the population is expected to grow by around 2.1%, down from the previous estimate of 7.1%. From 2018 to 2028, the number of children is expected to decrease by 5.8% whilst the number of working age people is expected to decrease by 1.5% compared to a 28% increase in the number of pensioners. The Council area is also projected to continue to have the smallest proportion of the total NI population (6.1% in mid-2028).

## NI Multiple Deprivation Measure

2.26 The NI Multiple Deprivation Measure (NIMDM) 2017 is the official measure of deprivation in NI. NIMDM 2017 identifies small area concentrations of multiple

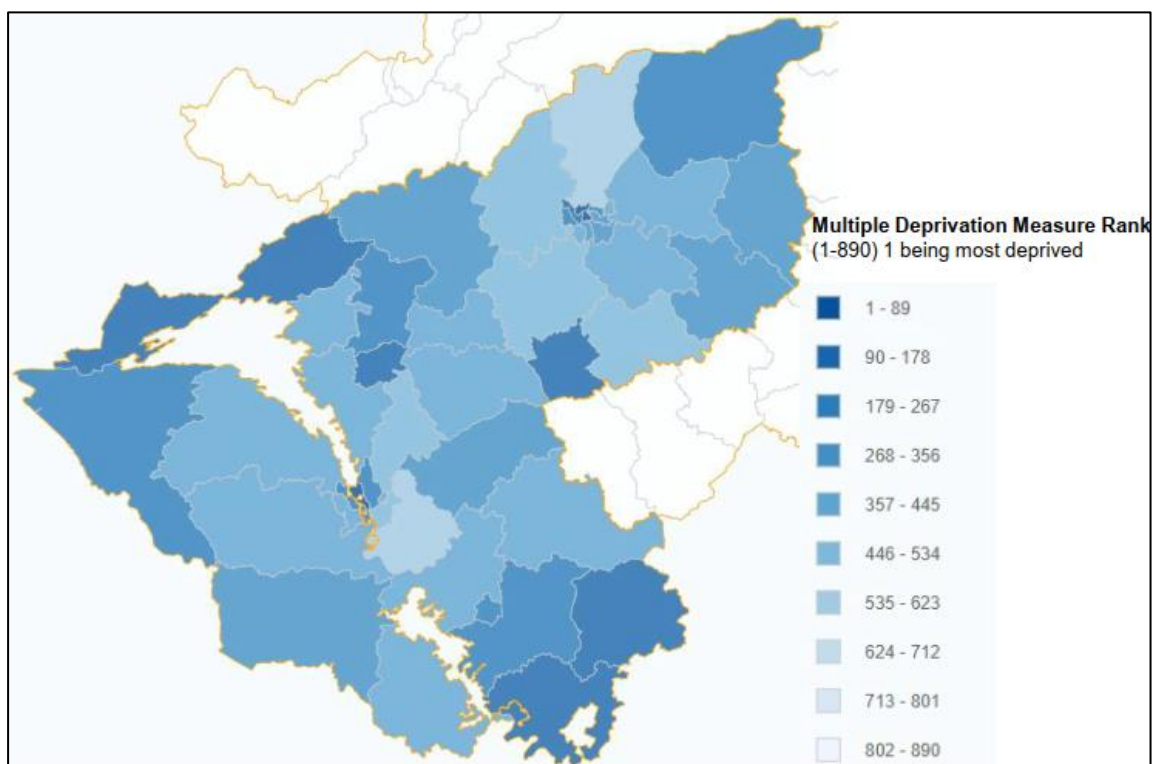


deprivation across NI (Super Output Areas (SOAs)) with an average population of 2,100). Figure 6 **Error! Reference source not found.** shows the NIMDM for the SOAs within Fermanagh and Omagh.

- 2.27 The Council area contains three SOAs which are amongst the top 100 most deprived in NI, accounting for 6% of the total 49 SOAs in Fermanagh and Omagh. The three SOAs are Devenish (Rank 44), Lisanelly 2 (Rank 46) and Lisanelly 1 (Rank 47) – out of a total of 890 SOAs in NI (890 being least deprived)<sup>4</sup>.
- 2.28 In general, the more rural, peripheral areas of Fermanagh-Omagh SOAs tend to be more disadvantaged compared to the immediate hinterland of the two principal towns and the productive river valley areas. However, there are significant pockets of deprivation (income, health, education, skills) in the two principal towns and in Newtownbutler (towards the southern edge of the district), Rosslea (also close to the southern edge of the district) and Fintona (approximately 10km south of Omagh).
- 2.29 A contributing factor to the NIMDM is the Access to Services Indicator, which is calculated using data relating to travel times to a wider variety of services by both private and public transport and access to broadband, i.e. the extent to which people have poor physical and online access to services. In this respect, Fermanagh and Omagh has the highest proportion of SOAs with poor access to these services, with 47% of its SOAs ranking in the top 100. Within the top ten most deprived in NI, there are five SOAs within Fermanagh and Omagh, including Belcoo and Garrison (Rank 2), Rosslea (Rank 5), Trillick (Rank 7), Sixmilecross (Rank 8), Owenkillew (Rank 9).

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<sup>4</sup> FO LDP Population and Growth Topic Paper, October 2018



**Figure 6 Multiple Deprivation Measure for Fermanagh and Omagh**

Source: <https://www.nisra.gov.uk/statistics/deprivation/northern-ireland-multiple-deprivation-measure-2017-nimdm2017>

## Employment Rates

2.30 Deprivation is also reflected in employment rates, which are shown in Table 3. Whilst unemployment fell from 7.0% (Fermanagh) and 8.5% (Omagh) in 2001 to just below 5% in 2011, despite the economic down-turn in 2007, in 2011 there were localised areas of higher unemployment recorded in Lisanelly (8.4%), Owenkillew (8.31%) and Devenish (8.51%).

**Table 3 Economic Activity of Population (16-74 year olds) in 2011**

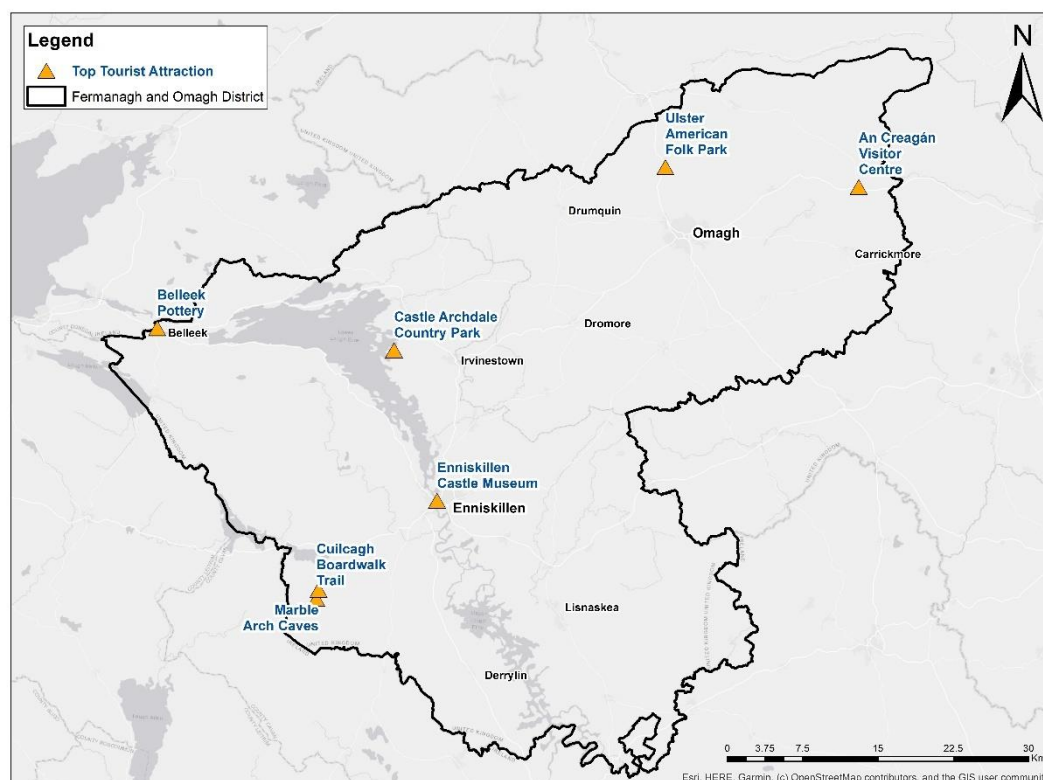
	Economically Active			Economically Inactive
	Total	Unemployed	Long-Term Unemployed	Total
<b>NI</b>	66.22%	4.96%	44.98%	33.78%
<b>Fermanagh</b>	67.14%	4.71%	47.35%	32.86%
<b>Omagh</b>	64.52%	4.92%	46.79%	35.48%

Source: NISRA Census 2011

## Tourism

2.31 Tourism makes an important contribution to the FODC area's economy with a total spend of £79.4 million in the district in 2019<sup>5</sup>. The overall number of trips, nights and expenditure in the district has fluctuated since 2013, with an overall increase in overnight trips and expenditure in the District over the period 2013-2019. In terms of specific tourist attractions, the following fall within the top 50 attractions in NI, including their visitor numbers recorded in 2019:<sup>6</sup>

- Castle Archdale Country Park (319,000)
- Belleek Pottery Visitor Centre (182,296)
- Ulster American Folk Park (112,916)
- Cullcagh Pathway (Boardwalk) (99,000)
- Enniskillen Castle Museums (85,722)
- Marble Arch Caves (64,093)
- An Creagán Visitor Centre (59,800)



<sup>5</sup> Tourism Statistics (NISRA), 2019

<sup>6</sup> Tourism Statistics (NISRA), 2019

### Figure 7 – Key tourist attractions in Fermanagh and Omagh district

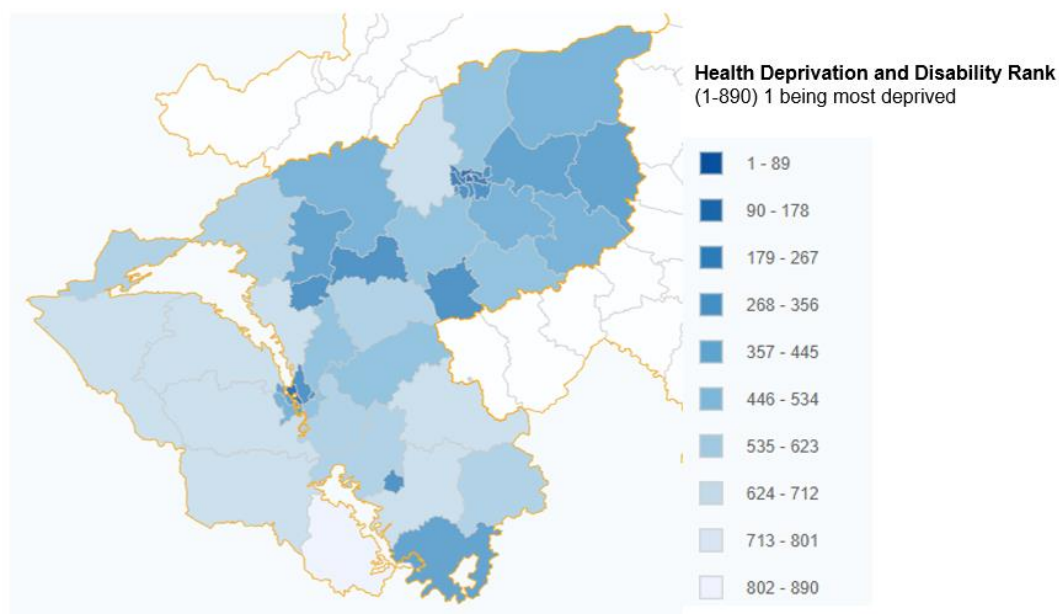
2.32 The Council area comprises the Fermanagh Lakelands, part of the Sperrin AONB and river valleys such as the Strule which attract tourists and provides opportunities for a wide range of outdoor activities including boating, water sports, hiking, climbing, fishing and cycling. Its natural heritage is recognised in the numerous designations as Special Protection Areas (SPAs), Special Areas of Conservation (SACs), RAMSAR sites and Areas of Scientific Interest (ASSIs). The area also has a rich archaeological heritage with standing stones, raths, cairns and monuments distributed across the countryside. There is a rich cultural, historical and built heritage as represented by visitor attractions such as the Ulster American Folk Park and Devenish Island. The area is also home to the world's first UNESCO Global Geopark at the Marble Arch Caves.

## Health

2.33 The Health Deprivation and Disability indicator identifies proportions of the population whose quality of life is impaired by poor health or disability. As for the NIMDM, the SOA rankings for Health Deprivation and Disability range from 1 (most deprived) – 890 (least deprived). All SOAs within the top 100 most deprived in this category fall within urban areas. In Fermanagh and Omagh there are four SOAs in the top 100 most deprived in NI, three in Omagh and one in Enniskillen. This is 8% of the total SOAs in Fermanagh and Omagh, and they include specifically Lisanelly 2 (Rank 24), Devenish (Rank 69), Lisanelly 1 (Rank 84), and Gortrush 2 (Rank 97)<sup>7</sup>. Figure 8 shows the range of Health Deprivation and Disability ranking across the Council area.

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<sup>7</sup> NISRA



**Figure 8 Health Deprivation and Disability Rank**

## Health Services

2.34 There are three main hospitals located in the district, albeit two are co-located: the South West Acute Hospital which is on the northern outskirts of Enniskillen (approximately 2.5km from the town centre); and Omagh Hospital and Primary Care Complex and Tyrone and Fermanagh Hospital, which are on the south-eastern outskirts of Omagh (approximately 2.7km from the town centre).

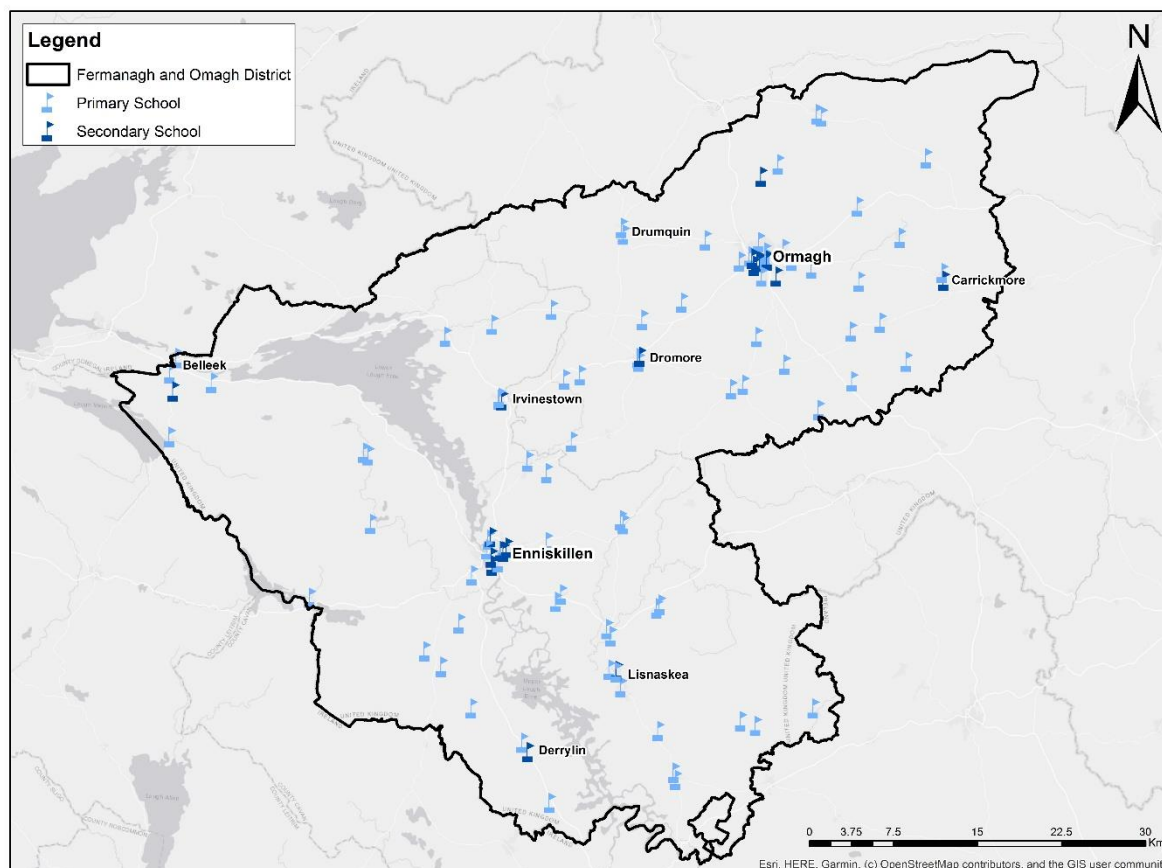
2.35 Health centres which provide a number of services such as dentistry and antenatal clinics are located across the district including in smaller settlements such as Fintona and Irvinestown.

2.36 There are also local GP surgeries located across the district.

**PLACEHOLDER – map showing locations of hospital, health centres and GP surgeries.**

## Education Services

2.37 In the Fermanagh and Omagh area there are currently 80 primary schools and 19 post-primary schools<sup>8</sup>. Figure 9 shows the locations of all primary schools and post-primary (secondary) schools across the district.



**Figure 9 – Locations of schools across Fermanagh and Omagh district**

2.38 Table 4 below provides a list of schools that meet the Department of Education's Sustainable Schools Policy numbers<sup>9</sup> in Enniskillen and Omagh, as well as the number of children and percentage on free school meals. Children on free school meals may have a greater reliance on public and active travel infrastructure.

2.39 Outside Enniskillen and Omagh Carrickmore, Lisnaskea, Irvinestown, Kesh, Fintona, Lisbellaw and Dromore have primary schools with over 200 pupils. There are a number of other rural primary schools that meet the sustainable schools policy numbers. Carrickmore is the only settlement outside Omagh and

<sup>8</sup> <https://www.eani.org.uk/school-management/area-planning/annual-area-profiles>

<sup>9</sup> As set out in the [Schools for the Future: A policy for Sustainable Schools](#)

Enniskillen that has a secondary school that meets the sustainable schools policy numbers.

School Name	Enrolment	Number Pupils on Free School Meals	% Pupils on Free School Meals
<b>Enniskillen Primary Schools</b>			
Jones Memorial Primary School	155	81	23.3%
Enniskillen Model Primary School	422	61	39.4%
Holy Trinity Primary School	602	106	32.6%
Enniskillen Integrated Primary School	422	97	23.0%
<b>Enniskillen Secondary Schools</b>			
Devenish College	669	210	31.4%
St Michael's College	695	89	12.8%
Enniskillen Royal Grammar School	918	102	11.1%
<b>Omagh Primary Schools</b>			
Omagh County Primary School	348	98	29.5%
Gibson Primary School	325	122	27.3%
St Mary's Primary School, Killyclogher	332	110	55.6%
St Conor's Primary School	447	209	34.7%
Christ the King Primary School	198	92	24.9%
Holy Family Primary School Junior Site, Omagh	370	66	34.7%
Gaelscoil Na gCrann, Omagh	190	92	21.8%
Omagh Integrated Primary School	298	62	20.8%
<b>Omagh Secondary Schools</b>			
Sacred Heart College, Omagh	694	264	38.0%
Drumragh Integrated College, Omagh	693	239	34.5%
Christian Brothers Grammar School, Omagh	949	163	17.2%
Loreto Grammar School, Omagh	896	149	16.6%
<b>Special Schools</b>			
Arvalee School and Resource Centre, Omagh	162	97	60%
Willowbridge School, Enniskillen	158	130	82%

**Table 4 - Schools in Enniskillen and Omagh with pupil numbers over threshold set in the Sustainable Schools Policy. Source – Department of Education School enrolment - school level data 2021/22**

2.40 The Strule Shared Education Campus in Omagh plans to deliver a shared education campus for over 4,000 post primary pupils. The six schools involved in the project are Arvalee School & Resource Centre, Christian Brothers Grammar School, Loreto Grammar School, Omagh Academy Grammar School, Omagh High School and Sacred Heart College.

## Proposed development

2.41 Figure 10 **Error! Reference source not found.** is the Spatial Strategy Map from the LDP Plan Strategy. It shows the projected scale of growth in main and local towns up to 2030. Given their positions respectively on the key transport corridors of the A4 and A5, Enniskillen and Omagh will be the focus for future housing, retail, tourism and employment opportunities with Enniskillen also acting as a strategically important gateway with links to Sligo in Ireland. Given that some 70% of the population lives outside the two main towns, the plan's growth strategy seeks to provide for balanced growth across the smaller towns, villages and small settlements whilst also recognising the needs of people living in the open countryside.

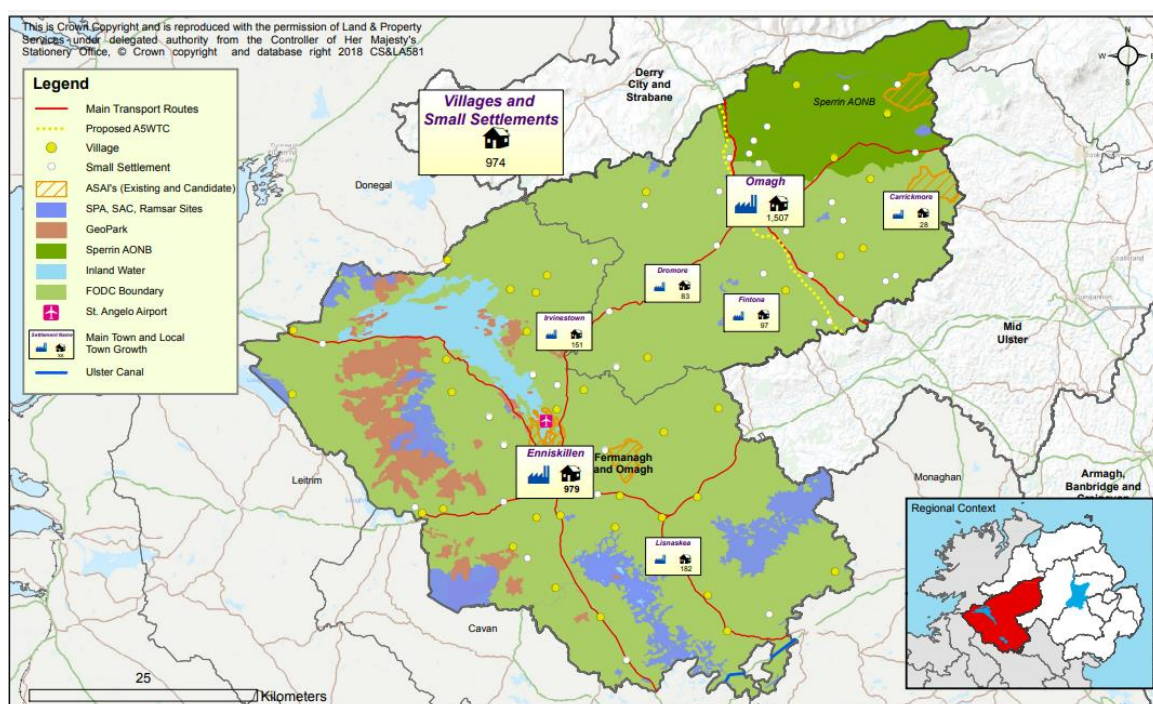


Figure 10 – Spatial Strategy Map

Source: <https://www.fermanaghomagh.com/services/planning/local-development-plan/local-development-plan-draft-plan-strategy/>



2.42 The scale, type, uses and form of development in settlements will reflect their role as employment, retail and service centres, their level of accessibility, and environmental and infrastructure constraints. Table 5 indicates the overall strategic allocation of land for housing within the settlements to meet the housing need. Taking into account completions since 2015, this leaves a balance as at April 2017 of 4,001 of the 5,190 new homes provision by 2030<sup>10</sup>.

**Table 5 LDP Strategic Housing Need and Land Allocation**

		Housing Need (2017-2030)	
		Dwellings	Land (Hectares)*
<b>Main Towns</b>	Enniskillen	979	39.1
	Omagh	1,507	60.3
	<b>Total</b>	<b>2,486</b>	<b>99.4</b>
<b>Local Towns</b>	Carrickmore	28	1.4
	Dromore	83	4.2
	Fintona	97	4.8
	Irvinestown	151	7.5
	Lisnaskea 1	82	9.1
	<b>Total</b>	<b>541</b>	<b>27.0</b>
<b>Villages and Small Settlements</b>	<b>Total</b>	<b>974</b>	<b>64.9</b>

\*Calculated at an average density of: 25 (Dwellings per Hectare) DPH in Main Towns, 20 DPH in Local Towns, 15 DPH in Villages and Smaller Settlements

Source: <https://www.fermanaghmagh.com/app/uploads/2018/10/Draft-Plan-Strategy-Oct-2018-min.pdf>

### Strategic Allocation and Management of Housing Supply

2.43 As stated above, there will be provision for at least 4,000 new homes within the settlements in the period 2017 – 2030. **Strategic Policy SP03** sets out the land allocation approach for Main and Local Towns and Villages and Small Settlements.

2.44 The housing supply will be managed in **Main and Local Towns** by releasing the zoned housing land in two phases. Phase 1 is committed housing sites with existing planning permissions or sites which are under development. These are most likely to cover most of the future housing needs over the plan period.

2.45 Criteria for selecting sites will take into account urban capacity, accessibility, prioritisation of brownfield land with the Urban Footprint, topography, flooding and other constraints to development. The sites and their requirements will be identified within the Local Policies Plan and they will only be allocated where it possible to accommodate at least 10 dwellings.

<sup>10</sup> Fermanagh and Omagh District Council LDP 2030 Draft Plan Strategy, October 2018.

2.46 Phase 2 will cover those settlements where the number of commitments exceeds the future housing need for the plan period. Sites will be allocated for beyond the plan period or may only be released at an earlier time where it is evident that these housing sites will be required. Proposals for housing on unallocated 'greenfield sites' that are within the settlement limits will not be supported.

2.47 Housing in **Villages and Small Settlements** will be allocated in Housing Policy Areas (HPAs), which will be locations where they are mostly likely to integrate into the character of the settlement. Their size will be commensurate with the scale and future housing need of the settlement.

### Strategic Allocation of Land for Industry and Business

2.48 The scale of the new industry and business land that may be required over the plan period is up to 90 hectares and the Plan Strategy will make allocations for this to facilitate the provision of new jobs. These are expected to cover sustainable energy, ICT/Digital, Agri-food, tourism, engineering and construction. As per **Strategic Policy SP04**, the total allocation of industry and business land will be distributed between the two main towns and five local towns. The allocation is shown in Table 6.

Table 6 Strategic Land Allocation for Industry and Business

Settlement	Area (hectares)
Omagh	42.00
Enniskillen	30.00
Lisnaskea	6.30
Irvinestown	4.88
Fintona	2.46
Dromore	1.96
Carrickmore	2.22

The strategy of providing zoned business and industry land will be complemented by one of protecting existing industry and business sites.

## 3. Transport Infrastructure and Services

### Transport Network

#### Road Network

3.1 At 3,992km FODC has the most km length of road of any council in NI, also noting earlier that the FODC has the lowest council population in NI. 80% or 3,217km of these roads are C Class or Unclassified. Table 7 details the public road length by road type in 2021<sup>11</sup>.

**Table 7 NI Public road Lengths by Local Government District and DfI Roads by type of road: 2021**

Local Government District / DfI Roads division	Motorway	A Roads	A Roads	B Roads	Unclassified and C Roads	All Road types
		Dual c'way	Single c'way			
Antrim and Newtownabbey	35.2	21.7	107.8	149.9	1,061.4	1,376.1
Causeway Coast and Glens	0	8.8	287.7	453.7	1895.9	1,646.1
Mid and East Antrim	7.3	38.1	152.1	235.8	1,318.4	1,751.8
<b>All Northern Division</b>	<b>42.5</b>	<b>68.6</b>	<b>547.7</b>	<b>839.4</b>	<b>4,275.8</b>	<b>5,773.9</b>
Ards and North Down	0	26.4	136.3	57.8	944.4	1,164.9
Armagh City, Banbridge and Craigavon	25.5	29.9	231.6	397.2	2,892.3	3,576.5
Newry, Mourne and Down	0	29.4	320.6	290	2,432.4	3,072.4
<b>All Southern Division</b>	<b>25.5</b>	<b>85.7</b>	<b>688.4</b>	<b>745</b>	<b>6,269.1</b>	<b>7,813.7</b>
Belfast	12.4	21.1	92.2	50.8	915.4	1,091.9
Lisburn and Castlereagh	25.6	11.9	111.3	141.8	1,083.2	1,373.7
<b>All Eastern Division</b>	<b>38</b>	<b>33.1</b>	<b>203.5</b>	<b>192.5</b>	<b>1,998.6</b>	<b>2,465.7</b>
Derry City and Strabane	0	17.4	91.3	260.9	1,968.5	2,338.2
Fermanagh and Omagh	0	0.6	319.3	454.9	3,217.1	3,991.9
Mid Ulster	8.9	27.4	215.6	419.8	2,737.2	3,409
<b>All Western Division</b>	<b>8.9</b>	<b>45.3</b>	<b>626.2</b>	<b>1,135.7</b>	<b>7,923</b>	<b>9,739</b>
<b>All Divisions</b>	<b>114.8</b>	<b>232.7</b>	<b>2,065.8</b>	<b>2,912.6</b>	<b>20,466.4</b>	<b>25,792.3</b>

Source: DfI Roads

11

3.2 The Regional Strategic Transport Network for NI is comprised of five Key Transport Corridors (KTCs), four link corridors and trunk roads. The KTCs are the top tier of the region's long distance routes connecting the cities and main towns to the major regional gateways and the Belfast Metropolitan Area (BMA). There are two KTCs situated within FODC, the:

- The Western Corridor, shown in Figure 11, that links west of Lough Neagh between Donegal, Londonderry~Derry, Strabane, Omagh, Monaghan and Dublin; and
- The South-Western Corridor, shown in Figure 12, that links the BMA to Craigavon, the Fermanagh Lakelands, and the border leading to Sligo.



Figure 11 Key Transport Corridor: Western Corridor



**Figure 12 Key Transport Corridor: South Western Corridor**

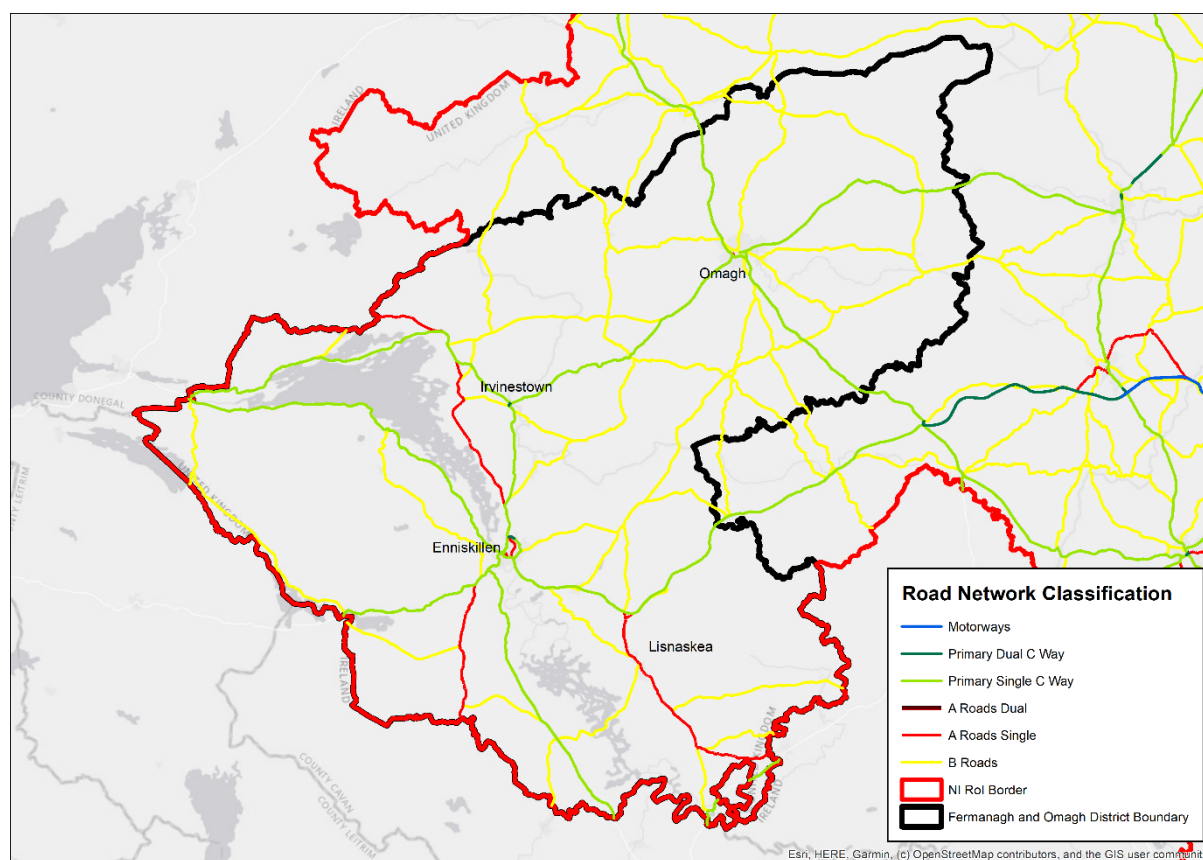
3.3 The following trunk roads are situated in Fermanagh and Omagh:

- A505 Omagh to Cookstown
- A32 Omagh to Enniskillen;
- A46 Enniskillen to Belleek; and
- A509 Enniskillen to the border at Aghalane.

3.4 It is noted that there are no link corridors within the district.

3.5 Enniskillen is also linked to Ireland via the N3 to the west at Donegal, and the N3 and N87 to the south at Cavan (which, via the M3, connects to Dublin), the N16 (Sligo), and the N54 at Monaghan.

3.6 All 'A' classified routes are single carriageway and there are no motorways within the Council area. Figure 13 shows the A and B class roads in the district.



**Figure 13 Road Network in Fermanagh and Omagh**

3.7 The main towns of Omagh and Enniskillen are connected by the A32 and A4 roads. The map of Omagh's road network in Figure 14 shows it relies on both a

network of Primary and B roads. The A5 provides a through pass of the town, whereas the A505 and B48 run through the centre of the town.

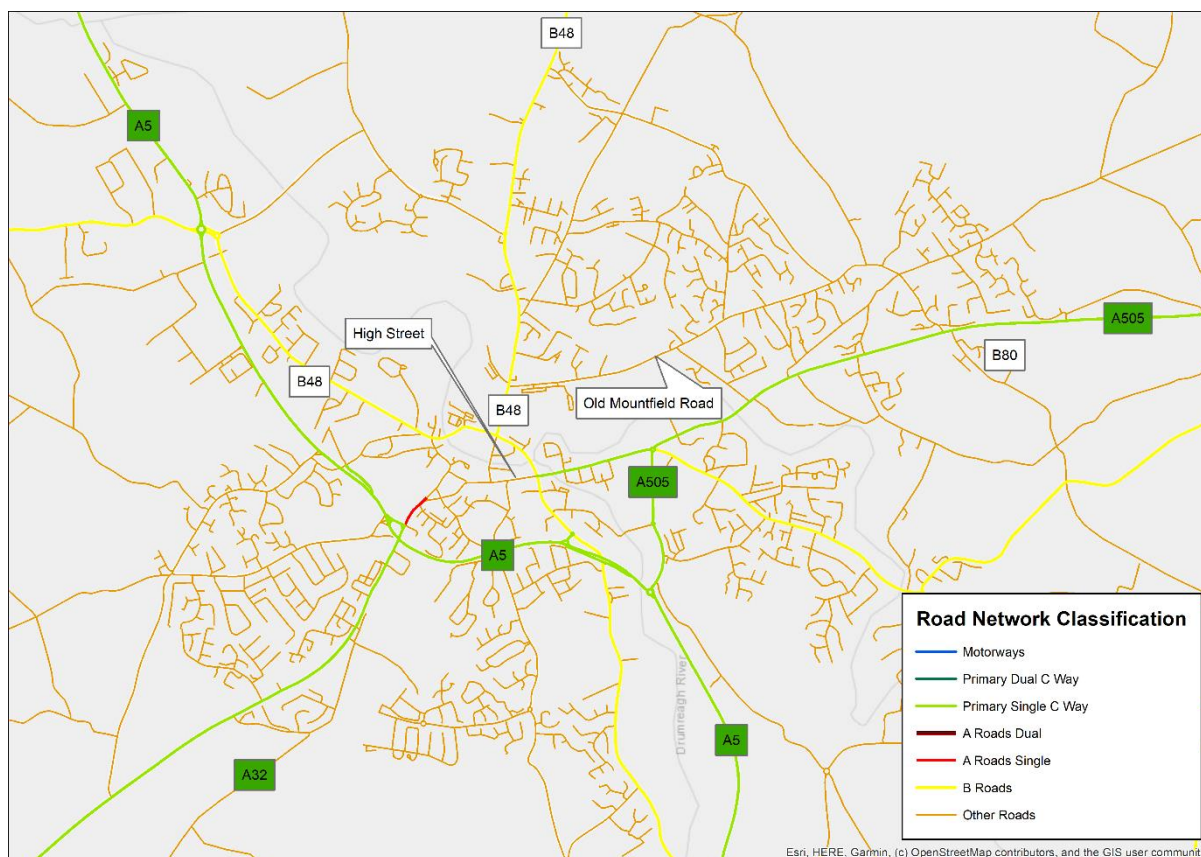


Figure 14 Road Network in Omagh

3.8 Figure 15 shows a more detailed view of the road network in Enniskillen, which shows there are limited east-west and north south routes through the town, particularly as the centre of town is located on an island with limited bridge crossings over the River Erne.

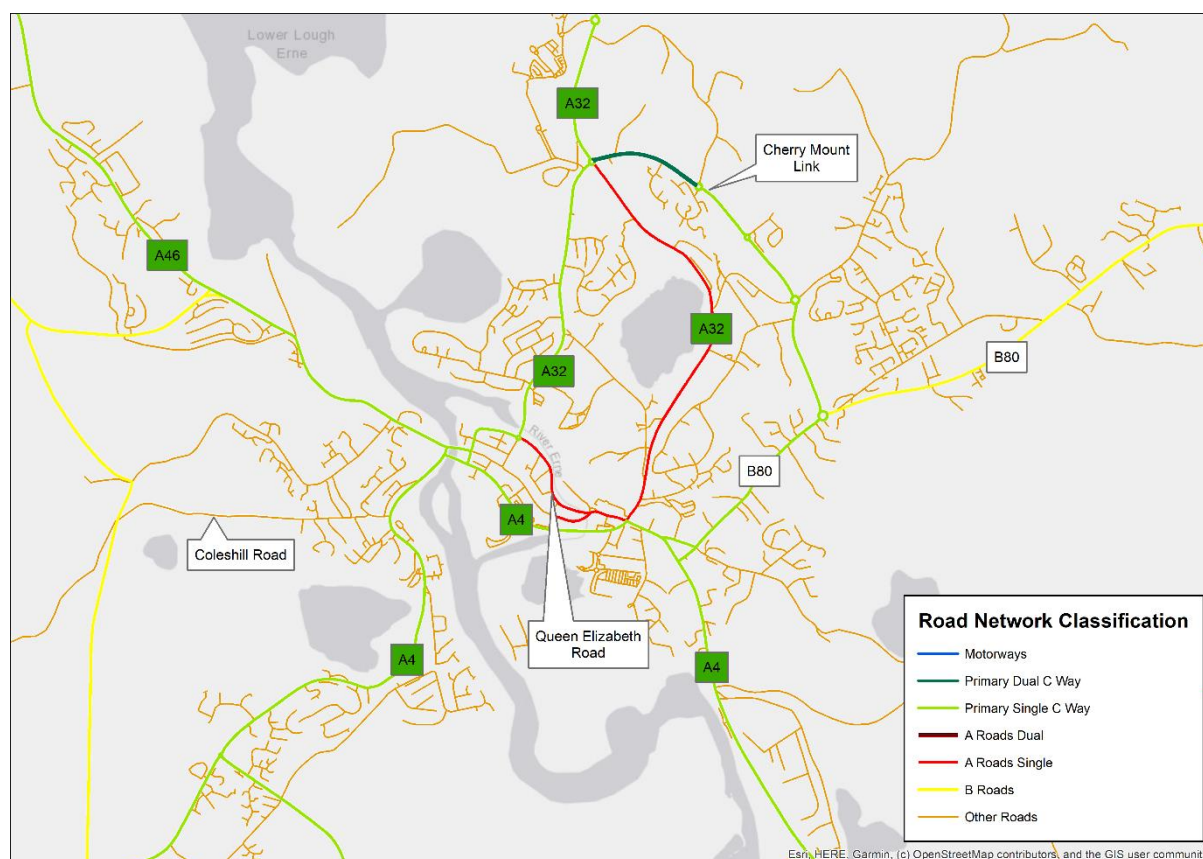


Figure 15 Road Network in Enniskillen

## Protected Routes

3.9 Planning policy restricts access onto certain roads the purpose of which is to maintaining their efficiency and safety. These roads are known as 'Protected Routes' and are designated because they contribute significantly to economic prosperity by providing efficient links between main towns, airports and seaports, and with Ireland. Protected Routes comprise of:

- primary routes;
- routes between the principal towns in each District and/or cross border;
- routes to ports and airports; and
- selected routes with high traffic flows.

3.10 The DfI website has a map viewer of the Protected Route network across NI. Figure 16 shows the Protected Routes in FODC.



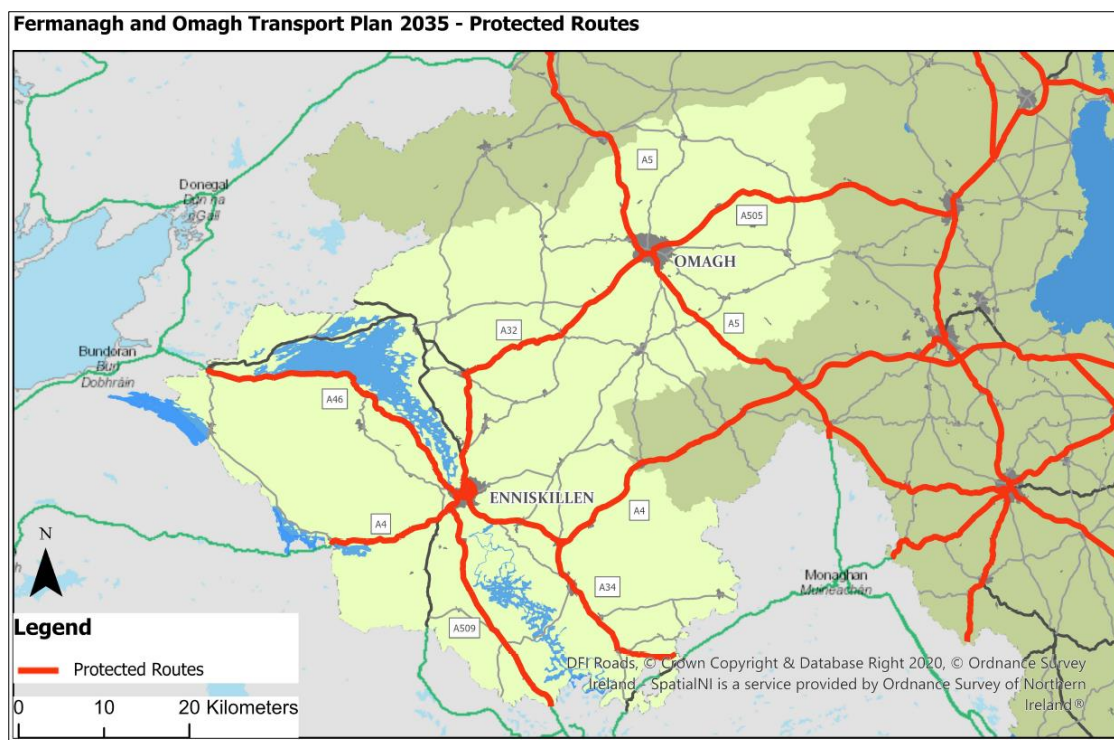


Figure 16 - Protected route road network in Fermanagh and Omagh District Council.

## Cycling Routes

3.11 Figure 17 and Figure 18 show cycling routes within Omagh and Enniskillen respectively. The maps show the types of cycle routes available. There is limited or no dedicated cycle route provision outside of these principal towns. Omagh has a particularly limited cycle network with only shared footways available, which are not linked through the centre of town. The shared footways link residents from the north, east and south of the centre of Omagh, however there is no link from the west. There are six locations for cycling parking in the town centre, however only one is connected to a shared use footway.

3.12 In Figure 18 it shows that the town centre of Enniskillen has more cycling infrastructure, though still not completely connected through the town centre and no cycle parking. There are two traffic free cycle routes linking the shared use paths to the south of the town centre. Additionally, an orbital mandatory cycle lane exists to the north of the town centre, linking three radial shared use footways.

3.13 Both towns have a disconnected network of cycling infrastructure, particularly in the town centres. Both towns have radial routes to the areas surrounding the town centre, which are not always well connected, particularly in Omagh.

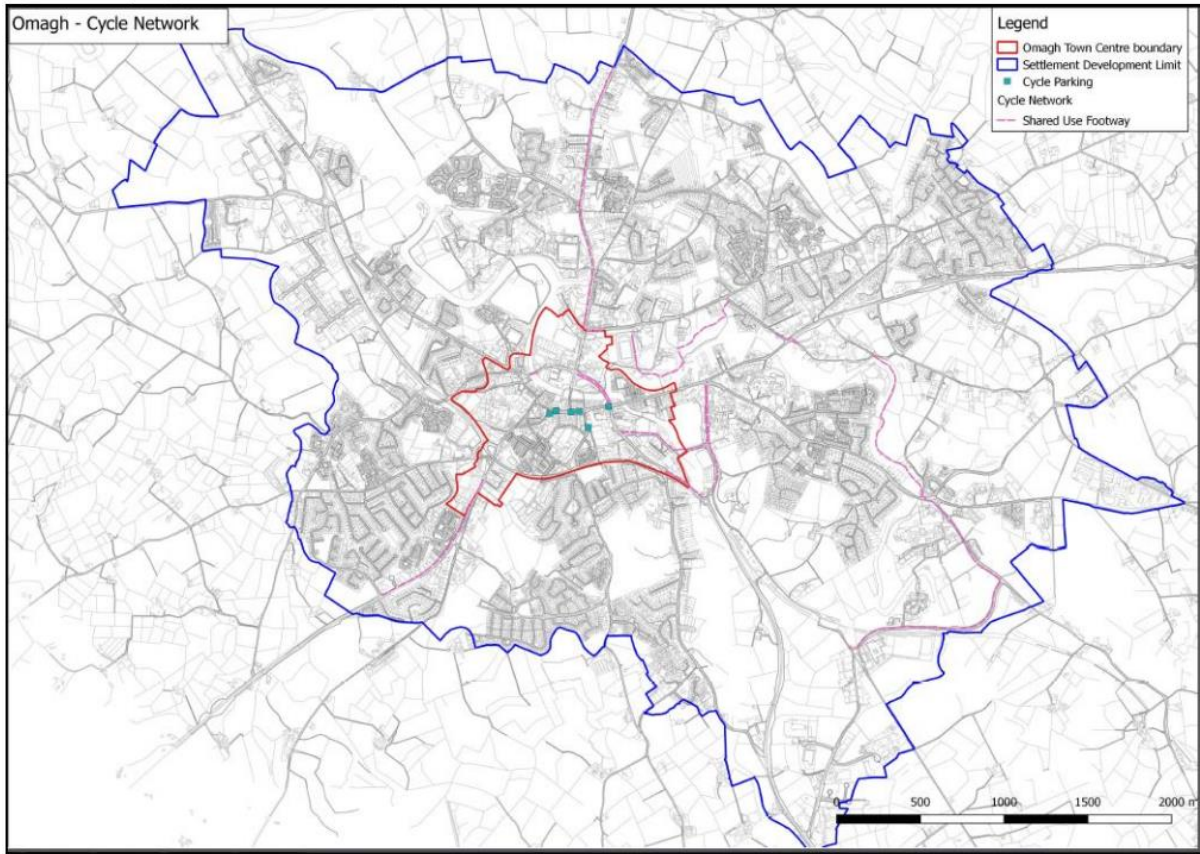


Figure 17 Cycle Network in Omagh

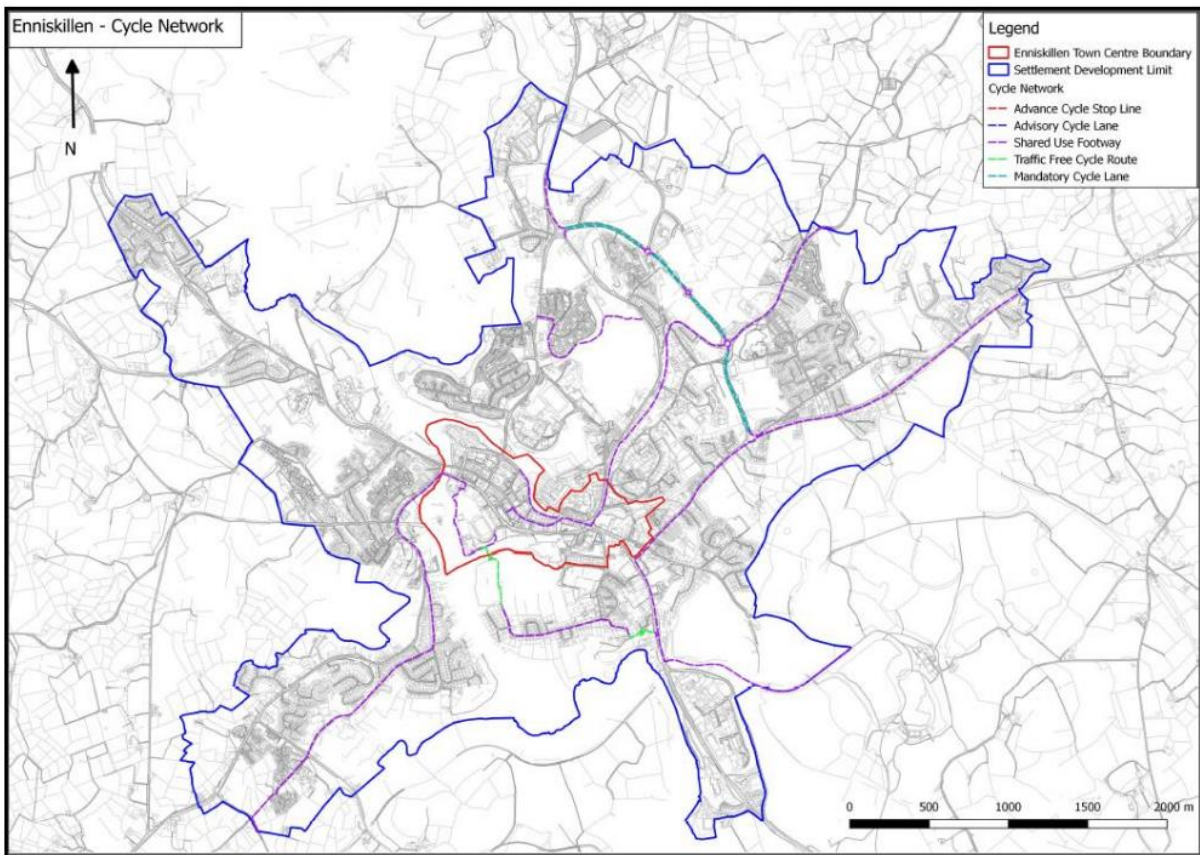


Figure 18 Cycle Network in Enniskillen

## Walking Routes

3.14 Figure 19 and Figure 20 show the standard of footway provision along the main radial routes in Omagh and Enniskillen. Footway widths are generally less than 2.5m (and in many instances considerably less than this). There is a greater density of formal pedestrian crossing points in the central areas of both towns, and fewer in the outer areas of the towns where there is more likely to be informal provision such as dropped kerbs and refuge islands.

**PLACEHOLDER** – The aim would be to replace the following maps with a more detailed picture of footway provision on other routes, not just the main radial routes, if data exists. To be based on the proposed Active Mode Network Provision Assessment method

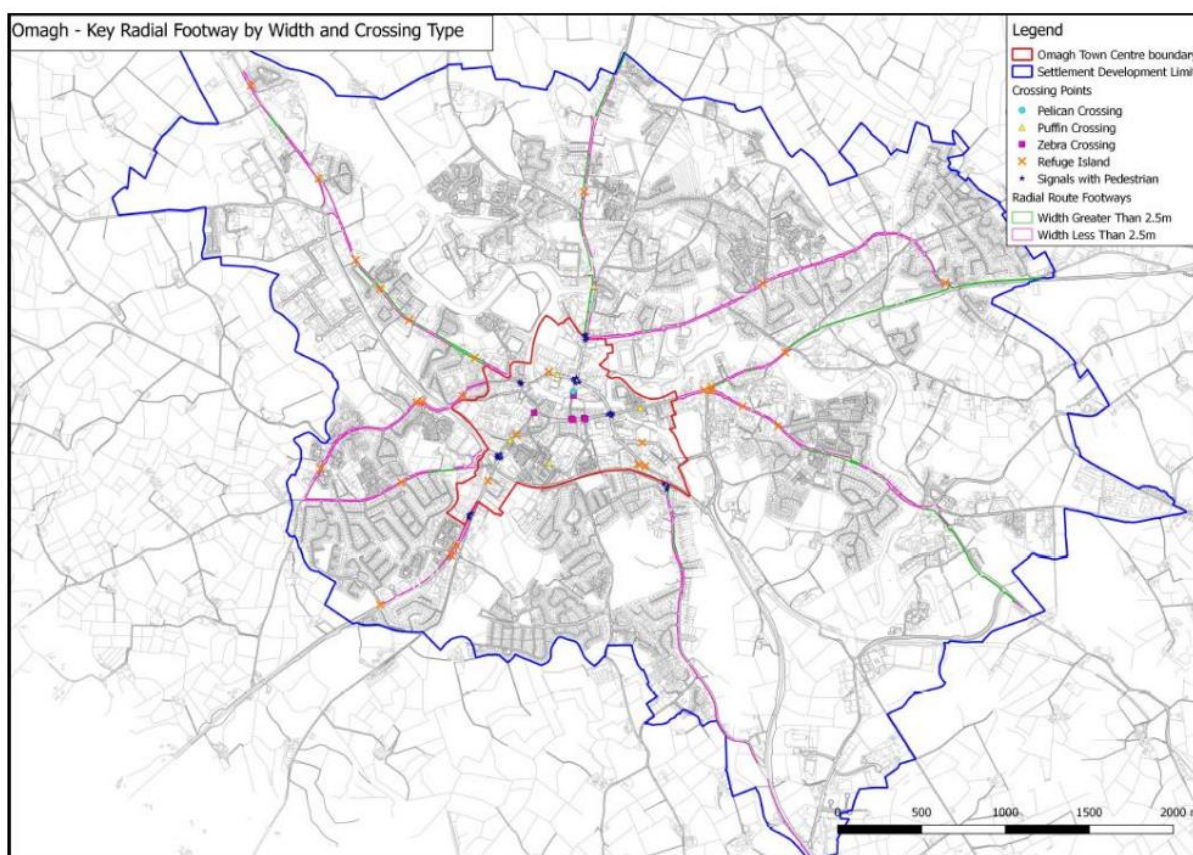
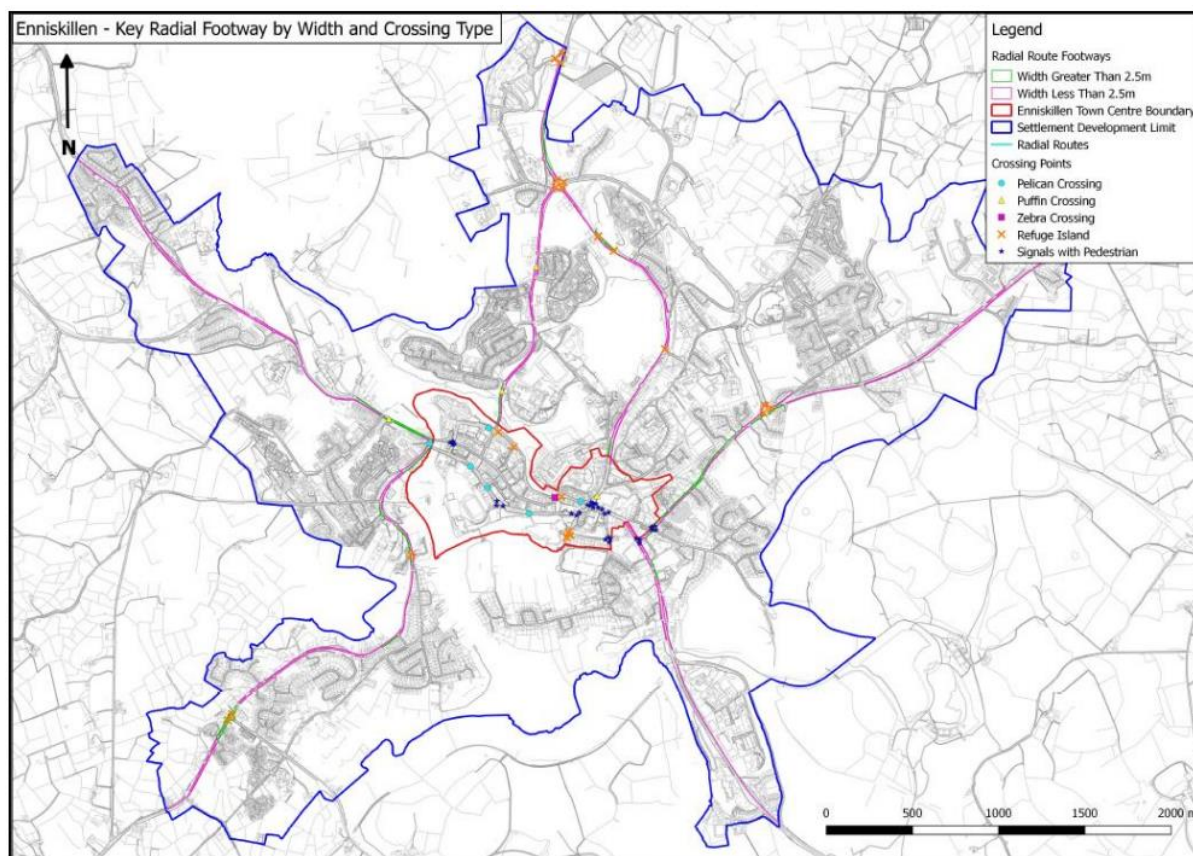


Figure 19 Footways in Omagh



**Figure 20 Footways in Enniskillen**

## Greenways

3.15 Exercise Explore Enjoy: A Strategic Plan for Greenways published by the DfI provides a high level plan for a primary and secondary greenway network for pedestrians and cyclists across NI.

3.16 Within the Council area the network is expected to broadly follow the line of the old Great Northern Railway between Portadown and Strabane through Omagh to the north of the council area, and between Clones (Ireland) and Belleek through Enniskillen to the south of the Council area. In terms of Primary Network, there are two proposed greenways within Fermanagh and Omagh comprising Craigavon to Enniskillen and Craigavon to Londonderry via Omagh.

3.17 There are also the following proposed Secondary greenways within Fermanagh and Omagh:

- Omagh to Enniskillen;
- Trillick / Ballinamallard (Bundoran junction) to Belleek; and
- Caledon to Maguiresbridge via Clogher Valley.

3.18 The strategic plan for a greenway network is shown in Figure 21.



Figure 21 Primary, Secondary and Potential Secondary Greenway Routes

## Bus Network

3.19 Omagh has seven town centre-focused bus services, shown in Figure 22, that operate local routes at a range of headways ranging from half hourly to the Hospital & Primary Care Complex (Ulsterbus service 384e) to only two per day to Culmore Park Flats (Ulsterbus service 384d).

3.20 The seven routes serve the majority of the residential areas, generally between 8:30am and 5pm on weekdays and Saturday. Many of the services appear to be operated in conjunction with school services. Several of the services are looped in nature and hence may not be competitive with car travel.

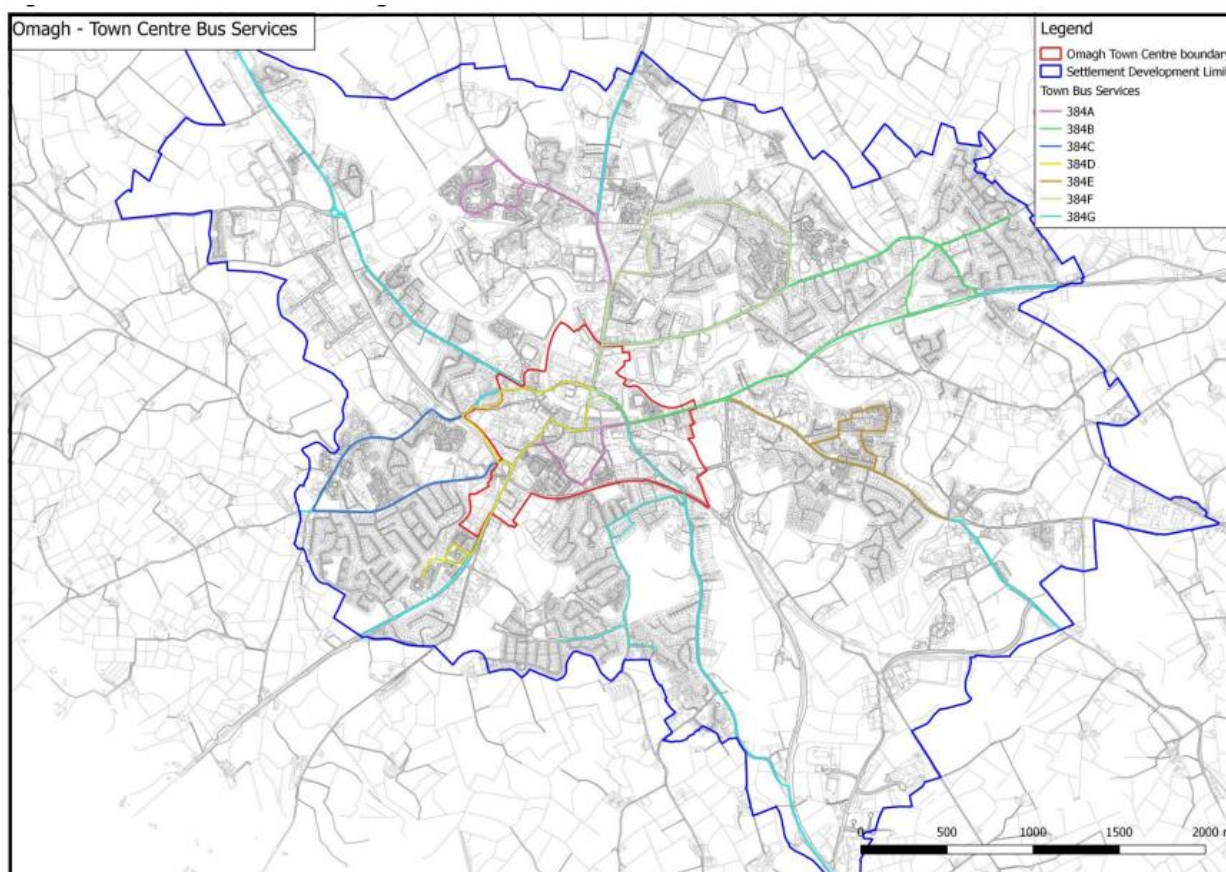


Figure 22 Omagh Bus Services

3.21 Omagh bus frequencies are summarised in Table 8. No services run on Sundays and there is a reduced service on Saturdays.

Table 8 Local Bus Services in Omagh

Service No.	No. of Buses / Day		
	M-F	SAT	SUN
384A	7	6	-
384B	8	4	-
384C	6	4	-
384D	2	2	-
384E	11	4	-
384F	3	3	-
384G	5	4	-

Source: <https://www.translink.co.uk/timetables> (October 2022)

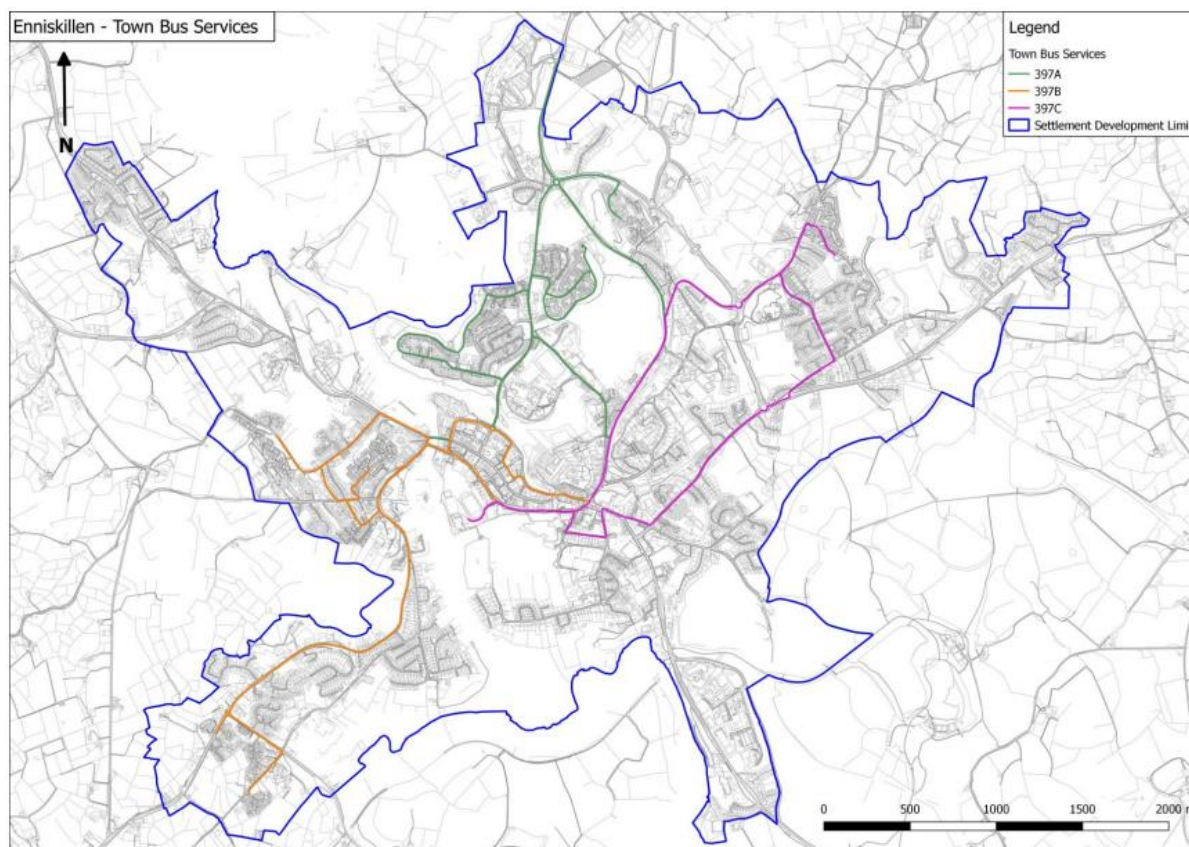
Table 9 First and Last Bus Services in Omagh

Service No.	First and Last Bus Monday to Friday	
	First	Last
384A	09:10	17:20

384B	08:15	16:10
384C	08:40	17:00
384D	10:20	14:00
384E	08:30	17:10
384F	11:20	16:40
384G	08:25	17:00

Source: <https://www.translink.co.uk/timetables> (October 2022)

3.22 Enniskillen has three town centre-focused bus services that operate as circular routes at 2 hourly headways through the morning on weekdays and Saturday. The routes are shown in Figure 23. The three routes serve the South West Acute Hospital and the north of the town (Ulsterbus service 397a) between 9am and 5pm, Cleenish Park and the south west sector (Ulsterbus service 397b) between 10am and 4pm and Cavanaleck and the northeast sector (Ulsterbus service 397c) between 10:30am and 5:30pm. It is noticeable that the town centre services are focused on the morning and inter peak periods and there are comparatively fewer services in the afternoon between 3pm and 4pm. In particular the services provide accessibility to the town centre for residents who may live up to 2km (1.2 miles) from the centre and find walking or cycling impractical.



**Figure 23 Enniskillen Bus Services**

3.23 Enniskillen bus frequencies are summarised in Table 10. No services run on Sundays with a reduced service on Saturdays for two of the three services.

**Table 10 Local Bus Services in Enniskillen**

Service No.	No. of Buses / Day		
	M-F	SAT	SUN
397A	7	5	-
397B	4	4	-
397C	5	3	-

Source: <https://www.translink.co.uk/timetables> (October 2022)

**Table 11 First and Last Bus Services in Enniskillen**

Service No.	First and Last Bus Monday to Friday	
	First	Last
397A	08:40	16:50
397B	09:50	16:10
397C	10:30	17:20

Source: <https://www.translink.co.uk/timetables> (October 2022)

## Inter-urban Bus Routes

3.24 As there are no rail connections within the district, inter-urban bus services are the main public transport connections across the district, to wider NI and the Republic of Ireland. The only maps available of bus services are that of the Limited stop services across NI, shown across Figure 24, **Error! Reference source not found.**, Figure 26 and Figure 27.

3.25 Goldline buses serving the Fermanagh and Omagh district include 261 Enniskillen - Dungannon – Belfast, X3/X4 Dublin - Dublin Airport - Derry~Londonderry and 273 Derry~Londonderry - Strabane - Omagh - Dungannon – Belfast. Their frequencies are shown in Table 14.

3.26 Ulsterbus Services cover a large area of the road network in Fermanagh and Omagh. In Omagh, Ulsterbus services cover the town centre along the A5, B48 and Market Street. The following roads are used to enter and exit the town for Ulsterbus services:

- A505
- B4



- B158
- A5 (north and south of Omagh)
- A32
- B50
- B48

3.27 In Enniskillen, Ulsterbus services cover the town centre along the A4, A32 and Queen Elizabeth Road. The following roads are used to enter and exit the town for Ulsterbus services:

- B80
- A4 (east and west of Enniskillen)
- A509
- B81/Derrygonnelley Road
- A46
- A32

3.28 Although Omagh and Enniskillen are well connected within the Ulsterbus network, rural areas struggle with few or no services. Figure 26 shows the Ulsterbus network for context. For example, the area between Fintona and Clabby has no Ulsterbus service which includes a large area between the north east of Enniskillen and south west Omagh.

3.29 Figure 24 shows Bus Éireann services. These run between the Republic of Ireland and Northern Ireland with direct services to the Republic of Ireland from both Omagh and Enniskillen.

3.30 Regular services operate to the main towns and villages though many are limited to school time requirements. Goldiner and Ulsterbus route maps are shown in **Error! Reference source not found.** and Figure 26 respectively. These routes frequencies alongside routes frequencies with no maps available are summarised in

3.31 Table 12, Table 13 and Table 14.

3.32 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. The longer distance, express (Goldline) services run to destinations within NI and Ireland.



Northern Ireland Sub Regional Transport Plan: Fermanagh and Omagh

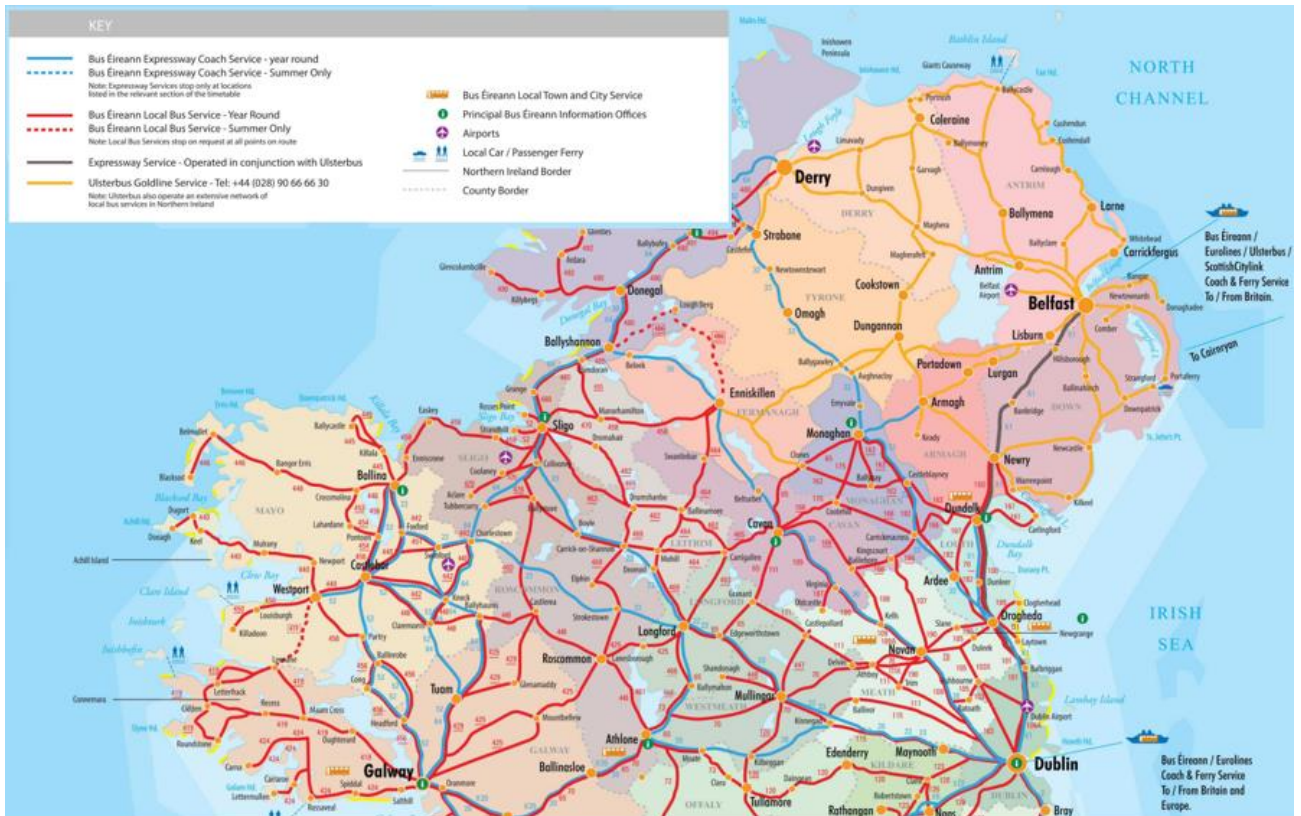


Figure 24 Bus Éireann Network Map



Figure 25 Map of Goldline services in NI

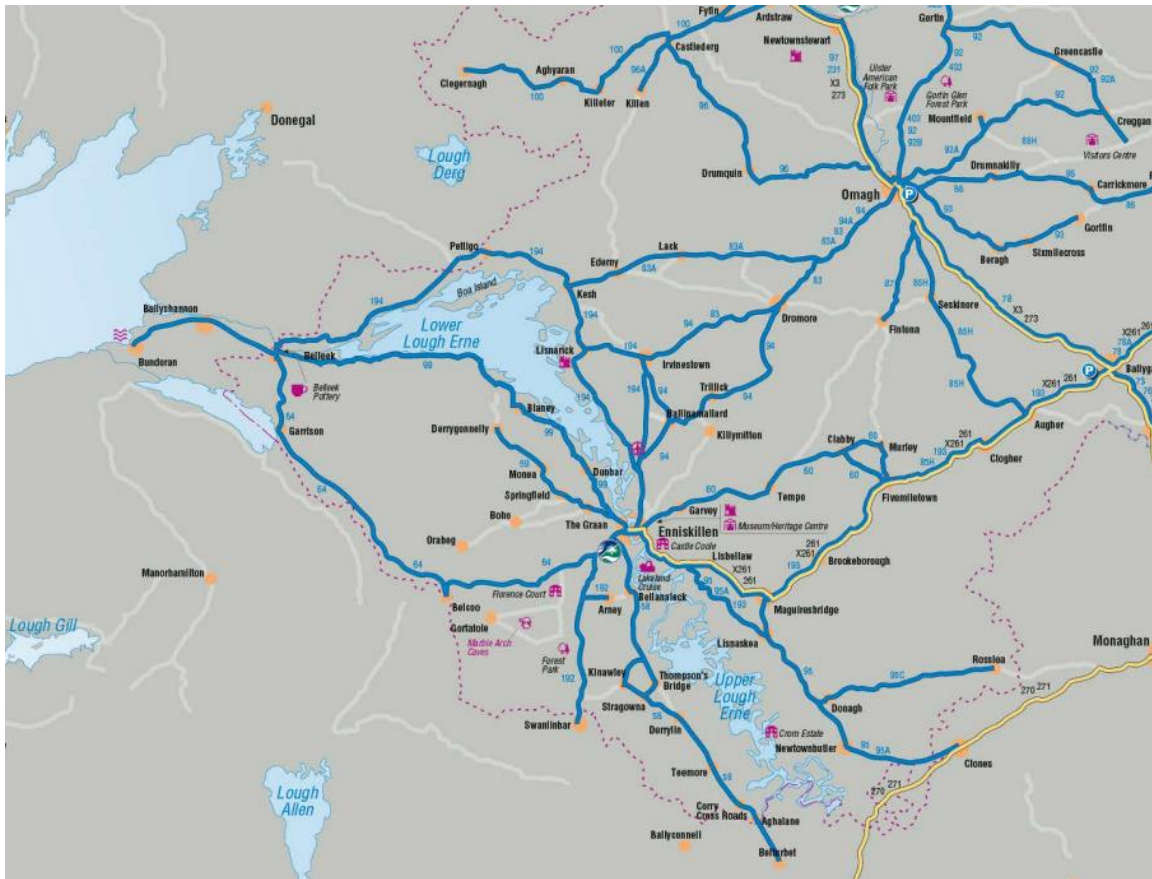


Figure 26 Ulsterbus Routes in Fermanagh and Omagh

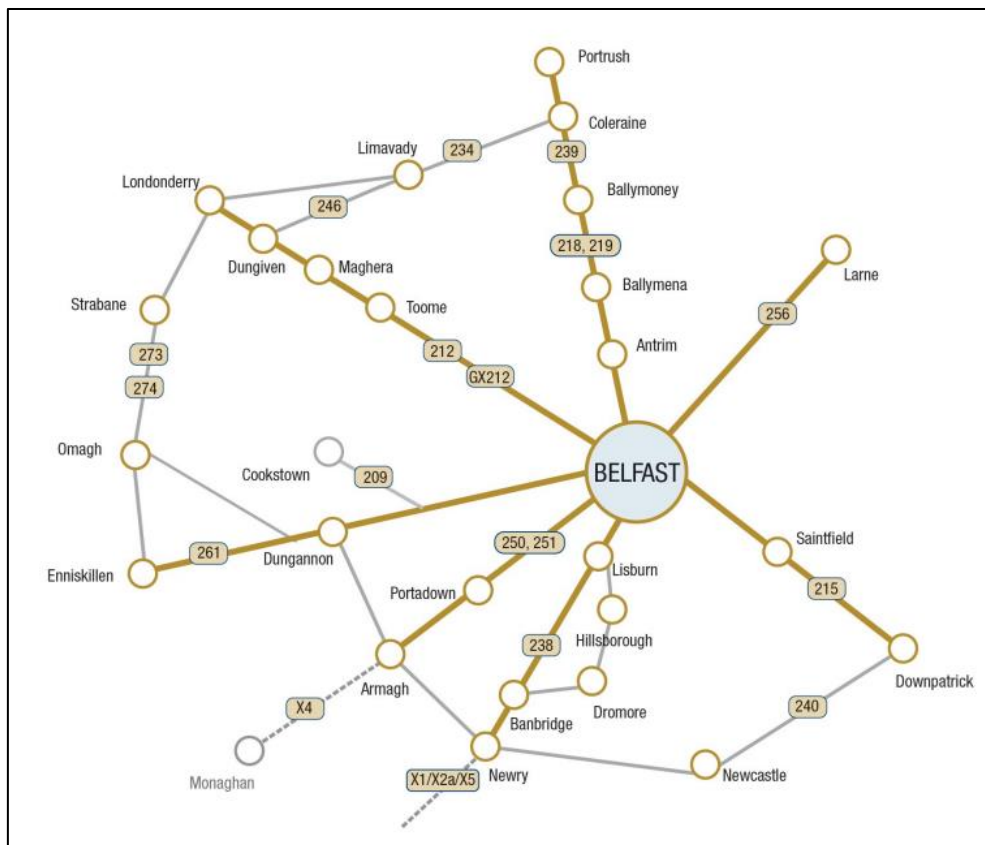


Figure 27 Goldliner Route Map in Northern Ireland

**Table 12 Inter-urban Bus Services in Fermanagh and Omagh**

Service No.	Route Details	No. of Buses / Day		
		M-F	SAT	SUN
58	Enniskillen - Belturbet	7	2	-
59	Enniskillen - Derrygonnelly	6	-	-
60	Enniskillen - Fivemiletown	3	-	-
99	Enniskillen - Belleek	1	-	-
94	Enniskillen - Omagh	9	4	1
95	Enniskillen - Clones	6	4	-
192	Enniskillen - Swanlinbar	2	-	-
193	Enniskillen - Ballygawley	3	-	-
194	Enniskillen - Pettigo	10	3	-
83	Omagh - Irvinestown	6		
85	Omagh - Clogher - Fivemiletown	7	-	-
86	Omagh - Carrickmore - Dungannon	10	3	-
87	Omagh - Fintona	9	5	
88	Omagh - Cookstown	10		
92	Omagh - Greencastle	12		
93	Omagh - Gortin	9	3	-
94	Omagh - Enniskillen	47	33	24
96	Omagh - Castledearg	15	2	1
97	Omagh - Strabane	8		
403	Omagh - Magherafelt	4	-	-

Source: <https://www.translink.co.uk/timetables> (October 2022)

**Table 13 Inter-urban First and Last Bus Services in Fermanagh and Omagh**

Service No.	Route Details	First and Last Bus Monday to Friday	
		First	Last
58	Enniskillen - Belturbet	08:40	17:55
59	Enniskillen - Derrygonnelly	07:30	17:30
60	Enniskillen - Fivemiletown	09:55	17:35
99	Enniskillen - Belleek	15:45	15:45
94	Enniskillen - Omagh	06:55	17:25
95	Enniskillen - Clones	09:10	17:45
192	Enniskillen - Swanlinbar	07:25	17:45
193	Enniskillen - Ballygawley	07:20	07:20
194	Enniskillen - Pettigo	07:00	17:59

83	Omagh - Irvinestown	07:10	15:45
85	Omagh - Clogher - Fivemiletown	07:20	16:40
86	Omagh - Carrickmore - Dungannon	06:25	17:50
87	Omagh - Fintona	06:55	17:30
88	Omagh - Cookstown	07:25	16:40
92	Omagh - Greencastle	07:20	17:45
93	Omagh - Gortin	07:40	17:45
94	Omagh - Enniskillen	06:55	17:25
96	Omagh - Castlederg	08:50	17:45
97	Omagh - Strabane	08:45	17:50
403	Omagh - Magherafelt	07:20	17:45

**Table 14 Goldline Bus Services in Fermanagh and Omagh District**

Service No.	Route Details	No. of Buses / Day		
		M-F	SAT	SUN
261	Enniskillen - Belfast	13	7	9
273	Omagh - Belfast	20	16	11
X3	Omagh - Dublin	3	3	3

Source: <https://www.translink.co.uk/timetables> (October 2022)

3.33 A comparison between bus journey times and other travel modes is provided later in this report.

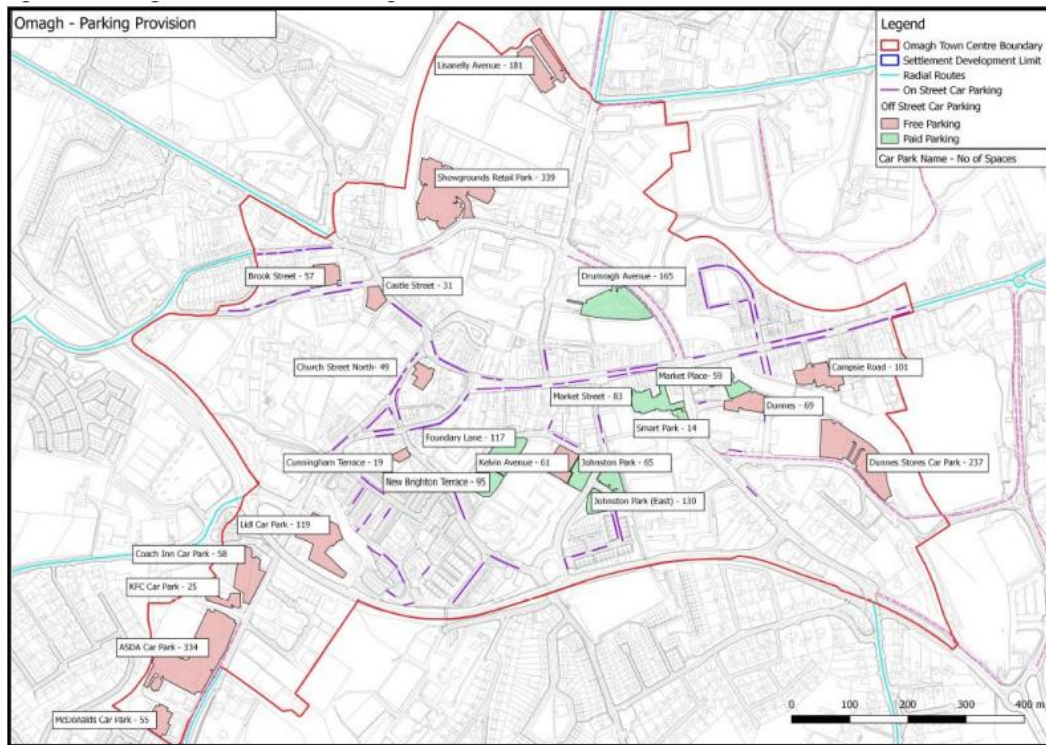
## Place and Movement

**PLACEHOLDER** – this section will detail the Place and Movement function categorisation of roads in Omagh and Enniskillen. A separate P&M Assessment methodology is to be provided to DfI for review

## Additional Transport Network Features

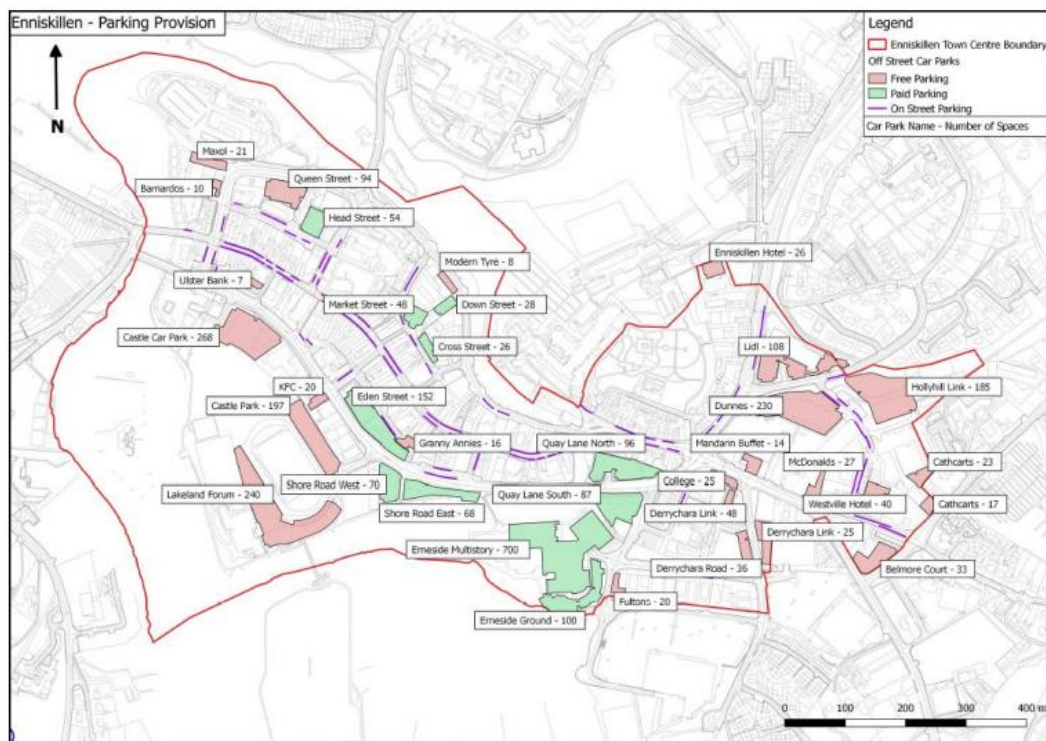
### Car Parking

3.34 The main areas of public car parking are located within the principal towns, smaller towns, as well as within some villages. These comprise mainly pay-and-display (Paid) and free-parking formats. Car parks in Omagh and Enniskillen town centre areas are shown in Figure 28 and Figure 29.



**Figure 28 Omagh Parking Provision**

Source: F&O Local Transport Study: <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/fermanagh-and-omagh-local-transport-study.pdf>



**Figure 29 Enniskillen Parking Provision**

Source: F&O Local Transport Study: <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/fermanagh-and-omagh-local-transport-study.pdf>



- 3.35 On street parking is managed by DfI and off-street parking is managed by FODC. A parking strategy was published by the Council for the District in 2018 covering the period between 2017 – 2022. Its purpose is to address the overall requirement for carparking in terms of availability, accessibility and convenience for residents and visitors. It aims to rebalance the parking supply with the majority of spaces becoming charged, as a function of desirability and premium nature of space in the town centre however it should be noted that free parking is still available within a short distance from services, amenities and places of work, as shown in
- 3.36 It should also be noted that there are a number of other ‘publicly available’ car parks that are privately owned – though primarily for use by customers at shops or local facilities. In Omagh, these include Dunnes Stores, Asda, Lidl, Great Northern Retail Park, St Patrick’s Park, and at the Grange on Lisanelly Avenue. In Enniskillen, these include ASDA, Lidl, Dunnes Stores, Tesco, Erneside, Brewster Park, and at Enniskillen Omniplex.

### **Park & Ride / Park & Share**

- 3.37 The district contains seven Park & Ride sites. Apart from the large Park & Ride site at Crevenagh Road in Omagh (accessed from the A505 and close to the junction with the A5, south east of the town centre), the remaining are very small car parks which are concentrated near the major towns of Omagh and Enniskillen or in rural areas.
- 3.38 The purpose of these sites is to enable people to drive a shorter distance to where longer distance buses make a stop, or where two single occupancy drivers could meet and then car share.
- 3.39 Figure 30 shows the locations of these sites. Not all of these locations are currently connected by bus services.

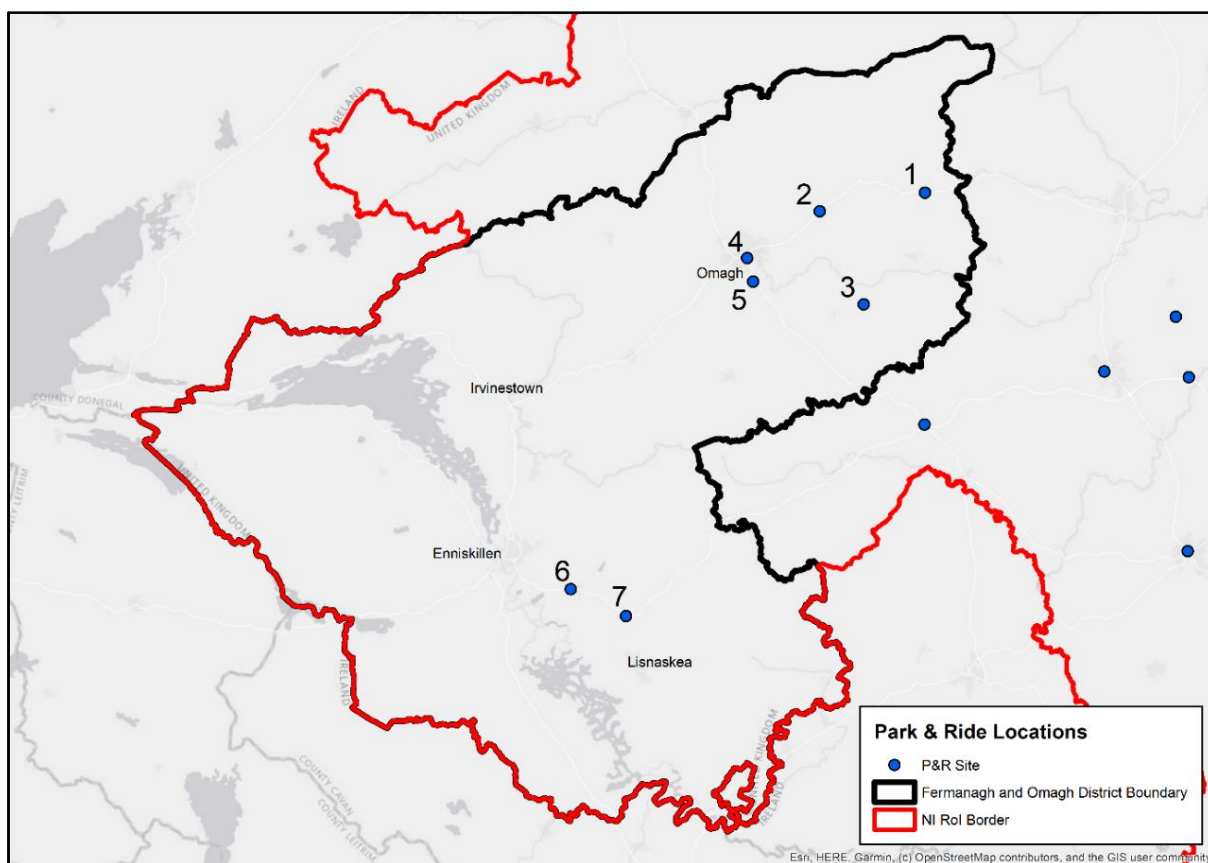


Figure 30 Park & Ride Locations in Fermanagh and Omagh

3.40 Table 15 shows the type and capacity of each of the sites in the map. The larger sites are located close to Omagh, with only one of these being an official Park & Ride service. There are only 2 small unofficial Park & Share sites close to Enniskillen.

Table 15 Park & Ride Sites

Map Ref	Location	Type	Parking space capacity	Additional Info.
1	A505, Creggan Crossroads, Omagh	Park & Share (only)	8	Bus stop
2	A505, Loughmacrory Junction, Omagh	Park & Share (only)	12	
3	A5/B46, Curr, Sixmilecross	Park & Share (only)	12	Bus service
4	A505, Crevenagh Rd, Omagh	Bus Park & Ride	251	Bus service
5	A5, Bankmore Road Junction, Omagh	Park & Share (only)	9	Bus service
6	A4, Lisbellaw	Park & Share (only)	8	Bus stop
7	Off A4/A34, Maguiresbridge	Park & Share (only)	6	Bus stop

## Bus Stop Quality

3.41 PLACEHOLDER – this section will look at the quality of bus stops, using a typology or database which may already be held by Translink, or if not will be a

new typology defined for the FOTP, intended to differentiate between higher quality bus stops, e.g. with seating and shelters, and those with (or without) a bus flag.

## Electric Charging Points for Vehicles

- 3.42 There are currently twenty-two Electric Vehicle (EV) charging points available for public use in Council-owned car parks and on-street throughout the district including ten in Enniskillen town centre, four in Omagh town centre and eight in the smaller towns, including Dromore, Irvinestown, Lisnaskea and Maguiresbridge. This is currently less than 1% of the total parking provision in the district, however in comparison to other councils in NI, this district provides a high number of EV spaces<sup>12</sup>. See Figure 31 - Figure 33.
- 3.43 At present as throughout NI, on street charging spaces are not subject to parking fees 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.

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<sup>12</sup> Fermanagh and Omagh Parking Strategy and Action Plan, March 2018

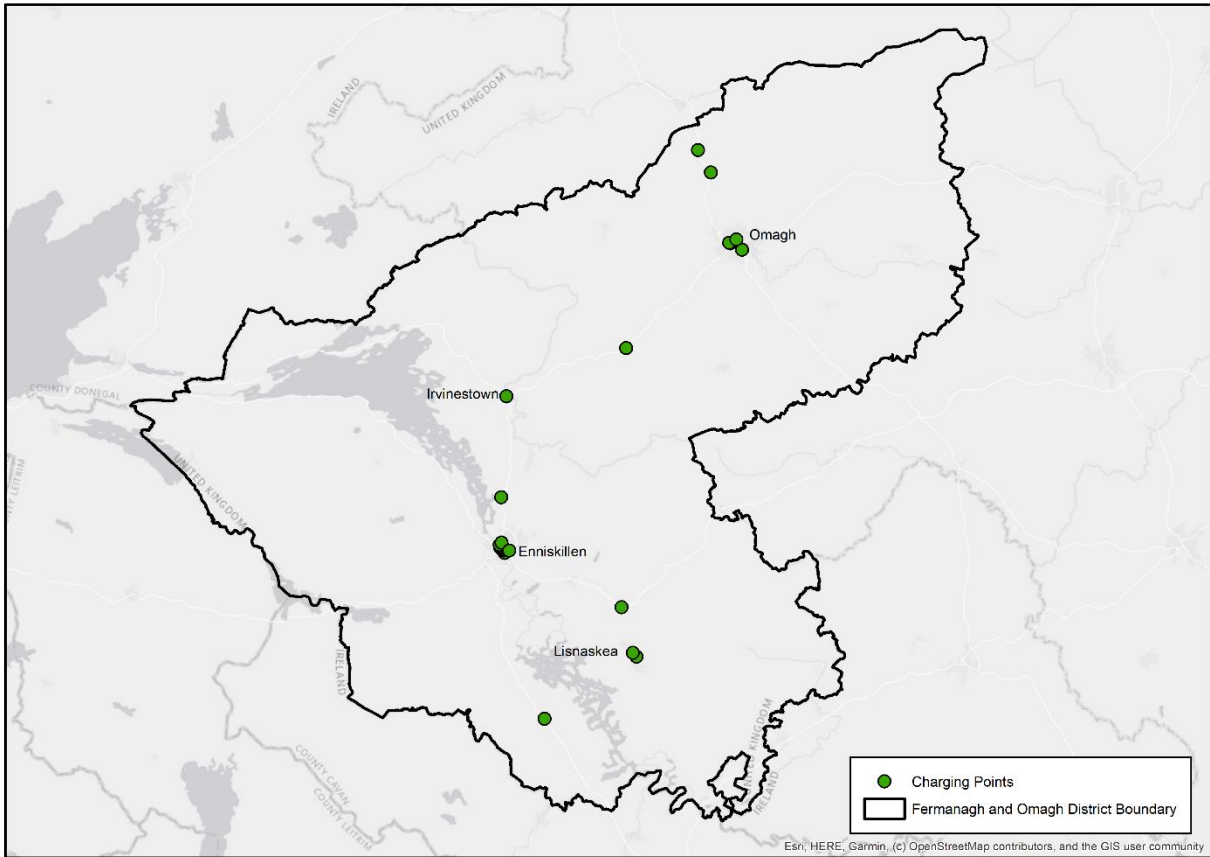


Figure 31 Charging Points in Fermanagh and Omagh



Figure 32 Charging Points in Omagh

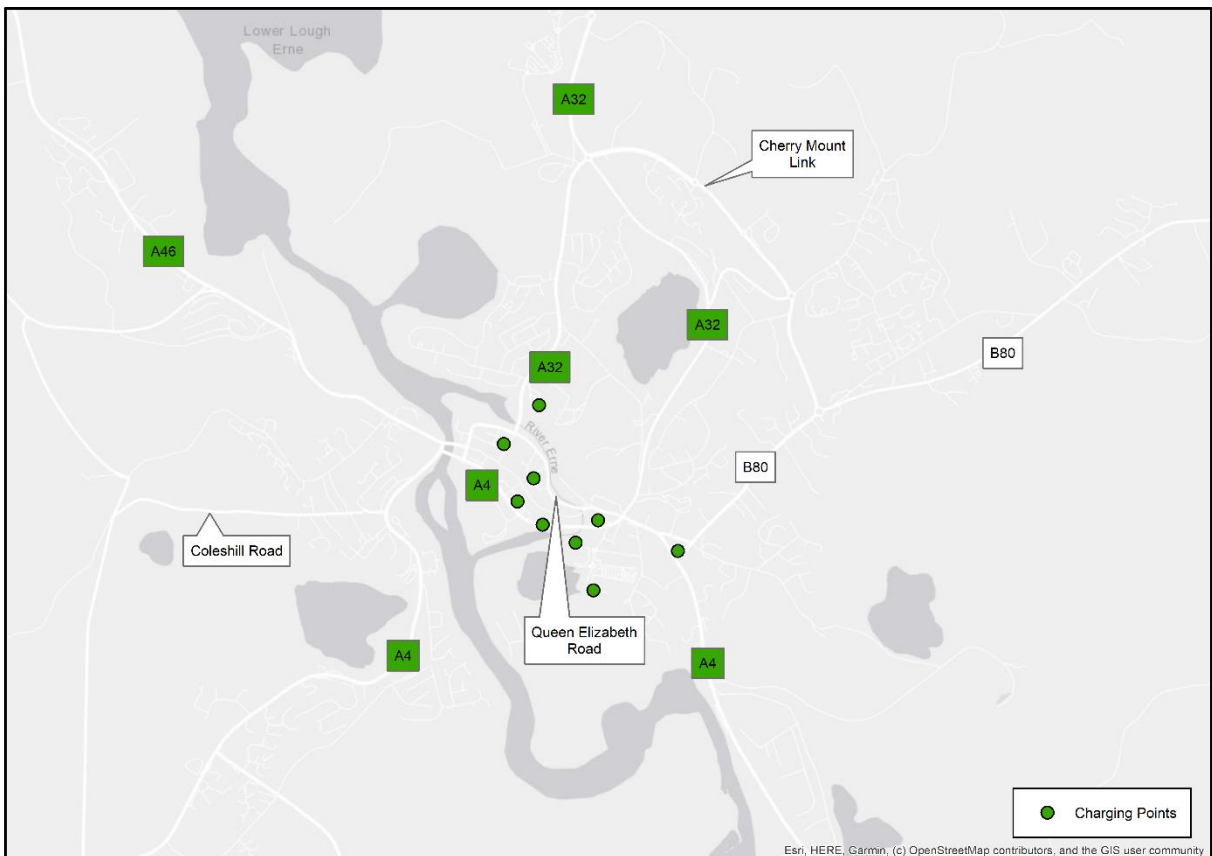


Figure 33 Charging Points in Enniskillen

## Network Performance

### Journeys to Work and Education (spatial distribution of trips, modal choice)

3.44 The 2011 Census results for journey to work (JTW) present a summary of movements between council areas. This is based on the legacy council areas pre reform of local government.

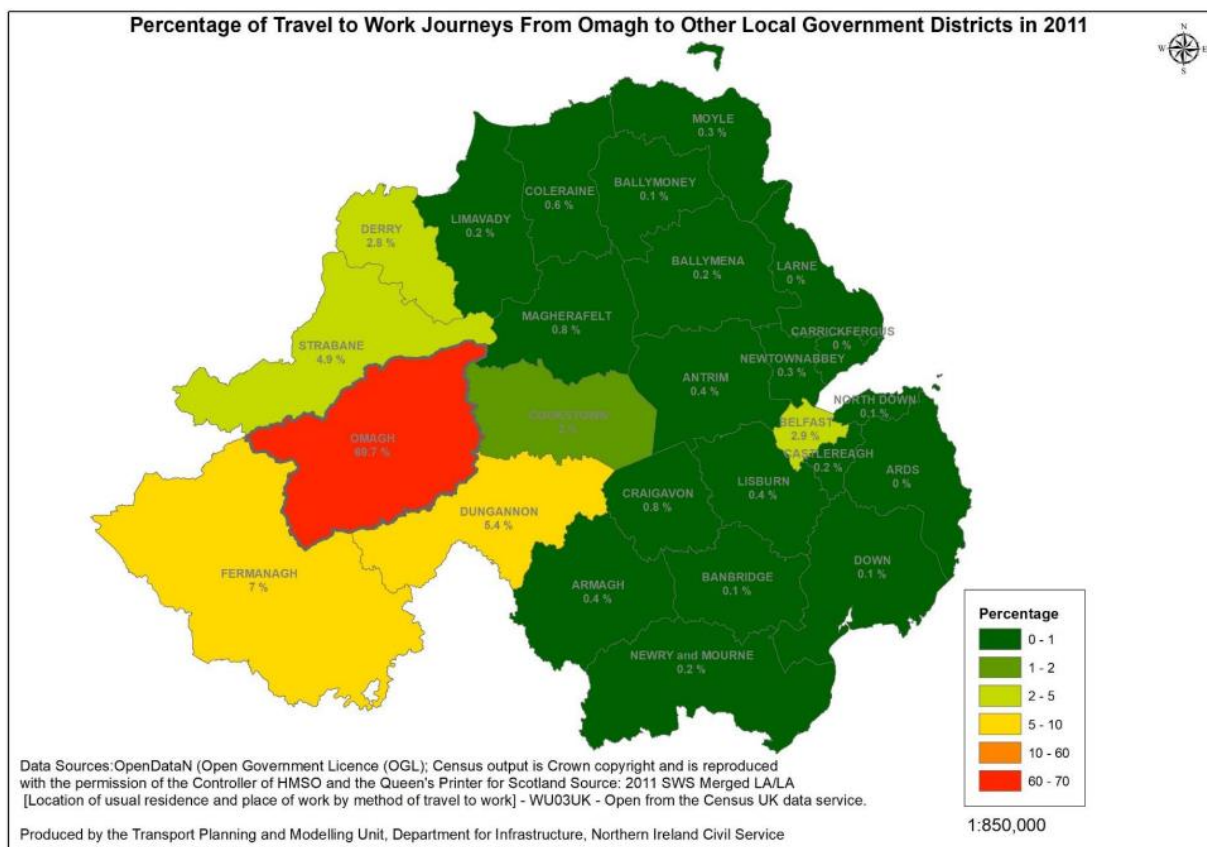


Figure 34 Proportion of Commuting Trips from Omagh to other former government districts areas as defined at the time of the 2011 Census

The immediate *area surrounding Omagh* also has a high number of outbound trips but to a lesser extent than the larger urban areas mentioned above.

3.45 Figure 34 **Error! Reference source not found.** shows that a reasonably high proportion of employed residents in Omagh (69.7%) work within their own Council area followed by the neighbouring areas of Fermanagh (7%), Dungannon (5.4%), Strabane (4.9%) and Derry (2.8%).

3.46 Figure 35 shows outbound commuting trips from Omagh. Outbound commuting trips from Omagh are heavily focussed on Belfast, Dungannon, Cookstown and

Londonderry~Derry (for the purposes of presenting the data, the urban areas of Belfast, Dungannon, Cookstown and Londonderry~Derry have each been combined into one zone to better reflect the trips to these urban areas as a whole, rather than showing smaller numbers of trips to multiple smaller zones. The immediate area surrounding Omagh also has a high number of outbound trips but to a lesser extent than the three urban areas mentioned above. Enniskillen and Cookstown also attract a substantial number of trips from Omagh.

3.47 The immediate area surrounding Omagh also has a high number of outbound trips but to a lesser extent than the larger urban areas mentioned above.

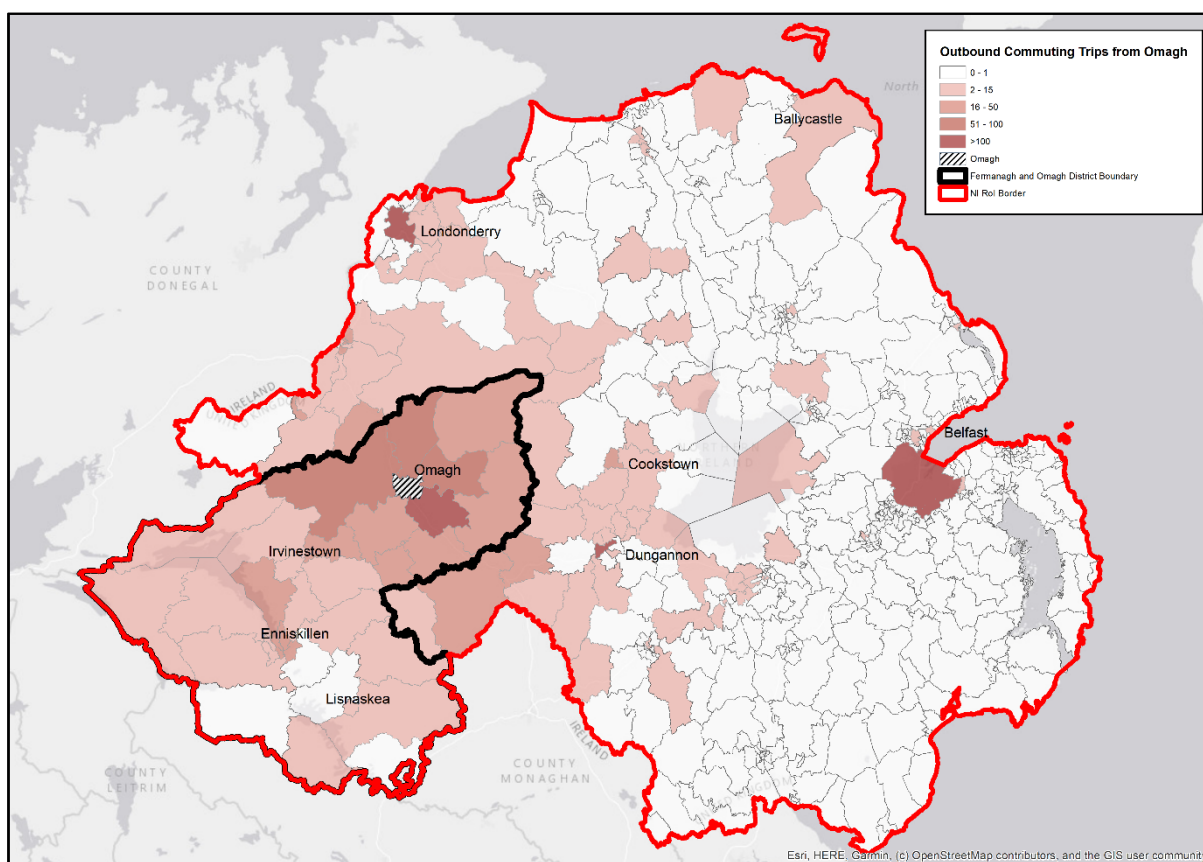
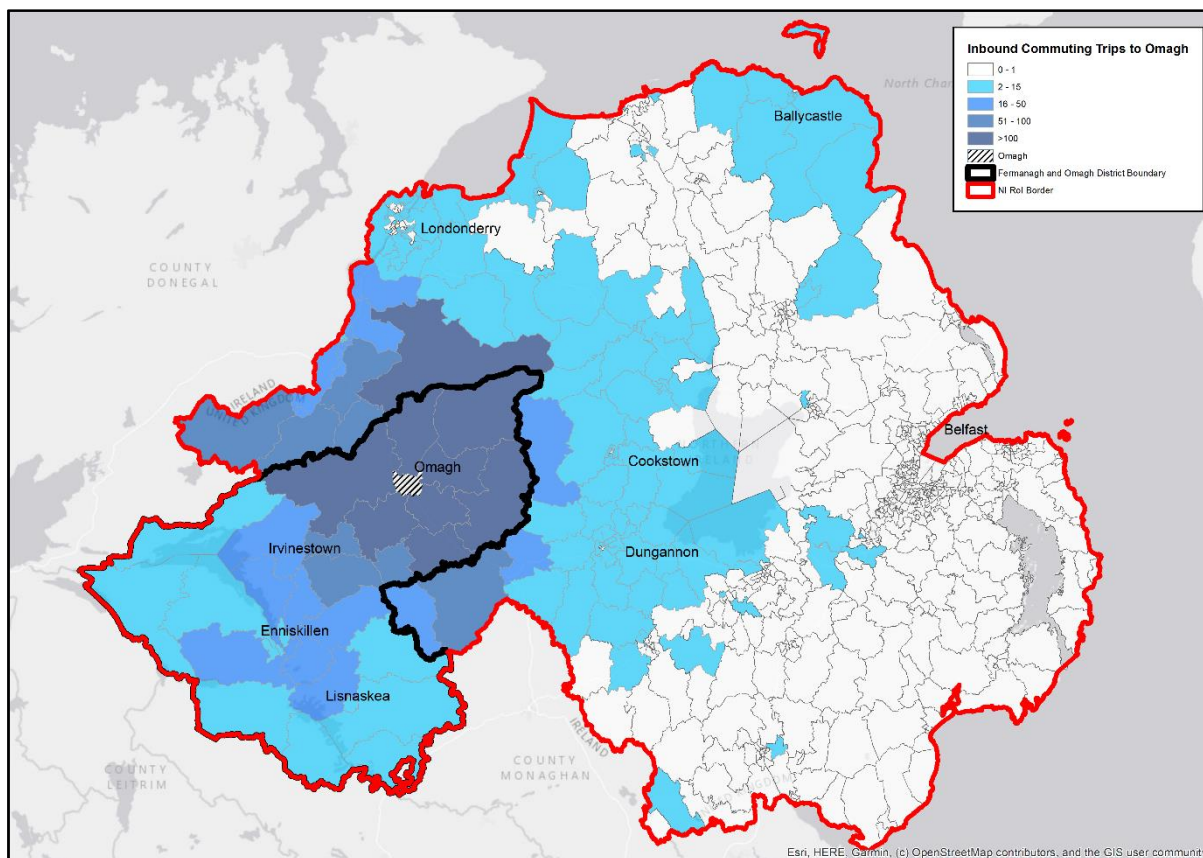


Figure 35 Outbound Commuting Trips from Omagh

Source: 2011 Census Data

3.48 Figure 36 shows inbound commuting trips to Omagh come from a wide area, including beyond the border of Fermanagh and Omagh into the south of Derry and Strabane district. The majority of trips come from the surrounding villages and local towns of Fintona, Dromore and Carrickmore.

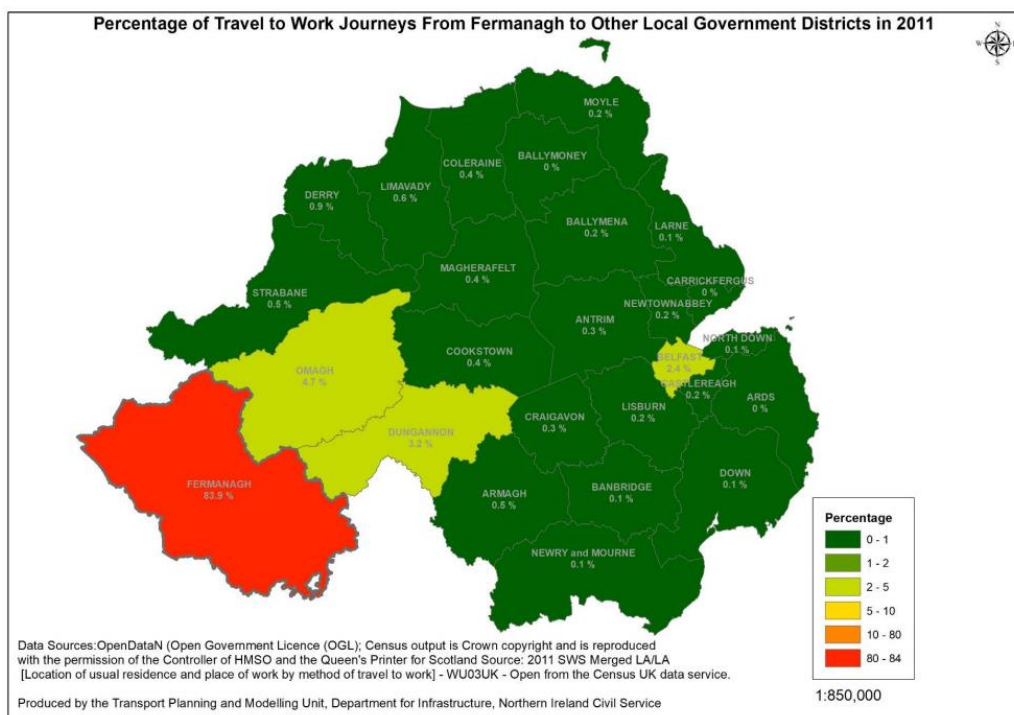


**Figure 36 Inbound Commuting Trips to Omagh**

Source: 2011 Census Data

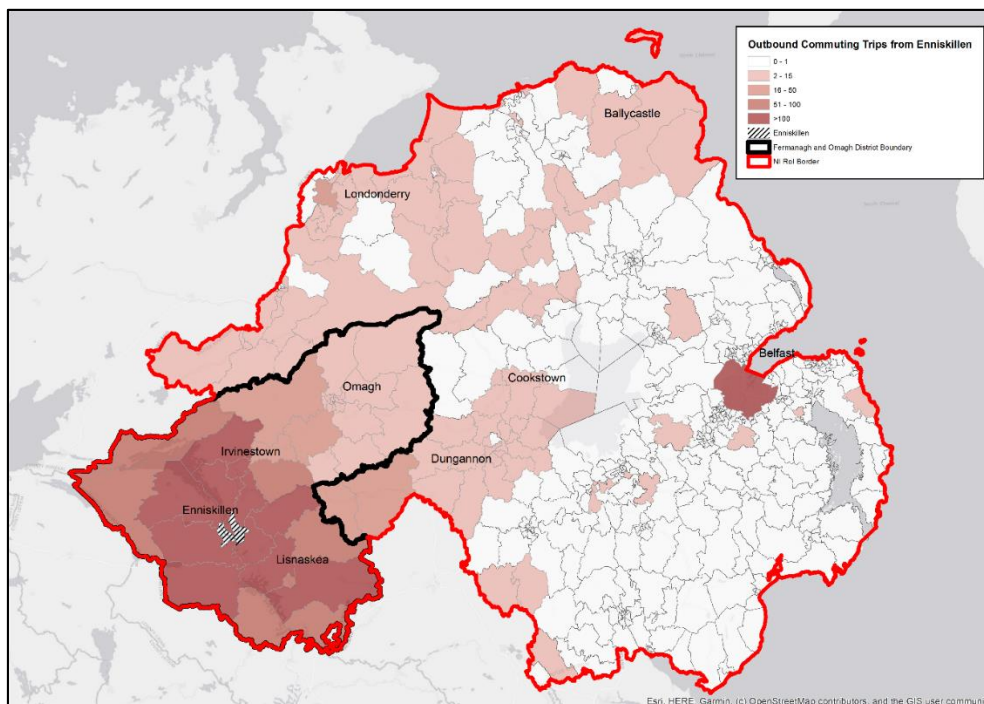
3.49 Figure 37 shows that a high proportion of employed residents in Fermanagh (83.9%) work within their own Council area, followed by a much smaller proportion who travel to the neighbouring areas of Omagh (4.7%) and Dungannon (3.2%).





**Figure 37 Proportion of Commuting Trips from Fermanagh to other former government districts areas as defined at the time of the 2011 Census**

3.50 Outbound commuting trips from Enniskillen are highly concentrated in the immediate areas surrounding Enniskillen, Belfast and Irvinestown. Londonderry~Derry and Lisnaskea also contribute to a considerable percentage of overall trips from Enniskillen.



**Figure 38 Outbound Commuting Trips from Enniskillen**

Source: 2011 Census Data

3.51 Figure 39 shows the inbound commuting trips to Enniskillen from the surrounding areas in NI. The highest number (>100) come from the nearby villages and local towns of Irvinestown and Lisnaskea.

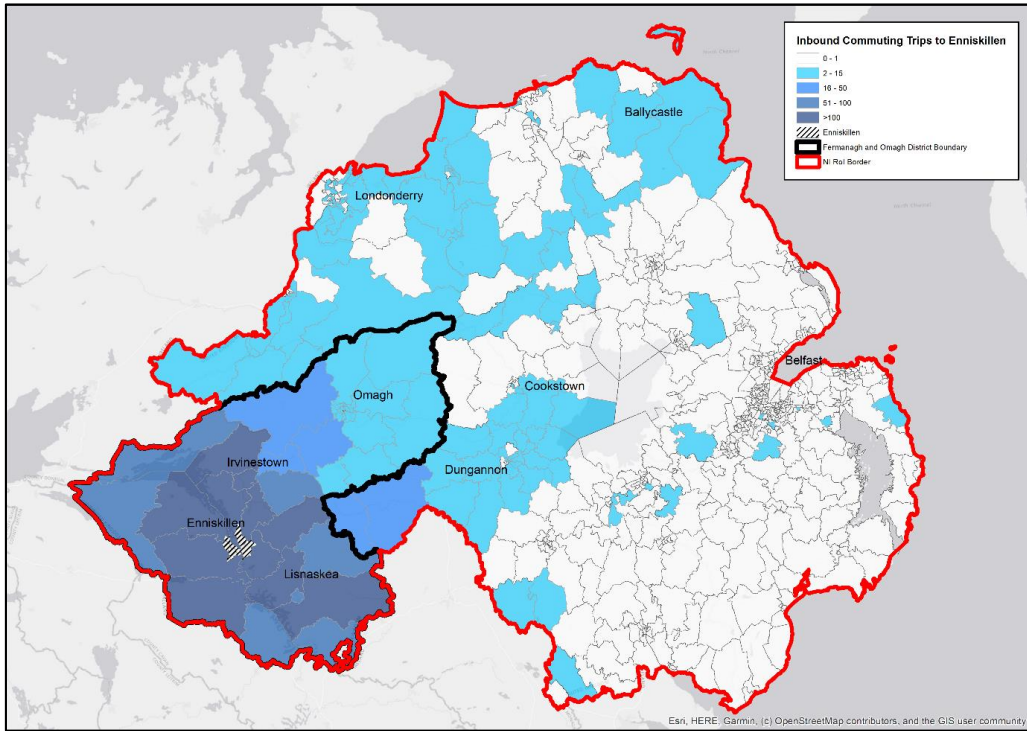


Figure 39 Inbound Commuting Trips to Enniskillen

Source: 2011 Census Data

3.52 Figure 40 shows the mode share of journeys to work in Fermanagh and Omagh. The use of sustainable modes in the district is below the NI average for journeys to work with only 8% walking, cycling or using public transport compared to 15% across NI.

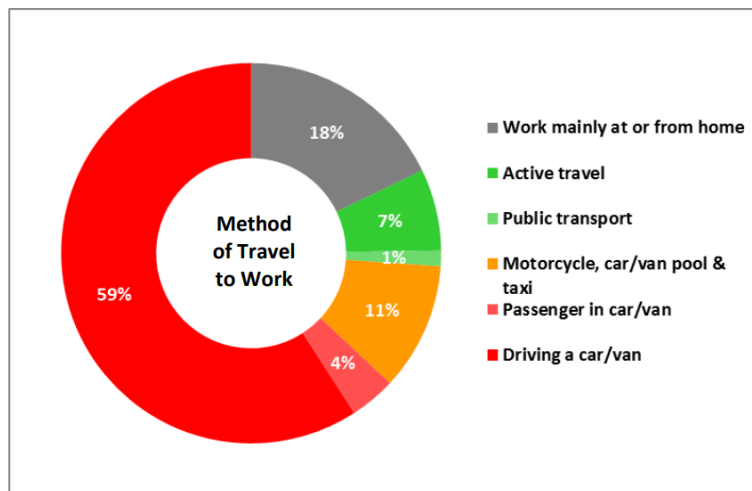
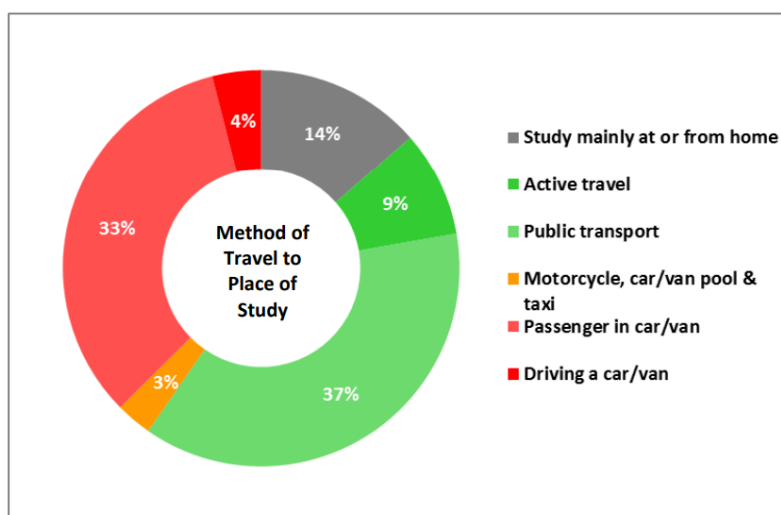


Figure 40 Mode Share of Travel to Work Journeys

Source: Fermanagh and Omagh Local Transport Study, March 2021

3.53 As shown in Figure 41, the use of sustainable modes to travel to education is much higher than work journeys at 46%, which matches the NI average. However, it is notable that only 9% of journeys to education are made by active modes compared to 15% across NI. This may be explained in part by the area's rural nature having a higher proportion of longer journeys. There is a much larger proportion of trips to education by public transport (37%) compared to work (1%). This suggests a switch from public transport to private car once residents leave school and start working.



**Figure 41 Mode Share of Journeys to Education**

Source: Fermanagh and Omagh Local Transport Study, March 2021

## Traffic Volumes

3.54 Figure 42 shows the nine available locations of traffic counts across the District, and the corresponding counts over a 24 hour Annual Average Daily Traffic Flow (AADT) between 2015 and 2019 are shown in Table 16. Annual percentage difference and average annual percentage difference is shown in Table 17.

3.55 Sites 1, 2, and 5 show the greatest percentage increase in traffic volume over this period, which represents a growing number of trips between Omagh – Ballygawley and further beyond to Belfast, as well as between Garrison – Belleek, close to the Irish border.

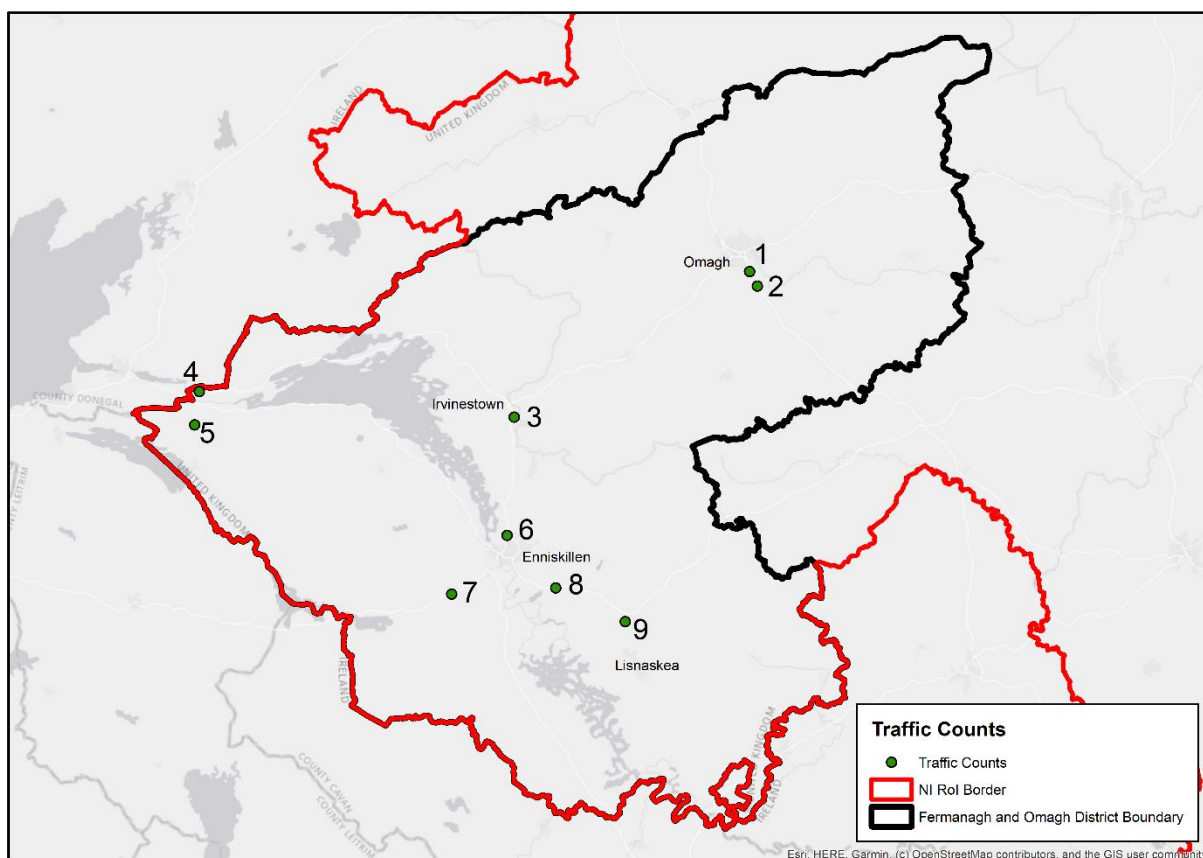


Figure 42 Traffic Counts in Fermanagh and Omagh

Table 16 24 hour AADT (7 day flow) Traffic Counts between 2015 and 2019 - Cross Referenced

Reference to Map	Route	Location	2015	2016	2017	2018	2019
1	A5	Omagh - Ballygawley, South of Crevenagh Road Roundabout	15,903	15,496	16,780	17,209	17,432
2	B122	Omagh - Ballygawley S of B122 (past junction of U1306)	12,843	12,448	13,866	14,331	14,513
3	A32	Enniskillen Road - Irvinestown	6,804	6,989	7,158	7,225	7,284
4	A47	Boa Island Road, Belleek	2,442	1,937	2,462	2,515	2,513
5	B52	Garrison - Belleek (South of Farancassidy Cross Roads at Brollagh School)	1,906	1,815	2,061	2,049	2,099
6	A32	Enniskillen - Irvinestown (North of Cherrymount Roundabout)	16,239	15,678	16,831	16,759	17,059
7	A47	Enniskillen - Belcoo (East of Letterbreen near Moybrone/ Station Road Cross Roads)	3,731	3,840	3,943	3,936	4,057
8	A4	Enniskillen - Fivemiletown (West of B514 at Cultiagh)	11,551	11,270	12,240	11,786	11,624
9	A34	Lisnaskea - Maguiresbridge (Lisnagole Road near St Mary's Primary School)	8,670	8,215	8,911	8,267	8,178

**Table 17 24 hour AADT (7 day flow) Annual Percentage Difference – Cross Referenced**

Reference to Map	2015	Percentage difference between 2015 and 2016	2016	Percentage difference between 2016 and 2017	2017	Percentage difference between 2017 and 2018	2018	Percentage difference between 2018 and 2019	2019	Average percentage difference
1	15,903	-2.56%	15,496	8.29%	16,780	2.56%	17,209	1.30%	17,432	2.39%
2	12,843	-3.08%	12,448	11.39%	13,866	3.35%	14,331	1.27%	14,513	3.23%
3	6,804	2.72%	6,989	2.42%	7,158	0.94%	7,225	0.82%	7,284	1.72%
4	2,442	-20.68%	1,937	27.10%	2,462	2.15%	2,515	-0.08%	2,513	2.12%
5	1,906	-4.77%	1,815	13.55%	2,061	-0.58%	2,049	2.44%	2,099	2.66%
6	16,239	-3.45%	15,678	7.35%	16,831	-0.43%	16,759	1.79%	17,059	1.32%
7	3,731	2.92%	3,840	2.68%	3,943	-0.18%	3,936	3.07%	4,057	2.13%
8	11,551	-2.43%	11,270	8.61%	12,240	-3.71%	11,786	-1.37%	11,624	0.27%
9	8,670	-5.25%	8,215	8.47%	8,911	-7.23%	8,267	-1.08%	8,178	-1.27%

## Journey Time Comparison

3.56 Table 18 and Table 19 show the estimated journey times by different modes to Omagh and Enniskillen from surrounding urban areas, arriving by around 9am on a neutral weekday (November 2021). Journey times have been derived from online journey planning tools using the same origin and destination points and therefore for example a trip by bus will include walk times and interchange times between two bus services.

**Table 18 Journey Time Comparison to Omagh**

From	Bus	No of bus services required	Car	Cycling	Crow fly distance between urban centres (in km)	Principal road(s) used
<b>Newtownstewart</b>	32mins	1	14-22mins	49mins	13.8	A5
<b>Strabane</b>	30mins	1	26-35mins	1hr 57mins	27.4	A5
<b>Cookstown</b>	1hr 37mins	2	25-45mins	2hr 14mins	36.6	A505

<b>Dungannon</b>	1hr 15mins	1	35-50mins	2hr 21mins	36.8	A4, A5
<b>Ballygawley</b>	43mins	1	22-30mins	1hr 20mins	23.6	A5
<b>Fivemiletown</b>	1hr 51mins	2	28-40mins	1hr 41mins	24.3	B122, A5
<b>Fintona</b>	34mins	1	14-22mins	43mins	11.2	B122, A5
<b>Enniskillen</b>	1hr 9mins	1	35-45mins	2hrs 11mins	35.0	A32
<b>Irvinestown</b>	54mins	1	22-28mins	1hr 25mins	24.8	A32
<b>Dromore</b>	30mins	1	12-16mins	40mins	13.6	A32
<b>Castleberg</b>	58mins	1	26-35mins	1hr 27mins	21.9	B50, A5

3.57 The tables demonstrate that the car is the quickest way to travel around the district and beyond. Bus journey times are significantly slower and, in some cases, more than one bus service is required to complete the journey. Cycling (using fast moving A-roads) is the slowest although in a few instances it is comparable to the bus journey time (it is also worth noting that journey length and road conditions such as traffic volumes, speeds and road characteristic such as the width of the carriageway and topography may disincentive cycling as a mode).

3.58 Looking at the journey times to Enniskillen in Table 19 from two local towns with a high number of commuting trips (Lisnaskea and Irvinestown) the bus journey times are only slightly longer than the car travel time for Lisnaskea, 28 minutes by bus vs. 24minutes by car. Whereas for Irvinestown there is a bigger gap with 36 minutes by bus vs. 20 minutes by car. Cycling journey times from these towns is significantly higher than car journey times, with cycling journeys from Lisnaskea taking 52 minutes, over double the car journey time, and 45 minutes from Irvinestown, which again is over double the car journey time.

3.59 Some example local towns with a high commuting volume to Omagh include Fintona and Dromore, in comparing the car to bus travel time from these origins in Table 18 there is little difference for Fintona, with 34 minutes by bus vs. 22 minutes by car. For Dromore the difference is only slightly more with 30 minutes by bus vs. 16 minutes by car. On this basis, there is opportunity to encourage further mode shift from car to bus, provided bus services are frequent and reliable. In both cases the cycling journey takes roughly double the car journey time, at 43 minutes from Fintona and 40 minutes from Dromore.

**Table 19 Journey Time Comparison to Enniskillen**

From	Bus	No of bus services required	Car	Cycling	Crow fly distance between urban centres (km)	Principal road(s) used
<b>Omagh</b>	1hr 9mins	1	35-45mins	2hrs 11mins	35	A32

<b>Lisbellaw</b>	24mins	1	7-12mins	22mins	7	A4
<b>Brookeborough</b>	34mins	1	14-20mins	51mins	15	A4
<b>Lisnaskea</b>	28mins	1	16-24mins	52mins	16	A34, A4
<b>Irvinestown</b>	36mins	1	14-20mins	45mins	14	A32
<b>Fivemiletown</b>	51mins	1	20-26mins	1hr 14mins	21	A4
<b>Ballygawley</b>	1hr 26mins	1	40-55mins	2hrs 22mins	41	A4
<b>Derrylin</b>	42mins	1	18-26mins	1hr 3mins	17	A509

## Road Network Speeds

3.60 As a measure of network efficiency, the off-peak speeds of the road network are shown in Figure 43 for the entire district area. The A road network, including the A4, A5, A32 and A505 between the principal towns operates at speeds exceeding 50mph except where they pass through villages. On the A roads in the vicinity of Enniskillen and the B road network, it is notable that speeds are generally below 50mph<sup>13</sup>.

<sup>13</sup> INRIX data and F&O Local Transport Study, 2021

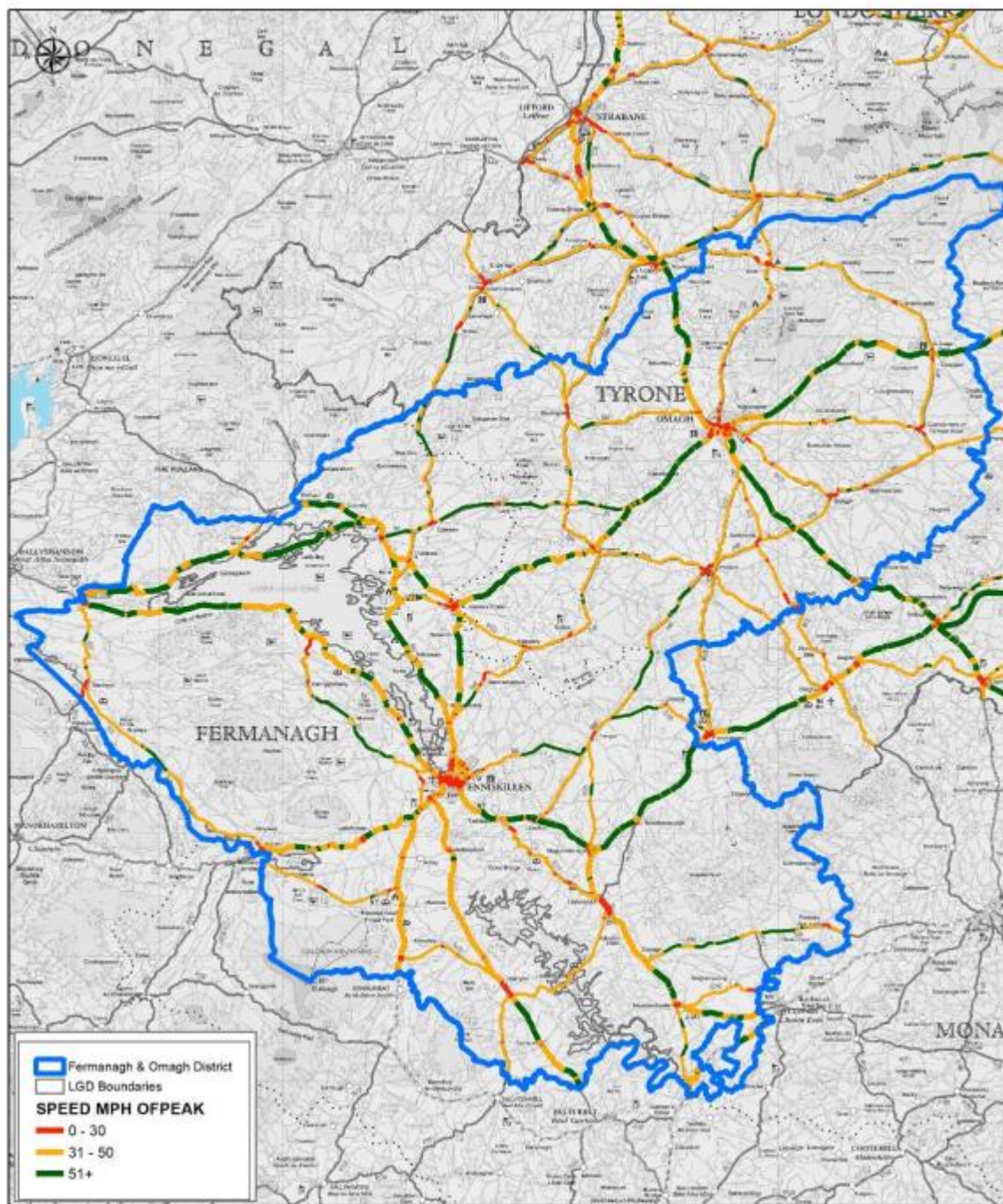


Figure 43 Off-Peak Speeds in Fermanagh and Omagh District

Source: INRIX

3.61 Figure 44 and Figure 45 show the peak speeds in the urban areas of Omagh and Enniskillen respectively. Generally, these reduce in line with the urban restrictions of 30mph, however traffic progression is controlled by the throughput of the principal junctions in the town centres which reduces peak speeds to less than 15mph. The Great Northern Road in Omagh (A5) provides traffic relief to the town centre whilst no similar link exists in Enniskillen whose limited river bridges are a focus for traffic.



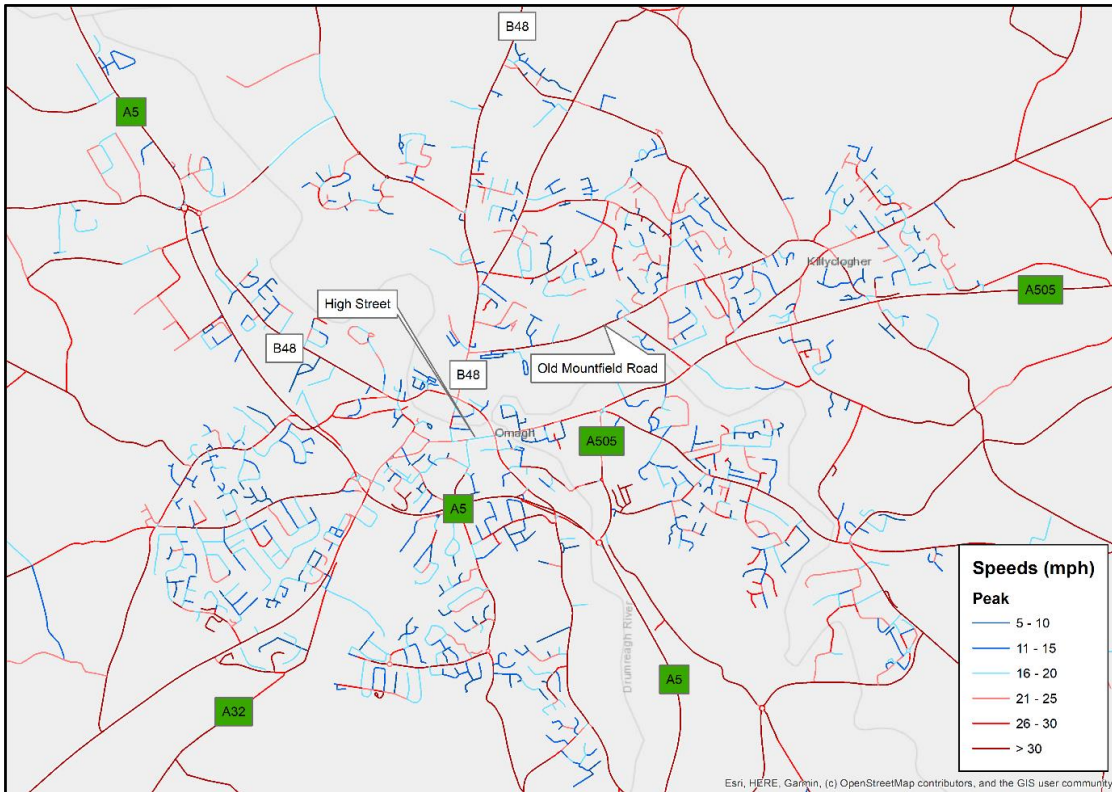


Figure 44 Peak Speeds in Omagh

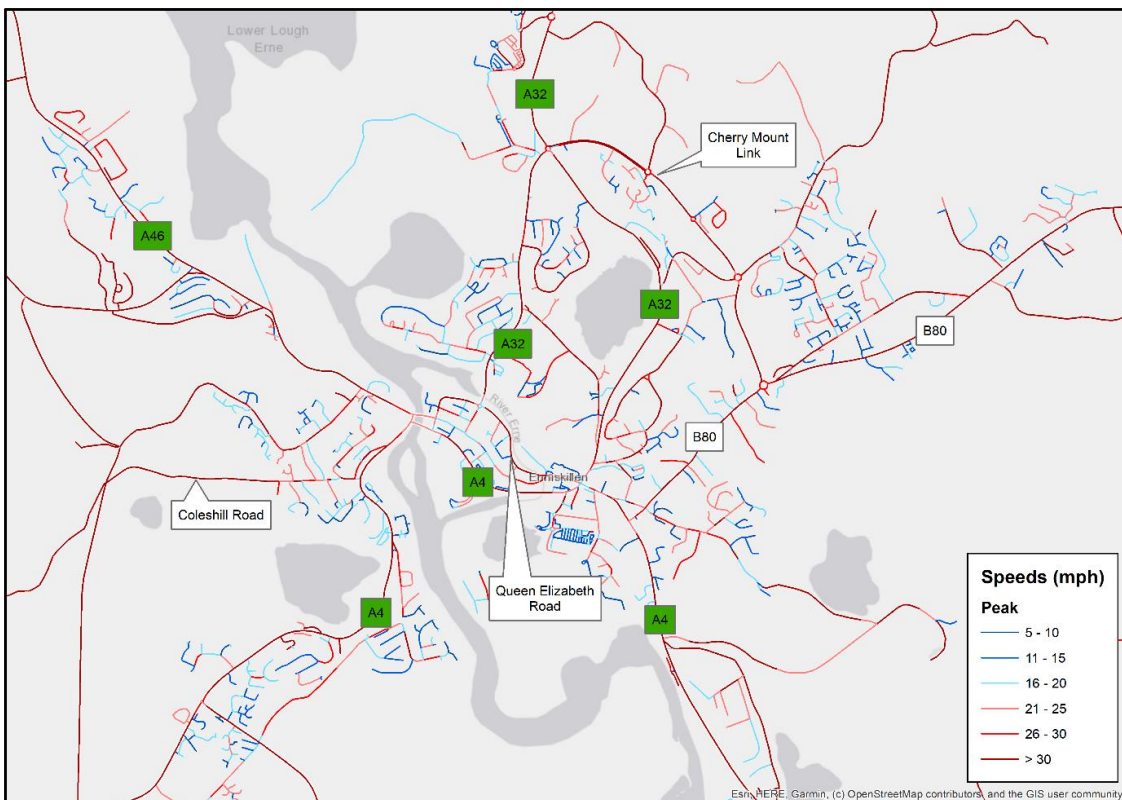


Figure 45 Peak Speeds in Enniskillen

Source: INRIX (both maps above)

3.62 In the urban areas of Omagh and Enniskillen speeds reduce in line with the urban restrictions of 30mph during the Off-Peak (see Figure 46 **Error! Reference source not found.** and Figure 47 **Error! Reference source not found.**).

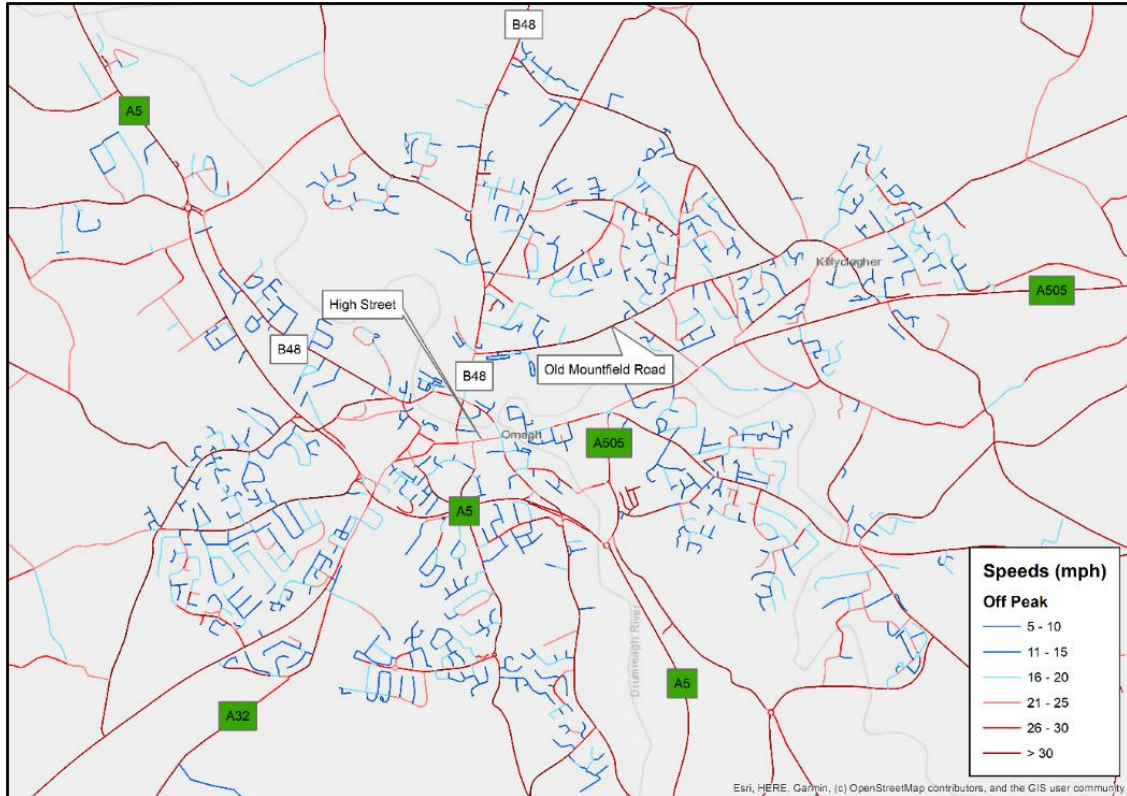
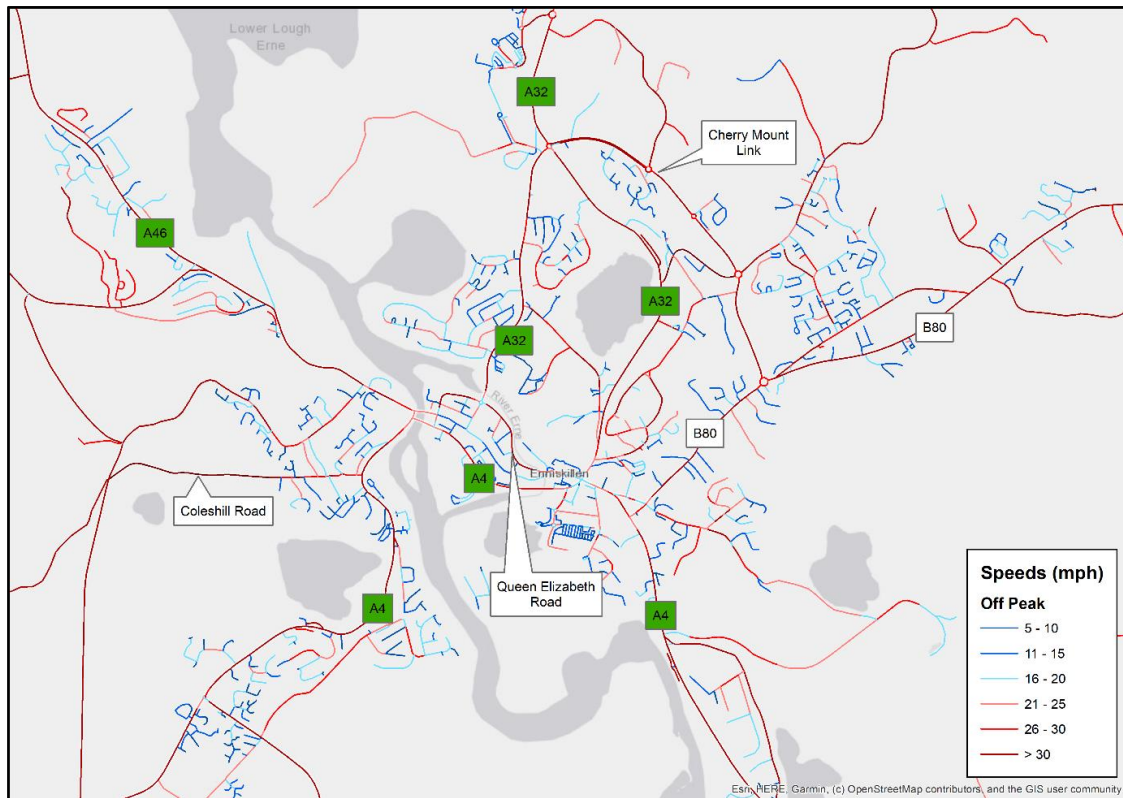


Figure 46 Off Peak Speeds in Omagh

Source: INRIX

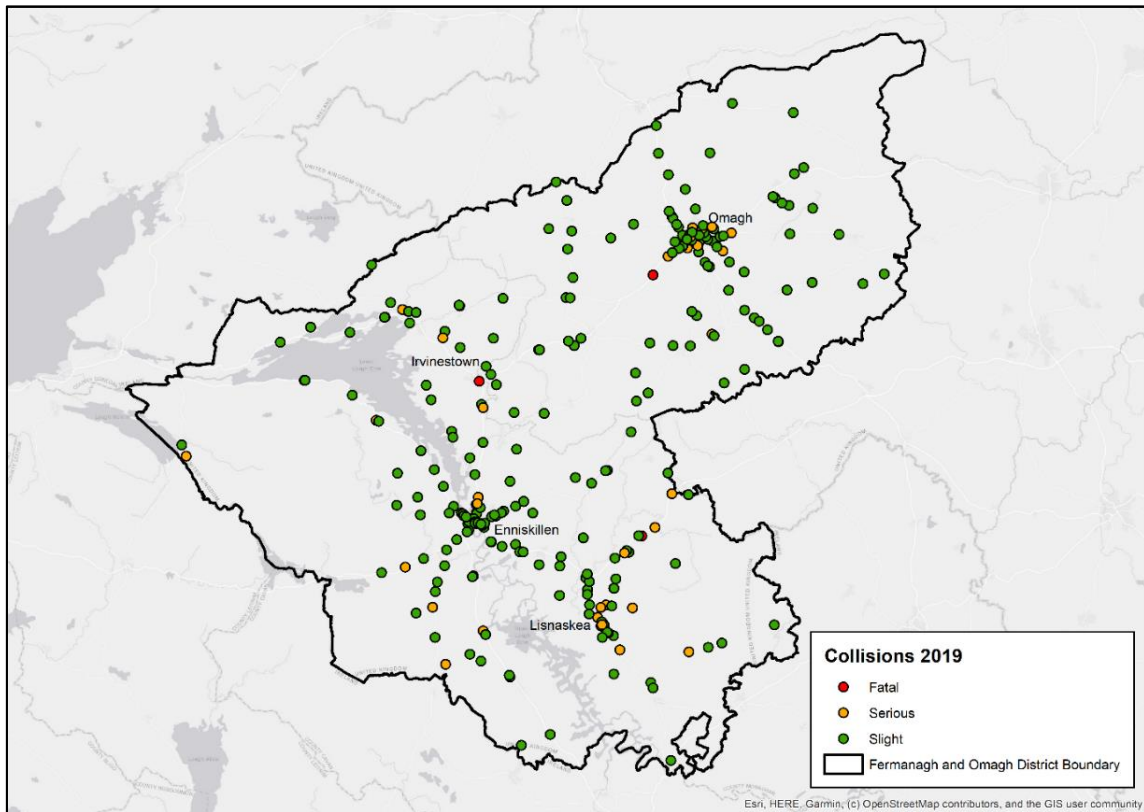


**Figure 47 Off Peak Speeds in Enniskillen**

Source: INRIX

## Road Casualties

3.63 The following three maps show the number and location of reported collisions across Fermanagh and Omagh in 2019.



**Figure 48 2019 Collisions in Fermanagh and Omagh**

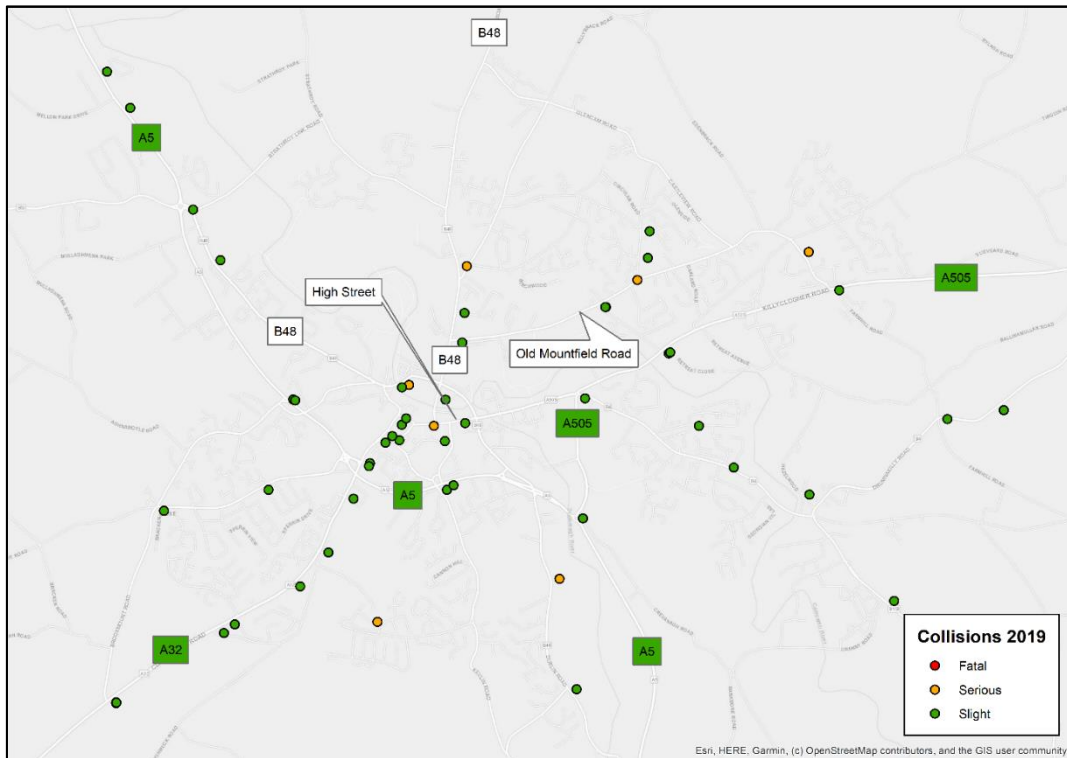


Figure 49 2019 Collisions in Omagh

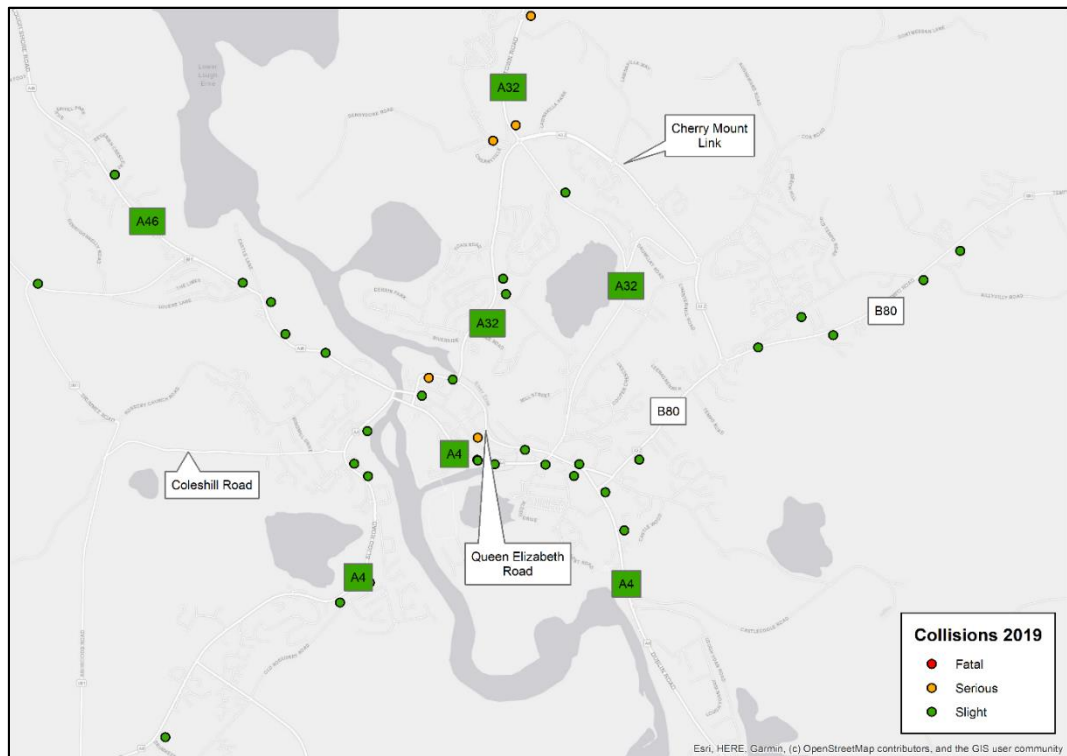


Figure 50 2019 Collisions in Enniskillen

3.64 Figure 48 shows the spread and severity of collisions across the entire Council area, which shows that in addition to many occurring in the main towns of Omagh and Enniskillen and the local towns of Lisnaskea and Irvinestown, many also occurred in rural areas. This is consistent with the rural nature of the area and the high proportion of residents living in these areas and their use of the extensive rural road network.

3.65 Additionally, a more detailed view of the spread of collisions is shown for both the main towns of Omagh (Figure 49) and Enniskillen (Figure 50 **Error! Reference source not found.**). There is a greater concentration of collisions in Omagh in comparison to Enniskillen. Both towns have reported mainly 'slight' collisions, with only a small number of 'serious' collisions, and the only 'fatal' collisions occurring further afield in the rural areas. The majority of collisions occur on the A roads and B roads and the centre of both towns, including the A4, A46, A32 and B80 in Enniskillen and the A32, A5, A505 and B48 in Omagh. There is also a focus at the road junctions where interactions between traffic flows and with crossing pedestrians and cyclists naturally occur.

3.66 Table 20 and Table 21 display collision data between 2016 and 2019 for Omagh and Enniskillen respectively. Collisions are divided into slight, serious and fatal. For both Omagh and Enniskillen there is a slight decrease in "All Collisions" between 2016 and 2019. The respective tables are directly related to **Error! Reference source not found.** and **Error! Reference source not found.** with the geographical extent used for these maps the same as the data presented in Table 20 and Table 21.

**Table 20 Omagh Collision Data between 2016 and 2019**

Year	All Collisions	Slight	Serious	Fatal
2016	72	66	5	1
2017	63	57	6	0
2018	63	60	2	1
2019	56	48	8	0

**Table 21 Enniskillen Collision Data between 2016 and 2019**

Year	All Collisions	Slight	Serious	Fatal
2016	48	45	3	0
2017	47	44	3	0
2018	56	49	7	0
2019	41	36	5	0

3.67 Considering the high number of collisions in rural areas, it is worth noting the conclusions in the Rural Road Analysis for NI<sup>14</sup>. Amongst the publication’s conclusions regarding killed and seriously injured persons are some key points to consider for Fermanagh and Omagh:

- the top three causation factors are “inattention or attention diverted”, “excessive speed having regard to conditions” and “wrong course / position”;
- 77% are car users and only 6% are pedestrians and 3% cyclists; and
- 16-24 year olds (29%) and males (65%) are overrepresented groups of those involved in collisions.

## Accessibility

**PLACEHOLDER – series of new accessibility maps to key destinations by different modes of transport. The following is a suggested list that could be included, subject to resourcing and timescales.**

- Bus travel time TO Enniskillen Town Centre – AM Peak – *district level view*
- Bus travel time TO Enniskillen Town Centre – PM Peak – *district level view*
- Bus travel time TO Enniskillen Town Centre – late evening – *district level view*
- Bus travel time TO Omagh Town Centre – AM Peak – *district level view*
- Bus travel time TO Omagh Town Centre – PM Peak – *district level view*
- Bus travel time TO Omagh Town Centre – late evening – *district level view*
- Cycle travel time TO Enniskillen Town Centre – *town level view*
- Cycle travel time TO Omagh Town Centre – *town level view*
- Walk travel time TO Enniskillen Town Centre – *town level view*
- Walk travel time TO Omagh Town Centre – *town level view*
- Bus travel time TO South West Acute Hospital, Enniskillen – AM Peak – *district level view*

<sup>14</sup> Northern Ireland Rural Road Analysis, 2012-2016

- Bus travel time TO Omagh Hospital and Primary Care Complex – AM Peak – *district level view*
- Cycle travel time TO South West Acute Hospital, Enniskillen – *town level view*
- Cycle travel time TO Omagh Hospital and Primary Care Complex – *town level view*
- Walk travel time TO South West Acute Hospital, Enniskillen – *town level view*
- Walk travel time TO Omagh Hospital and Primary Care Complex – *town level view*
- Bus travel time TO Gortrush Industrial Estate, Omagh – AM Peak – *town level view*
- Cycle travel time TO Gortrush Industrial Estate, Omagh – *town level view*
- Walk travel time TO Gortrush Industrial Estate, Omagh – *town level view*
- Bus travel time TO Killyhevlin Industrial Estate, Enniskillen – AM Peak – *town level view*
- Cycle travel time TO Killyhevlin Industrial Estate, Enniskillen – *town level view*
- Walk travel time TO Killyhevlin Industrial Estate, Enniskillen – *town level view*



## 4. Policy Context Overview

- 4.1 A Policy Context Summary Report is contained in Appendix A. It captures key policy and strategy documents covering a variety of policy themes and at different geographical scales, from the whole of NI down to Fermanagh and Omagh district and settlements within the district. In conjunction with the baseline evidence in this report, the policy context will inform the review of objectives and a vision for developing the FOTP.
- 4.2 Table 22 below sets out the policy and strategy documents covered in this overview and the broad policy theme (or themes) they align with.

**Table 22 Policy and Strategy Documents**

Plan / Strategy	Geographical Scale	People and Place – including Public Health (PP)	Transport Infrastructure and Services (TIS)	Environment (ENV)	Economy (ENC)
Strategic Planning Policy Statement for NI	Regional	✓	✓	✓	✓
Making Life Better - a whole system framework for public health	Regional	✓			
Making Life Better - The Strategic Framework for Public Health	Regional	✓			
Draft Green Growth Strategy for Northern Ireland	Regional	✓	✓	✓	✓
Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland	Regional	✓	✓		
Exercise Explore Enjoy: A Strategic Plan for Greenways	Regional	✓	✓		
Rural Policy Framework for NI (2022)	Regional	✓	✓	✓	✓
Programme for Government (PFG) 2021 – Draft Outcomes Framework Consultation Document	Regional	✓	✓	✓	✓
Ensuring a Sustainable Transport Future: — A New Approach to Regional Transportation	Regional	✓	✓	✓	✓
Sub-Regional Transport Plan	Sub-regional	✓	✓	✓	
Regional Strategic Transport Network Transport Plan 2015	Regional	✓	✓		✓
Regional Development Strategy 2035	Regional	✓	✓	✓	✓
Planning for the Future of Transport – Time for Change	Regional	✓	✓	✓	✓
Northern Ireland Road Safety Strategy 2011-2020 and A Consultation on the Proposed Content of the new Road	Regional	✓	✓		✓

Safety Strategy for Northern Ireland to 2030					
Clean Air Strategy for Northern Ireland – A Public Discussion Document (2020)	Regional	✓	✓	✓	✓
Decarbonising Transport: a better, greener Britain	National	✓	✓	✓	✓
Union Connectivity Review – Final Report	National		✓		✓
Fermanagh and Omagh Corporate Plan 2020- 2024	Local (District)	✓	✓	✓	✓
Fermanagh and Omagh Community Plan 2020- 2024	Local (District)	✓	✓	✓	✓
Fermanagh and Omagh Local Development Plan 2030 - Draft Plan Strategy	Local (District)	✓	✓	✓	✓
Local Transport Study	Local (District)		✓		
Omagh Place Shaping Plan 2025	Local (Settlement)	✓	✓	✓	✓
Draft Visitor Experience Development Plan (VEDP) for Fermanagh Lakelands and Omagh and the Sperrins	Local (District)	✓	✓	✓	✓
Conservation Area Guide - Enniskillen	Local (Settlement)	✓			
Mid South West Economic Engine – Regional Economic Strategy	Sub-regional	✓	✓		✓
Northern Ireland Climate Change Adaptation Programme 2019-2024	Regional	✓	✓	✓	✓
Children and Young People's Strategy 2020 -2030	Regional	✓			
Active Ageing Strategy 2016-2022	Regional	✓			
Living Places - An Urban Stewardship and Design Guide for Northern Ireland	Regional	✓	✓	✓	✓
Department for Infrastructure's Equality Scheme	Regional	✓	✓		
LTP Guidance, WebTAG, DfT-Travel-Demand-Management-Toolkit	National	✓	✓		
Local Development Plans of Adjoining LGAs in Northern Ireland (Derry & Strabane, Mid Ulster)	Local (Bordering Districts)	✓	✓	✓	✓
Local Development Plans of Adjoining LGAs in Republic of Ireland (County Donegal, County Leitrim, County Cavan, County Monaghan)	Local (Bordering Districts)	✓	✓	✓	✓

#### 4.3 Forthcoming policies include:

- Suite of forthcoming NI Transport Plans

- The All Island Rail Review
- The Network Utilisation Strategy

4.4 The key points for transport coming from this policy review include the following:

- Strategic priorities for improving public health have important links to transport as measures which improve the sustainable travel network should encourage more walking and cycling which should lead to better public health outcomes.
- Sustainable development should be at the core of all planning and transport interventions.
- Transport will continue to play an important role in helping to deliver and meet the actions and targets across all three strands of climate, environment and the economy, including a low emission society. However, it is important to also consider that transport could deliver significant benefits in one strand whilst helping to generate challenges in another.
- Transport will contribute to driving the economy by improving connectivity between settlements within Fermanagh and Omagh districts and the surrounding region, supporting inclusive, sustainable growth and access to education and employment.
- Improve uptake of cycling for shorter journeys and in urban areas, which will improve public health and improve community cohesion.
- Greenways could provide a unique opportunity to deliver significantly improved connectivity for people walking and cycling, including between settlements, especially where improvements along existing roads may be very challenging to deliver.
- Improving connectivity between urban and rural areas will help to ensure that rural businesses are more competitive and help improve the economic and social wellbeing of people in rural areas thereby maintaining a living working rural landscape.
- Transport will be at the forefront of creating a net zero carbon future and affordable energy as part of a wider action to address climate change.
- The FOTP and LDP will need to be closely linked, with transport proposals needing to align with and help deliver key local development proposals.

## 5. Key Challenges

5.1 By way of conclusion of the current baseline evidence presented in this report, Table 23 below presents the emerging key challenges for transport in Fermanagh and Omagh, based on the evidence in this report and it's supporting documents. This is an initial list that will be expanded upon as further work is undertaken, such as the Accessibility mapping, Place and Movement assessment and consultation with stakeholders and the community. The challenges will be key in determining the future FOTP's vision and objectives.

**Table 23 Summary of Key Challenges**

<b>Challenge</b> <i>A brief description of the challenge</i>	<b>Mode</b> <i>Main mode (or modes) affected</i>	<b>Current/Future</b> <i>Whether it is a current and/or future year challenge</i>	<b>Example Locations</b> <i>(e.g. road corridors, neighbourhoods/town centres) - at this stage it may not be possible to identify all locations in precise detail, e.g. point-specific locations such as junctions. Defining challenges as local authority area-wide only should generally be avoided, although it may be acknowledged that challenges could be occurring across the local authority area but represented, for example, by Locations X and Y</i>	<b>Supporting Evidence</b> <i>A reference to the key item(s) of data presented in the Baseline Report which have been used to determine that a challenge exists or will occur in the future.</i>
Reducing car mode share, particularly for commuter trips	Private vehicle	Current	Local towns with a high commuting volume to Omagh and similar bus and car travel time, e.g. Fintona and Dromore.	<ul style="list-style-type: none"> <li>• Population</li> <li>• Journeys to Work and Education (spatial distribution of trips, modal choice)</li> <li>• Journey time comparison (competitive journey time between car and bus)</li> </ul>
Increasing bus services	Bus	Current	Dromore has a high MDM rank and also has poor bus connectivity with buses only running between Omagh and Enniskillen/Irvinestown and no services north west or south east from Dromore. Further to this there is a severely limited bus service to Omagh and Enniskillen/Irvinestown with only ten services per day in each direction	<ul style="list-style-type: none"> <li>• Outbound commuting trips from Omagh and Enniskillen</li> <li>• Inter-urban Buses (limited number of services and time span of service on a weekday)</li> <li>• Tourism (several drawcard locations within vicinity of main towns in FODC)</li> </ul>
Improving local (non RSTN) Park & Ride facilities	Bus, Car	Current	Irvinestown, Lisnaskea (with connecting express bus service to Enniskillen)	<ul style="list-style-type: none"> <li>• Population Density (high rural population who come to local and main towns to work)</li> <li>• Journeys to Work and Education (high number of inbound trips to Enniskillen from surrounding rural areas)</li> </ul>
Increasing number of short trips made by	Bicycle, walking	Current	Lisbellaw – Enniskillen (22 mins cycling time)	<ul style="list-style-type: none"> <li>• Journeys to Work and Education (high proportion of local commuting trips in Enniskillen)</li> </ul>

walking and cycling				<ul style="list-style-type: none"> <li>• Journey Time Comparison</li> </ul>
Improving cycling and walking infrastructure in main towns	Bicycle, walking	Current	<p>Omagh – disconnected network of cycling infrastructure, particularly in the town centre. Radial routes to the areas surrounding the town centre are not always well connected.</p>	<ul style="list-style-type: none"> <li>• Cycling Routes</li> <li>• Walking Routes</li> </ul>
Providing accessible transport for an ageing population	Bus, bicycle, walking	Future	<p>District wide, there is projected to be a 28% increase in the number of pensioners by 2028.</p>	<ul style="list-style-type: none"> <li>• Population Density</li> <li>• Income Deprivation</li> <li>• Key Health and Education Services (access to main hospitals)</li> </ul>
Reducing road collisions	Car	Future	<p>Rural roads and main town centres.</p>	<ul style="list-style-type: none"> <li>• Road Casualties</li> <li>• Population Density (high proportion in the rural areas)</li> </ul>

# Appendix A - Policy Context Summary Report

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# 1. Introduction

- 1.1 This report provides a summary overview of the policy context for the forthcoming Fermanagh and Omagh Transport Plan (FOTP). The purpose of the report is to capture key policy and strategy documents covering a variety of policy themes from the UK, Northern Ireland, Local Level and Ireland.
- 1.2 In conjunction with the baseline evidence report, this policy context summary will inform the review of objectives and a vision for developing the FOTP.

# 2. Policy Themes

- 2.1 Table 24 below sets out the policy and strategy documents covered in this overview and the broad policy theme (or themes) they align with. The themes are:
- People and Place
  - Transport Infrastructure and Services
  - Environment
  - Economy
- 2.2 The themes capture important and interrelated aspects of planning whether this is for improving the health and wellbeing of communities, delivering sustainable development, maintaining and improving transport networks and services including sustainable travel opportunities, managing and improving the local natural environment, and facilitating economic growth.
- 2.3 Table 1 is not intended to be an exhaustive list. There are a number of other relevant plans and strategies, including those relating to the natural and historic environment, e.g. River Basin Management Plans, which are relevant to the development of the Transport Plan. These will be captured as necessary in the development of the Plan, including through the statutory assessments, and will inform and influence the Fermanagh and Omagh Transport Plan accordingly.

**Table 24 Policy/Strategy Document Themes**

Policy / Strategy	Geographical Scale	People and Place – including Public Health (PP)	Transport Infrastructure and Services (TIS)	Environment (ENV)	Economy (ENC)
Strategic Planning Policy Statement for NI	Regional	✓	✓	✓	✓
Making Life Better - a whole system framework for public health	Regional	✓			
Making Life Better - The Strategic	Regional	✓			

Framework for Public Health					
Draft Green Growth Strategy for Northern Ireland	Regional	✓	✓	✓	✓
Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland	Regional	✓	✓		
Exercise Explore Enjoy: A Strategic Plan for Greenways	Regional	✓	✓		
Rural Policy Framework for NI (2022)	Regional	✓	✓	✓	✓
Programme for Government (PfG) 2021 – Draft Outcomes Framework Consultation Document	Regional	✓	✓	✓	✓
Ensuring a Sustainable Transport Future: — A New Approach to Regional Transportation	Regional	✓	✓	✓	✓
Sub-Regional Transport Plan	Sub-regional	✓	✓	✓	
Regional Strategic Transport Network Transport Plan 2015	Regional	✓	✓		✓
Regional Development Strategy 2035	Regional	✓	✓	✓	✓
Planning for the Future of Transport – Time for Change	Regional	✓	✓	✓	✓
Northern Ireland Road Safety Strategy 2011-2020 and A Consultation on the Proposed Content of the new Road Safety Strategy for Northern Ireland to 2030	Regional	✓	✓		✓
Clean Air Strategy for Northern Ireland – A	Regional	✓	✓	✓	✓



Public Discussion Document (2020)					
Decarbonising Transport: a better, greener Britain	National	✓	✓	✓	✓
Union Connectivity Review – Final Report	National		✓		✓
Fermanagh and Omagh Corporate Plan 2020-2024	Local (District)	✓	✓	✓	✓
Fermanagh and Omagh Community Plan 2020-2024	Local (District)	✓	✓	✓	✓
Fermanagh and Omagh Local Development Plan 2030 - Draft Plan Strategy	Local (District)	✓	✓	✓	✓
Local Transport Study	Local (District)		✓		
Omagh Place Shaping Plan 2025	Local (Settlement)	✓	✓	✓	✓
Draft Visitor Experience Development Plan (VEDP) for Fermanagh Lakelands and Omagh and the Sperrins	Local (District)	✓	✓	✓	✓
Conservation Area Guide - Enniskillen	Local (Settlement)	✓			
Mid South West Economic Engine – Regional Economic Strategy	Sub-regional	✓	✓		✓
Northern Ireland Climate Change Adaptation Programme 2019-2024	Regional	✓	✓	✓	✓
Children and Young People's Strategy 2020-2030	Regional	✓			
Active Ageing Strategy 2016-2022	Regional	✓			
Living Places - An Urban Stewardship and	Regional	✓	✓	✓	✓

Design Guide for Northern Ireland					
Department for Infrastructure's Equality Scheme	Regional	✓	✓		
LTP Guidance, WebTAG, DfT-Travel-Demand-Management-Toolkit	National	✓	✓		
Local Development Plans of Adjoining LGAs in Northern Ireland (Derry & Strabane, Mid Ulster)	Local (Bordering Districts)	✓	✓	✓	✓
Local Development Plans of Adjoining LGAs in Republic of Ireland (County Donegal, County Leitrim, County Cavan, County Monaghan)	Local (Bordering Districts)	✓	✓	✓	✓

2.4 There are also forthcoming papers and strategies that will influence the FOTP, including the following:

- Suite of forthcoming NI Transport Plans;
- The All Island Rail Review; and
- The Network Utilisation Strategy.

## 3. Policy Documents

### Regional

#### Strategic Planning Policy Statement for Northern Ireland (PP, ENV)

3.1 The Strategic Planning Policy Statement (SPPS) for Northern Ireland was published by the Department of the Environment in 2015.

3.2 The SPPS is a statement of the Department's policy on important planning matters that should be addressed across Northern Ireland. It reflects the Environment Minister's expectations for delivery of the planning system.

3.3 Sustainable development is placed at the heart of the SPPS and the planning system. Sustainable development in terms of transport is the provision of services and infrastructure for the mobility of goods or people which advances economic and social development to the benefit of both the present and future. Sustainable development is also defined as safe,

affordable, efficient and resilient. This provides an important background for all policy and strategy developments across Northern Ireland, including land use and transport planning.

- 3.4 **AECOM Comment:** The SPPS guides the development of the Fermanagh and Omagh LDP, and will also provide the overarching policy backdrop for developing the FOTP, therefore providing a consistent framework integrating transport and land-use planning.

### **Making Life Better – a whole system framework for public health (PP)**

- 3.5 Making Life Better – a whole system framework for public health was published by the Department of Health in 2014.

- 3.6 This ten-year public health strategic framework provides direction for policies and actions to improve the health and wellbeing of people in Northern Ireland. The framework builds on the Investing for Health Strategy (2002-12) and has a focus on the broad range of social, economic and environmental factors which influence health and wellbeing. It brings together actions at government level and provides direction for implementation at regional and local levels.

- 3.7 The document contains aims including:

- Social justice, equity and inclusion – all citizens should have the right to the highest attainable standard of health.
- Engagement and empowerment – individuals and communities should be fully involved in decision making on matters relating to health, and empowered to protect and improve their own health, making best use of assets.
- Collaboration – public policies should contribute to protecting and improving health and wellbeing, and public bodies should work in partnership with local and interest group communities.
- Evidence - actions should be informed by the best available evidence and should be subject to evaluation to identify lessons learnt to inform future decision making; and
- Addressing Local Needs – action should be focused on individuals, families and communities in their social and economic context.

- 3.8 Making Life Better – a whole system framework for public health was proceeded with Making Life Better – 1<sup>st</sup> Progress Report which was published by the Department of Health in 2015.

- 3.9 This captures four key overarching issues which will impact on “Making Life Better”:

- At a local level there is a need to continue to invest in local collaboration whilst evolving over time to maximise opportunities through linkages with community planning, including councils’ new powers.
- At a regional level there is a need for development of demonstration programmes in partnership with other departments and agencies
- At a strategic level there is a need to ensure continued collaboration on shared outcomes across government policies and programmes; and

- 3.10 At a policy level there will continue to be a need to consider population health and wellbeing as integral to the development of the next Programme for Government and underpinning both economic and social strategies.

- 3.11 **AECOM comment:** This report is considered relevant to the development of the FOTP because it sets out strategic priorities for improving public health which has important links to transport as measures which improve the sustainable travel network should encourage more walking and cycling which should lead to better public health outcomes.

### **Draft Green Growth Strategy for Northern Ireland (PP, ENV, ENC)**

- 3.12 The Draft Green Growth Strategy for Northern Ireland was published by the Department of Agriculture, Environment and Rural Affairs in 2021.

- 3.13 The strategy is a multi-decade strategy which aims to balance climate, environment and the economy.
- 3.14 The strategy will be delivered through a series of Climate Action Plans (the first of which will be launched in 2022), which are expected to align with carbon budget periods. These will set out the actions to meet sector-specific greenhouse gas emission targets that should deliver a cleaner environment, rich in biodiversity; more efficient use of our resources within a circular economy; and green jobs.
- 3.15 **AECOM comment:** This report is considered relevant to the development of the FOTP because it establishes the key links across climate, environment and the economy and how there will need to be a sensitive balance across these three strands at all geographical scales, including at a district level. Transport will continue to play an important role in helping to deliver and meet the actions and targets across all three strands including a low emission society. It however needs to be recognised that transport could deliver significant benefits in one strand whilst helping to generate challenges in another strand, and that the challenges and opportunities facing Fermanagh and Omagh may be different in scale and nature to those of other districts and Northern Ireland as a whole.

### A Consultation on an Industrial Strategy for Northern Ireland – Economy 2030 (ENC)

- 3.16 A Consultation on an Industrial Strategy for Northern Ireland – Economy 2030 was published by the Department for the Economy in 2017.
- 3.17 It details a new long-term vision to transform Northern Ireland into a globally competitive economy.
- 3.18 The strategy aims to:
- Accelerate innovation and research;
  - Enhance education, skills and employability;
  - Drive inclusive, sustainable growth;
  - Enable Northern Ireland to succeed in global markets; and
  - Build the best economic infrastructure.
- 3.19 **AECOM comment:** This document sets out pillars for growth of the economy through industries including financial, digital, advanced manufacturing and construction. Growing the economy should help facilitate sustainable transport projects such as park and ride schemes and busways, therefore improving connectivity between settlements within Fermanagh and Omagh districts and the surrounding region.

### Economic Strategy – Priorities for sustainable growth and prosperity (ENC)

- 3.20 The Economic Strategy – Priorities for sustainable growth and prosperity was published by the Department for the Economy in 2012.
- 3.21 The Economic Strategy details the economic vision; performance and challenges; the approach to growing the economy; a framework for economic growth; priorities for growth and prosperity; and indicators and targets to monitor and measure success.
- 3.22 The overarching goal of the strategy is to improve the economic competitiveness of the Northern Ireland economy. In order to achieve this, there is commitment to strengthen Northern Ireland's competitiveness through a focus on export-led economic growth. The strategy explains the prioritising required to deepen and diversify the export base in order to increase employment and wealth across Northern Ireland. The key drivers of this will be innovation, research & development and the skills of the workforce.
- 3.23 The 3<sup>rd</sup> Annual Monitoring Report published in 2016 states that of the 172 NI Economic Strategy commitments that the Executive agreed, they had delivered 89% of these by March 2015.

- 3.24 **AECOM comment:** This report is considered relevant because it sets out priorities for economic growth and prosperity which are both linked to transport through employment and business growth requiring improvements in transport as well as sustainable transport services. Whilst it is a comparatively rural district, Fermanagh and Omagh will play an important role in the local and regional economy by providing local jobs as well as be a transport conduit between regions.

### Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland (TIS)

- 3.25 The Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland was published by the Department for Regional Development in 2015.
- 3.26 The Bicycle Strategy outlines the ambition to encourage more cycling in Northern Ireland over a 25-year period.
- 3.27 The document identifies a number of objectives which have been set to guide the delivery of the bicycle strategy. These include:
- Making urban areas in Northern Ireland more accessible for people using the bicycle;
  - Improve opportunities for social interaction;
  - Improvements in public health; and
  - Increase safety for people riding bicycles
- 3.28 **AECOM comment:** This document will be important in setting out the types of improvements that need to be made for cycle infrastructure for Fermanagh and Omagh. This will be especially important within the district's towns and villages, where shorter journeys could easily be made by bike but there may currently be a lack of suitable existing facilities and a perception that cycling on roads is dangerous. Cycling will also be a tool to help improve community cohesion and deliver better public health outcomes which will link to the ambitions and outcomes of other strategies and the Fermanagh and Omagh LDP.

### Exercise Explore Enjoy: A Strategic Plan for Greenways (TIS)

- 3.29 The Exercise Explore Enjoy: A Strategic Plan for Greenways was published by the Department for Infrastructure in 2016.
- 3.30 The document provides a vision for "A region where people have ready access to a safe traffic free environment for health, active travel and leisure". The strategy sets out plans for a network of greenways, connecting towns and cities to the villages and countryside from east to west and north to south across all eleven councils in Northern Ireland.
- 3.31 The Strategic Plan identifies three classifications of greenway routes that should be explored; Primary Greenway Network – to provide long distance connectivity; Secondary Greenway Network – to provide wider access to greenways; and Community Paths – to provide doorstep opportunities to connect local communities to their local green space and neighbouring communities.
- 3.32 **AECOM comment:** The document does not go into detail about individual proposals and districts but does contain reference to specific greenway routes such as Omagh to Enniskillen. This document will be important in setting out the types of improvements that need to be made for greenways across Fermanagh and Omagh. Greenways could provide a unique opportunity to deliver significantly improved connectivity for people walking and cycling, including between settlements, especially where improvements along existing roads may be very challenging to deliver.

### Programme for Government: Draft Outcomes Framework, Consultation Document (PP, ENV)

- 3.33 The Programme for Government: Draft Outcomes Framework, Consultation Document was published by the Northern Ireland Executive in 2021. This document proceeds for Programme for Government which was published in 2016.

- 3.34 This document is intended to recognise and proactively respond to the dependencies and connections that exist between different strands of public policy – a Programme that focuses on the things that matter most to people (identified as health, happiness and life-satisfaction) and which uses that focus to design, shape and deliver public services that will achieve the best possible Outcomes of societal wellbeing.
- 3.35 The key points are that the programme should be:
- developed through engagement and co-design, using an Outcomes-based approach
  - focus on prosperity and wellbeing for all;
  - establish a shared and ambitious strategic vision for the future; and
  - provide for accountable and transparent monitoring and reporting arrangements
- 3.36 **AECOM comment:** This document highlights that there are important interdependencies between the delivery of different types of public services. For example, the delivery of improved transport services and networks cannot be considered in isolation and that there may be related benefits and implications to the delivery of other public services and outcomes including public health, education and economic growth. This applies at all geographical scales and therefore the consideration of a broad evidence base and assessment of options against wide ranging criteria not limited to transport will be important during the preparation of the FOTP.

### Ensuring a Sustainable Transport Future: A new approach to regional transportation (TIS)

- 3.37 Ensuring a Sustainable Transport Future: A new approach to regional transportation was published by the Department for Regional Development in 2011.
- 3.38 This document sets out the Department for Regional Development’s approach to regional transportation and particularly future decisions on investment.
- 3.39 Three high level aims have been developed which reflect the three aspects of sustainability - economy, society and environment - mentioned in the document. These three high level aims are:
- Support the growth of the economy: The rebuilding and rebalancing of the economy is the Executive’s principal goal. The transportation networks must be designed to support this.
  - Enhance the quality of life for all: It is important that to help achieve the Executive’s goal for our society, to deliver a modern high quality and efficient public services and promote tolerance, inclusion, health and wellbeing.
  - Reduce the environmental impact of transport: While supporting economic growth, this should not be at the expense of the environment.
- 3.40 **AECOM comment:** This document will be important in setting out sustainable ways to connect settlements within Fermanagh and Omagh district and the surrounding region. It links into political, economic and societal factors which will address the ways in which sustainable transport needs to be fulfilled. It also discusses funding in terms of affordability and deliverability of improvements which will be key in determining which transport projects to take forward.

### Sub Regional Transport Plan (TIS)

- 3.41 The Sub Regional Transport Plan (SRTP) was published by the Department for Regional Development in 2007 and covers parts of Northern Ireland outside of the Belfast Metropolitan Area.
- 3.42 The purpose of the SRTP 2015 is to study the needs of the designated areas in detail and to confirm a package of transport schemes, consistent with the general principles and indicative levels of spend in regional policy at the time.
- 3.43 Whilst many of the core objectives of the SRTP 2015 remain relevant, the wider strategic framework has changed with the publication of the RDS (Regional Development Strategy) 2035

and a new RTS (Regional Transport Strategy) and therefore the SRTP 2015 is now considered largely outdated. Schemes and transportation initiatives included in the SRTP 2015 will require further consideration as part of the development of the new Sub Regional Transport Plan 2035 which will accompany the Local Policies Plan.

- 3.44 **AECOM comment:** This document is referred to as its set out the different factors affecting transport across urban and rural areas and the contrasts between them. It demonstrates that transport and sustainability should be considered together.

### Regional Development Strategy 2035 (PP, TIS, ENV, ECO)

- 3.45 The Regional Development Strategy was published by the Department for Regional Development in 2010.
- 3.46 The Strategy is a long-term plan which recognises the important role Belfast plays in generating regional prosperity and that Londonderry is the focus for economic growth in the North-West region. To ensure that all places benefit from economic growth, the Strategy reflects the Programme for Government approach of balanced sub-regional growth and recognises the importance of key settlements as centres for growth and investment.
- 3.47 The strategy has 4 key elements:
- A Spatial Framework which divides the region into five components based on functions and geography;
  - Strategic guidance which is separated into two levels. Regional Guidance is presented under the three sustainable development themes of Economy, Society and Environment. Whereas the Spatial Framework Guidance is tailored to each of the five elements of the Spatial Framework;
  - A Regionally Significant Economic Infrastructure section – growing a sustainable economy and investing in the future by improving competitiveness and building a larger, more export-driven private sector; and
  - Implementation – which sets out the planning process, delivery mechanism (for both Central Government and Local Government), working with neighbours (north/south and east/west) and monitoring & review.
- 3.48 **AECOM comment:** This document highlights the important interdependencies between the economy, society and environment. It demonstrates how sustainability is key for each of these strategic themes such as delivering sustainable tourism infrastructure, managing sustainable residential development and improving air quality which will be relevant to varying degrees across Fermanagh and Omagh.

### Rural Policy Framework for Northern Ireland (PP, TIS, ENV, ECO)

- 3.49 The Rural Policy Framework was published by the Department for Agriculture in 2021.
- 3.50 This document sets out a vision for the support rural communities require. It sets out a challenge and aim for rural Northern Ireland, complementing any future Green Growth Strategy and focussing on sustainability.
- 3.51 The overall aim of the document is to create a sustainable rural community where people want to live, work and be active. Within this there are five thematic pillars as follows:
- Innovation and Entrepreneurship
  - Sustainable tourism
  - Health and wellbeing
  - Employment
  - Connectivity

3.52 **AECOM comment:** This document highlights the importance of transport in supporting sustainable rural growth and provide vital connections to key services, jobs and education. This will be especially relevant to the FOTP given that a large proportion of the district's population live in the countryside and where there is high car dependency and limited public transport service coverage.

### Planning for the Future of Transport – Time for Change (PP, TIS, ENV, ECO)

3.53 Planning for the Future of Transport – Time for Change was published by the Department for Infrastructure in 2021.

3.54 The document sets out the priorities for the future of transport which shall be supported by the improved planning, management and development of the transport network over the next 10 to 15 years.

3.55 The approach is to adopt the following over-lapping actions:

- Carbon reduction – using existing policy tools and emerging technology;
- Proactive planning and design – taking direct steps towards desired outcomes; and
- Integrated land use and transport planning – securing short, medium and longer terms changes.

3.56 **AECOM comment:** This document details the need for transport improvements, especially active travel and the ways in which it can improve the economy and health. The future of transport has the opportunity to connect all people as well as communities, enhancing social and economic factors.

### Northern Ireland's Road Safety Strategy to 2020 (PP, TIS, ECO)

3.57 Northern Ireland's Road Safety Strategy was published by the Department of the Environment in 2011.

3.58 The document sets out the challenges and aims to combat these. The strategy presents nearly 200 measures for improving road safety in Northern Ireland, as well as including targets for reductions in deaths and serious injuries to be achieved.

3.59 The document notes the main thrust of this strategy can be encapsulated as:

- Raising awareness;
- Improving attitudes and behaviours;
- Better training, preparation and introduction for new drivers;
- Making the road environment more forgiving and helping to control and self-enforce traffic speeds;
- Reducing geographic variations in road safety;
- Enhancing enforcement;
- Improving communication, cooperation and collaboration; and
- Improving data and research.

3.60 This was proceeded by the Draft Road Safety Strategy for Northern Ireland to 2030 which was published in 2022 by the Department for Infrastructure.

3.61 This updated document builds on the previous strategy with particular focus given to achieve greater reductions than before. It also addresses how effective partnerships with key stakeholders can make a difference as well effective promotion and education.



- 3.62 There are three strategic outcomes which have been identified through the formal public consultation process, as follows:
- Safe people – increased support for responsible road use;
  - Safe roads – relating to those who manage, maintain and development the road infrastructure as well as users; and
  - Safe vehicles – relating to the assumption that well-maintained vehicles will reduce the risk of collisions and in the event of collision reduce the harm to all road users, including pedestrians, cyclists, horse riders, motorcyclists and vehicle occupants.
- 3.63 **AECOM comment:** These documents make the key link between road safety and transport. Road safety encourages people to travel by car but also gives greater confidence to travel by active modes such as cycling. This can help reduce Fermanagh and Omagh’s carbon footprint as well as improve their health and wellbeing.

### Clean Air Strategy for Northern Ireland – A Public Discussion Document – 2020 (PP, TIS, ENV, ECO)

- 3.64 The Clean Air Strategy document was published by the Department for Agriculture, Environment and Rural Affairs in 2020.
- 3.65 The strategy sets out Northern Ireland’s strategy for clean air and details current air quality and air pollutants, air pollution from road transport, air pollution from household burning as well as from industry. The document also examines the Local Air Quality Management (LAQM) system and how communication can be a key part of reducing poor air quality.
- 3.66 The document contributes towards meeting the challenges associated with achieving the following Outcomes of the Northern Ireland Civil Service (NICS) Outcomes Delivery Plan:
- Outcome 2 – to live and work sustainably, protecting the environment;
  - Outcome 4 – to enjoy long, healthy, active lives; and
  - Outcomes 12 – to give children and young people the best start in life.
- 3.67 **AECOM comment:** This document examines the link between air quality and transport, in particular looking at emissions from road transport. It contains evidence for the need to provide better access to active modes. This will form a vital policy and evidence backdrop to active mode proposals being put forward through the FOTP.

### Mid-South West Economic Engine – Regional Economic Strategy (PP, TIS, ECO)

- 3.68 This Economic Strategy was published jointly by the three councils that make up the Mid South West - Armagh City, Banbridge and Craigavon; Fermanagh and Omagh and Mid Ulster. It was published in 2020.
- 3.69 The strategy sets out the vision to supercharge the economy in the Mid South West region. It also explains the priority pillars around which future investment and actions to realise the ambitions will be framed. From this it describes projects which would help to deliver these aims.
- 3.70 The four pillars for action include:
- Future proofing the skills base - new industries, new technology, increased automation – the world of work is changing. Initiatives have begun in the region involving local businesses, further education colleges, universities and industry bodies to equip the workforce of the future. The aim is to develop this activity further.
  - Enabling infrastructure - Improved access to a quality road network is a key imperative to unlocking the economic potential. The region accounts for half of the landmass in NI yet motorway and A-roads account for only 8% of the road network. Investment is also needed to improve digital connections and reliability. There are issues around utilities -

electricity supply and wastewater systems - and there is a lack of land for industrial expansion.

- Boosting innovation and digital capacity - proposals include an Innovation and Skills Academy at South West College working in collaboration with the NI Advanced Manufacturing Innovation Centre project; an NI Agri-Food Robotics Centre at the College of Agriculture, Food and Rural Enterprise's (CAFRE) Loughry campus; the development of agri-food incubation spaces for smaller SMEs; a network of digi-hubs to help the tech sector to grow; and action on health innovation involving the region's two acute and teaching hospitals.
- Building a high-performing visitor/tourist economy - Key actions are identified to capitalise on the region's natural attractions. These include a project to further develop the appeal of the Sperrin Mountains as a tourist destination; a focus on the Ulster-American Folk Park as a centre for the genealogy tourism experience in Northern Ireland; a literary trail; stronger cross-border connections into the brand experience of the Wild Atlantic Way; and the promotion of longer term investment projects such as the reopening of the Ulster Canal.

3.71 **AECOM comment:** This document examines how a high frequency good quality transport network is key to having an ever-growing economy. It examines how linking various districts of Northern Ireland can improve the wider economy as well as that of Fermanagh and Omagh. Furthermore it describes how social and health factors will improve through a better economy.

#### Northern Ireland Climate Change Adaption Programme 2019 – 2024 (PP, TIS, ENV, ECO)

3.72 The Northern Ireland Climate Change Adaption Programme 2019 – 2024 was published by the Department of Agriculture, Environment and Rural Affairs in 2019.

3.73 The Programme sets out the issue of climate change and how it affects Northern Ireland specifically before going into the Adaption Programme. The Adaption Programme provides adaption objectives, proposals and policies. Each department is required to meet these objectives for the period 2014-2019. This programme is the second Northern Ireland Climate Change Adaption Programme to be published.

3.74 There are seven outcomes' objectives detailed in the programme as follows:

- Natural Capital 1 – to have species, habitats and water bodies that are resilient to the impacts of climate change;
- Natural Capital 2 – to have coastal communities, habitats, landforms and infrastructure that are resilient to the impacts of climate change;
- Natural Capital 3 – to have soils and land types that are resilient to the impacts of climate change;
- Infrastructure Services 1 – to have transport and network services that are resilient to the impacts of flooding and extreme weather;
- People and Built Environment 1 – to have people, homes, buildings and communities resilient to the impacts of flooding & extremes of weather;
- Disruption to Business and Supply Chains 1 – to have businesses that can adapt to the impacts of climate change & extreme weather; and
- Food Security/Global Food Production 1 – to have a food system that is resilient to impacts of climate change.

3.75 **AECOM comment:** The study highlights the huge array of environmental aims which can contribute to the betterment of the environment. Improving transport and connections between settlements can address these objectives as well as improve the health and wellbeing of the population.

### Active Ageing Strategy 2016 – 2022 (PP)

- 3.76 The Active Ageing Strategy was published by the Northern Ireland Executive in 2020.
- 3.77 The aim of the strategy is to transform attitudes to, and services for, older people. Furthermore, it aims to increase the understanding of the issues affecting older people and promote an emphasis on rights, value and contribution.
- 3.78 There are six outcomes of the strategy, as follows:
- Older people live independently for as long as they can, free from poverty and in suitable, safe homes;
  - Older people are involved in their family and community and in civic life;
  - Older people are healthier for longer;
  - Older workers remain in employment for as long as they wish or need to;
  - Older people participate in cultural, educational and physical activity;
  - Older people's dignity and human rights are effectively safeguarded;
- 3.79 **AECOM comment:** This document demonstrates the key link between better facilities for the older generation and greater transport access and mobility for that age group. Additionally, by improving the transport access and the EDI (equality, diversity and inclusion) this can have benefits for transport infrastructure and the economy.

### Living Places - An Urban Stewardship and Design Guide for Northern Ireland (PP, TIS, ENV, ECO)

- 3.80 Living Places - An Urban Stewardship and Design Guide for Northern Ireland was published by the Department for Infrastructure in 2014.
- 3.81 The aim of this guide is to clearly establish the key principles behind good place making. It seeks to inform and inspire all those involved in the process of managing and making urban places, with a view to raising standards across Northern Ireland.
- 3.82 The design guide introduces the Sustainable Transport Hierarchy in urban places and also the importance of connectivity and legibility. It also advocates a strategic approach to car parking.
- 3.83 Whilst there are not objectives and aims in this guide, there are ten qualities which are as follows:
- Collaborative
  - Responsible
  - Hospitable
  - Crafted
  - Visionary
  - Contextual
  - Accessible
  - Vibrant and Diverse
  - Viable
  - Enduring

- 3.84 **AECOM comment:** It is important to develop proposals through the FOTP with this guide in mind. This is a key document when addressing transport problems such as the design and layout of bus stops, cycleways and footways, especially in how they fit within and relate to their surroundings and contribute to place making. Good design principles can have far reaching impacts into all forms of transport.

### Equality Scheme for the Department for Infrastructure (PP, TIS)

- 3.85 The Equality Scheme was published by the Department for Infrastructure in 2021.
- 3.86 This document explains the importance of Section 75 of the Northern Ireland Act 1998. It explains the importance of The Act and explains why public authorities need to carry out functions relating to this such as to have due regard to the need to promote equality of opportunity and regard to the desirability of promoting good relations across a range of categories outlined in The Act.
- 3.87 **AECOM comment:** Equality is a key consideration when assessing options for the FOTP. It is imperative that the guidance in this report is followed.

### LTP Guidance - DfT-Travel-Demand-Management-Toolkit (PP, TIS)

- 3.88 The Travel Demand Management Toolkit was published by the Department for Transport in 2021.
- 3.89 This toolkit document sets out a framework for Combined and Local Transport Authorities (LTAs) in England to develop and implement effective TDM plans. It is used to help navigate effects of the pandemic on the travelling public and transport networks.
- 3.90 **AECOM comment:** This toolkit is a helpful reference when considering options for Fermanagh and Omagh to ensure these are resilient and able to cope with increased pressures on the transport network or a mismatch between supply and demand.

### Children and Young People's Strategy 2017 – 2027 (PP)

- 3.91 This document sets out how to improve the wellbeing of all children and young people living in Northern Ireland.
- 3.92 There are eight aims/desired outcomes which are stated in the document, these are as follows:
- Physical and mental health;
  - The enjoyment of play and leisure;
  - Learning and achievement;
  - Living in safety and with stability;
  - Economic and environmental well-being;
  - The making by them of a positive contribution to society;
  - Living in a society which respects their rights; and
  - Living in a society in which equality of opportunity and good relations are promoted between persons who share a relevant characteristic and persons who do not share that characteristic (in this section, 'relevant characteristic' means a characteristic mentioned in any of the Paragraphs (a) to (d) of Section 75(1) of the Northern Ireland Act 1998).
- 3.93 **AECOM comment:** Transport has a key role to play in achieving the outcomes of this strategy, by encouraging active travel, providing safe and independent transport connections for children

and young people and improving accessibility to services. This strategy highlights the importance of taking into consideration the needs of specific user groups and how they would use the transport network.

## National

### Decarbonising Transport: a better, greener Britain (PP, TIS, ENV, ECO)

- 3.94 Decarbonising Transport: a better, greener Britain was published by the Department for Transport in 2021.
- 3.95 The document sets out the path to net zero through transport in the UK. It highlights how this can be done and the path to achieving it. This includes how the DfT will deliver the aims, the impact of transport emissions as well as key enablers within multi modal decarbonisation.
- 3.96 The report sets out a summary of commitments which include the following which are relevant to Fermanagh and Omagh:
- A zero-emission fleet of cars, vans, motorcycles, and scooters - consulting on regulatory options, including zero emission vehicle mandates, to deliver petrol and diesel phase out dates for new vehicles;
  - Delivering a zero-emission freight and logistics sector - consulting on phase out dates for the sale of all new non-zero emission HGVs;
- 3.97 **AECOM comment:** This report explains how the UK can decarbonise its transport. Given the rural character of the area and the high percentage of the population living outside the main urban areas, the ban of the sale of petrol and diesel vehicles in such as car dominated district will need to be considered in the development of the FOTP.

### Union Connectivity Review – Final Report (TIS, ECO)

- 3.98 The Union Connectivity Review was published by the Department for Transport in 2021.
- 3.99 This document sets the UKG view on transport connectivity and it's role for economic growth, job creation, building houses and social cohesion. It goes further to explain how transport connectivity between different nations in the UK can be improved for all modes of transport such as rail, car, air and active travel.
- 3.100 The review is based on the following objectives:
- Improve transport provision across the Union;
  - Support economic growth and recovery across the whole of the UK;
  - Help address economic and social inequalities across the whole of the UK;
  - Support quality of life across the whole of the UK;
  - Support the UK's commitment to be net zero by 2050;
  - Take advantage of technological innovation; and
  - Be consistent with the UK Government's fiscal strategy.
- 3.101 **AECOM comment:** The report explains how the nations of the UK can be better connected through investment and improvement in transport.

## Local (District)

### Fermanagh and Omagh Corporate Plan 2020-2024 (PP, TIS, ENV, ECO)

- 3.102 The Corporate Plan 2020-2024 was published by Fermanagh and Omagh District Council in 2020.
- 3.103 This document, 'Delivering Sustainable Change Together', sets the strategic direction for Fermanagh and Omagh District Council for the next four years, contributing towards delivering the six long-term outcomes which communities have told the district council will improve quality of life in Fermanagh and Omagh.
- 3.104 The vision from the Corporate Plan is for Fermanagh and Omagh to be a welcoming, shared and inclusive district, where people and places are healthy, safe, connected and prosperous; and where outstanding natural, built and cultural heritage is cherished and sustainably managed.
- 3.105 **AECOM comment:** It will be important to develop the FOTP within the broader context of local delivery of council services. The FOTP should support the Corporate Plan through an evidence baseline that encompasses more than purely transport topics so that we gain a broader understanding of the key challenges and opportunities specific to Fermanagh and Omagh, and an option identification, assessment and prioritisation process which considers the potential broader implications of transport.

### Fermanagh and Omagh 2030 Community Plan (PP, TIS, ENV, ECO)

- 3.106 The Fermanagh and Omagh 2030 Community Plan was published by the Fermanagh and Omagh Community Planning Partnership in 2015.
- 3.107 The plan sets out the vision for “a welcoming, shared and inclusive Fermanagh and Omagh district, where people and places are healthy, safe, connected and prosperous, and where our outstanding natural, built and cultural heritage is cherished and sustainable managed”. The purpose of Community planning is to develop a long-term vision and plan to improve quality of life in the Fermanagh and Omagh district based on a thorough analysis of needs and priorities. Community planning brings together partner organisations from the public, private and community/voluntary sectors working with local communities to deliver better public services.
- 3.108 The document focuses on three aims which are:
- People and communities – to improve the wellbeing of all citizens and develop thriving rural and urban communities.
  - Environment – to promote positive action on climate change, sustainable management and enhancement of the natural, built and cultural environment
  - Economy and infrastructure & skills – to improve employment opportunities for all supporting the development and growth of a more sustainable and local economy and better connected area.
- 3.109 The 2020 Update of the Community Plan details six outcomes which are divided into people and communities, economy, infrastructure and skills, and environment. These six outcomes detail priorities and performance report card, action lead and, target key customer group. The six outcomes are:
- People are healthy and well – physically, mentally and emotionally;
  - Older people lead more independent, engaged and socially connected lives;
  - Communities are inclusive, safe, resilient and empowered;
  - People have the best start in life with lifelong opportunities to fulfil their potential;

- Economy is thriving, expanding and outward looking; and
- Outstanding and culturally rich environment is cherished, sustainably managed and appropriately accessible

3.110 **AECOM comment:** This document highlights how the council wants people to be healthy and well, an aim which can be achieved through sustainable transport improvements including better walking and cycling networks. Transport also has the opportunity to connect communities and help vulnerable people access key services and this will be a key consideration, informed by evidence, in the identification of transport improvement options in Fermanagh and Omagh.

### Fermanagh and Omagh Local Development Plan - Preferred Options Paper (PP, TIS, ENV, ECO)

3.111 The Preferred Options Paper was published by Fermanagh and Omagh District Council in 2016.

3.112 The document is the first stage in the preparation of the District's Local Development Plan (LDP). It sets out the aims for what the Fermanagh and Omagh district area should be like in 2030 and presents a series of issues and options across a range of topics that they want people's views on.

3.113 There are three strategic objectives which have the aim of achieving the vision. The proposed Vision for the FODC Local Development Plan is: "Of a vibrant, living place where people enjoy improved wellbeing and prosperity in a safe, shared, connected and sustainable environment."

3.114 The three strategic objectives are:

- Social – to improve the wellbeing of all citizens and develop thriving rural and urban communities
- Economic – to create better employment opportunities for all by supporting the growth and development of a more productive local economy and better connected area.
- Environmental - to promote positive action on climate change, sustainable management and enhancement of the built, cultural and natural environment.

3.115 **AECOM comment:** The FOTP and LDP will need to be closely linked, with transport proposals needing to align with and help deliver key local development proposals. The Preferred Options Paper has set the tone for the preparation of the Draft Plan Strategy (see below).

### Fermanagh and Omagh Local Development Plan 2030 – Draft Plan Strategy (PP, TIS, ENV, ECO)

3.116 The Local Development Plan 2030 – Draft Plan Strategy was published by Fermanagh and Omagh District Council in 2018.

3.117 The Local Development Plan is a draft document which sets out how Fermanagh and Omagh will change and grow over the period up to 2030 including land use proposals. This document is currently going through independent examination which will then create a schedule of changes.

3.118 The document sets out a vision for the district, a set of strategic objectives (which are divided into social, economic and environment themes) and a strategy for the growth of the area.

3.119 A suite of strategic planning policies is also set out which include:

- Improving the health and well-being;
- Creating and enhancing shared space;
- Supporting the economy;
- Supporting good design and positive place making; and
- Preserving and improving the built and natural environment

- 3.120 The document also gives guidance into how the strategy will be monitored. Regular monitoring will be undertaken using key indicators such as housing and employment land and an annual monitoring report submitted to the department.
- 3.121 **AECOM comment:** As described above, the FOTP and LDP will need to be closely linked, with transport proposals needing to align with and help deliver key local development proposals.

### Fermanagh and Omagh Local Development Plan 2030 – Draft Plan Strategy – Schedule of Proposed Changes (PP, TIS, ENV, ECO)

- 3.122 The Local Development Plan 2030 – Draft Plan Strategy – Schedule of Proposed Changes was published by Fermanagh and Omagh District Council in 2020.
- 3.123 The document contains changes to the Local Development Plan for the District after public consultation.
- 3.124 It identifies changes such as amending figures and text as well as new information to be included.
- 3.125 **AECOM comment:** This document focuses on intended changes to the LDP which have been subject to a Sustainability Appraisal. Consideration will be given to these changes (and any further changes which may occur when the LDP progresses further) in the preparation of the FOTP.

### Fermanagh and Omagh Local Transport Study (TIS)

- 3.126 The Fermanagh and Omagh Local Transport Study (LTS) was published by the Department for Infrastructure in 2021.
- 3.127 The purpose of the LTS is to set out an objective, evidence-based assessment in relation to current and future transport issues, in the context of Fermanagh and Omagh's growth ambitions and future indicative transport measures required to facilitate growth ambitions during the Local Development Plan period to 2030.
- 3.128 It will also ensure that the transport network and transport needs of the Fermanagh and Omagh Council area are taken into account when planning for its future development. Whilst the transport elements are quite distinct in terms of the services they offer and benefits they bring, the key linkages with land-use planning will collectively help deliver on shared regional and local ambitions and outcomes.
- 3.129 In line with the Plan Strategy, the location of the transport measures are not described in detail in the LTS. The evidence base, objectives, vision, option generation and sifting will be developed further through the Local Transport Plan, using the LTS as the basis.
- 3.130 **AECOM comment:** This document highlights how Fermanagh and Omagh's transport goals are in line with their sustainability and environmental goals whilst considering the economic pressures of new sustainable transport infrastructure. It has established an evidence base which needs to be updated and enhanced to help inform the FOTP, especially in the context of the broader themes described in some of the national, regional and local policy and strategy documents described in this summary.

### Local Development Plan 2032 – Derry City and Strabane District Council (PP, TIS, ENV, ECO)

- 3.131 The Local Development Plan 2032 was published by Derry City and Strabane Council in 2019.
- 3.132 This document sets out the general public, statutory authorities, developers and other interested parties of the policy framework and land use proposals that will guide development within the district. It explains the overall strategy as well as explaining key areas such as economy, environment and social development in more detail. Furthermore, it sets out place-making and design vision as well as specialised requirements. Finally, it explains how the LDP will be monitored and reviewed.



3.133 There are a wide range of objectives in the LDP which are outlined below:

- Spatial and cross-cutting objectives - planning for a sustainable District, with a strong Derry, Strabane and vibrant rural areas, as the focus of the North West Region;
- Social Development Objectives - Accommodating People and Facilitating Communities; and
- Environment-Focused Objectives - Enhancing the Environment, Creating Places and Improving Infrastructure.

3.134 **AECOM comment:** This document explains how through the improvement of social, economic and development policies, transport has the opportunity to improve and develop the links between districts. This document gives the opportunity to explore the links between the districts as well as challenges which other districts have overcome.

### Local Development Plan 2030 – Draft Plan Strategy – Mid Ulster (PP, TIS, ENV, ECO)

3.135 The Local Development Plan 2030 was published by Mid Ulster Council in 2019.

3.136 The LDP sets out the vision for the planning land use up to 2030. It details the objectives, spatial planning framework and planning policies which the district proposes to use to deliver that vision. The vision of this document is to create a region which is “a welcoming place where our people are content, healthy and safe; educated and skilled; where our economy is thriving; our environment and heritage are sustained; and where our public services excel”.

3.137 There are several plan objectives which regard the development and land use in Mid Ulster. These are outlined below with an example of a goal from each:

- Accommodating people and creating places - To build Cookstown, Dungannon and Magherafelt as economic and transportation hubs and as the main service centres for shops, leisure activities, public administrative and community services including health and education. These are the most populated places, and the town centres are the most accessible locations for people to travel to, including those without a car.
- Creating jobs and promoting prosperity - To facilitate the creation of at least 8,500 new jobs by 2030 at a variety of locations where they are accessible to all members of the community, including those without a private car.
- Enhancing the environment and improving infrastructure - To reduce contributions and vulnerability to climate change and to reduce flood risk and the adverse consequences of flooding.

3.138 Mid Ulster District Council are neighbours with Fermanagh and Omagh District Council, Armagh City, Banbridge and Craigavon Borough Council, Mid and East Antrim Borough Council, Causeway Coast and Glens Borough Council and Antrim and Newtownabbey Borough Council. They are also neighbours with Monaghan County Council in Ireland. Three cross boundary forums have been established under the three themes of ‘The Sperrins’, ‘Cross Border’ and ‘Lough Neagh’. The cross boundary work of the three forums will continue through the plan-making process, including the agreement of a Statement of Common Ground on the key shared issues.

3.139 **AECOM comment:** Mid Ulster shares a long border with Fermanagh and Omagh and therefore will be an important stakeholder in developing options which may influence travel between the two areas.

## Local (Settlement)

### Omagh Place Shaping Plan 2025 (PP, TIS, ENV, ECO)

3.140 The draft Omagh Place Shaping Plan 2025 was published by Fermanagh and Omagh District Council in 2022.

3.141 The plan explains the current situation, participative engagement and involvement and analysis. The current situation explains the geographic context, historic context and demographic profile. The focus of participative engagement and involvement is ensuring a collaborative approach, identifying the key themes and priorities at the start of the process and encouraging continuous two-way communication throughout.

3.142 It then goes into further detail about Omagh's challenges which is separated into four themes:

- Accessibility – such as no rail access and lack of access to motorways and dual carriageways
- Community and population - Omagh has slightly lower levels of individuals stating they are in very good or good health and higher levels stating they are in bad or very bad health when compared to NI average (2011 census)
- Economy and employment - Poor linkage between Omagh and Ulster American Folk Park means town economy does not significantly benefit from visitors to the park
- Education and skills - Significant gap in educational achievement in those from most disadvantaged backgrounds

3.143 The document details key themes including:

- A green heart - capitalising on the natural environment including in the town itself and the surrounding countryside;
- A beautiful place - reimagining Omagh town centre as a more attractive and animated place;
- A connected people and place - improving connectivity and accessibility throughout the town, linking neighbourhoods and communities with town centre and wider environment;
- An inclusive place - ensuring Omagh is an inclusive place with a prosperous, well educated, and healthy community;
- A thriving town - increasing employment opportunities and ensuring supports for existing businesses; and
- A vibrant place - identifying how to progress the many opportunity sites located in and around the town

3.144 **AECOM comment:** This document explains how the urban environment can be sustainable to improve the public's health as well as incorporating sustainable transport to improve the wider environment. The principles and outline proposals put forward in the plan will have an influence on the development of the FOTP, and aspects may translate to other key settlements across the district including Enniskillen.

### Conservation Area Guide – Enniskillen (PP)

3.145 The Conservation Area Guide for Enniskillen was published by the Department of the Environment in 1988.

3.146 This area guide sets out the general background of Enniskillen as well as how the historical development of the town links to the description and development of the conservation area. It explains the problems Enniskillen faces regarding its conservation and follows on with a guide for developers to make sure they are aware of the conservation necessary for Enniskillen.

3.147 The document does contain specific aims, however an overarching aim of maintaining the overall character of Enniskillen is achieved through the policy framework. This has the following objectives:

- To safeguard the physical fabric of the area from neglect and decay, to avoid erosion of its distinctive character and to prevent insensitive development and redevelopment

- To retain, as far as possible, the existing land use balance and to ensure that changes of use where they occur appropriate and in sympathy with the purpose for which the building was originally constructed.
- To enhance the intrinsic character of the town and set off its features of merit and to protect and enhance views both to and from the Conservation Area.
- To stimulate awareness of the importance of conservation and to encourage local interest and support for conservation policies.
- To enhance the visual amenity of the Area by encouraging the removal of unnecessary overhead wires, wires on building elevations and street clutter and by encouraging proper maintain of all areas of hard and soft landscaping.

3.148 **AECOM comment:** Conservation will be an important consideration through the development of options in the FOTP, not just in Enniskillen (and therefore related to this area guide) but also to Omagh and to other others in the district.

## Ireland

### Donegal Development Plan 2018-2024 (PP, TIS, ENV, ECO)

3.149 The County Donegal Development Plan 2018-2024 was published by County Donegal Council in 2018.

3.150 The LDP is the principal statutory land use plan for the county. It sets out the strategic vision for the future growth and development of the county over the 6-year life of the plan (to 2024) and beyond the 20 year timeframe to 2038. Its aim is to manage and establish land use priorities in the county.

3.151 The document states the vision of this development plan as, “By 2038, County Donegal will be a connected place with a strong, competitive and innovative economy that is attracting and sustaining a population of upwards of 200,000 people, offering a quality of life ranked highest in the country and asserting a key role in the context of the North-West City Region and within the area of the Northern and Western Regional Assembly.”

3.152 **AECOM comment:** Fermanagh and Omagh share a long border with County Donegal so the FOTP will need to take into account key proposals and whether they may influence travel demand between the two areas.

### County Cavan Development Plan 2022-2028 (PP, TIS, ENV, ECO)

3.153 The County Cavan Development Plan 2022-2028 was published by Cavan County Council in 2022.

3.154 The aim of this development plan is to set out the proposed policies and objectives for the development of the County over the plan period (2022-2028). Through the plan, the intention is to bring forward proposals and policies which improve and develop the social, economic, environmental and cultural assets of the County.

3.155 There are five strategic aims in the development plan which are outlined below:

- To guide the future development of County Cavan in line with national and regional objectives set out in the National Planning Framework (NPF) and Regional Spatial and Economic Strategy (RSES) and other national guidelines and policies:
- To promote and facilitate the development of the County in accordance with the provisions of the Core Strategy, including directing development in line with the settlement hierarchy and promoting development at an appropriate scale that is reflective of the terms of the Core Strategy Table and zoning maps:

- To apply the Settlement Hierarchy to determine the scale, rate and location of proposed developments and apply appropriate development management measures to ensure compliance with the Settlement Hierarchy including the population targets for the County;
- To promote the delivery of at least 30% of all new homes that are targeted in settlements within their existing built-up footprints; and
- To promote the delivery at least 20% of all new housing in rural areas on brownfield sites.

3.156 **AECOM comment:** County Cavan shares a long border with Fermanagh and Omagh, to the south of the council area. Any growth on either side will need to take into account their influence on trips between the two areas.

### County Monaghan Development Plan 2019 – 2025 (PP, TIS, ENV, ECO)

3.157 The County Monaghan Development Plan 2019-2025 was published by Monaghan County.

3.158 The Monaghan County Development Plan provides an overall strategy for the proper planning and sustainable development of County Monaghan over the timescale of the plan. The plan covers areas including housing, economic development, environment, transport and infrastructure.

3.159 There are eight strategic objectives which are described below:

- To develop to its full potential each part of County Monaghan in economic, social and environmental terms;
- To sustain traditional settlement patterns while developing the role and function of each town, village and settlement throughout the County in accordance with the settlement strategy;
- To realise the potential of County Monaghan in the context of its strategic location along the border, adjacent to the eastern economic corridor and to improve linkages and communications between Monaghan and its neighbouring counties;
- To support balanced economic development throughout the county by delivering improved infrastructure and services;
- To protect and nurture the County's rich natural resources, heritage, tourism assets and amenities along with the environmental quality of the natural and built environment in both the urban and rural areas;
- To plan for greater social inclusion and to improve the quality of life of all who live and work in County Monaghan;
- To provide a framework for the management and regulation of development and use of land that will guide day to day planning decisions; and
- To maintain the strategic capacity and safety of the national roads network and to safeguard the investment in national roads.

3.160 **AECOM comment:** This document examines the wide-ranging benefits of County Monaghan and its strategic location. It acknowledges its role as a border county with Northern Ireland and the need to work with neighbouring Councils, such as Fermanagh and Omagh. It will be important to recognise plans in this county and their influence on trips occurring between the two council areas.

### County Leitrim Development Plan 2023 – 2029 (PP, TIS, ENV, ECO)

3.161 The County Leitrim Development Plan 2023-2029 was published by Leitrim County.

- 3.162 The document sets out an overall strategy for the proper planning and sustainable development of the county over the next six years. The county aims to do the above whilst also aligning with longer term national and regional objectives up to 2040.
- 3.163 The development plan states the following as their vision: “County Leitrim to be a vibrant, creative, economically strong, socially inclusive, progressive and distinctive county, providing a quality experience for all who live in, work in, invest in and visit our county, fostering the development and wellbeing of our communities, offering excellent opportunities for employment across a diverse range of sectors, embracing the challenges which climate change presents in a responsible and practical manner while protecting, conserving and enhancing the best of the natural and built environment”.
- 3.164 **AECOM comment:** This county shares a relatively short border with Fermanagh and Omagh, including Lough Melvin. Nevertheless, there is opportunity to acknowledge the potential influence of proposals in both council areas on trip making.

