



Rodney Connor B.Sc. (Econ) D.M.S.  
Chief Executive

Gerry Knox B.A. Director of Technical Services  
Killyvilly, Tempo Road, Enniskillen, BT74 6HR  
Telephone: 028 6632 3533 or 028 6632 4347

Textphone: 028 6632 7969

Fax: 028 6632 6360

e-mail: [gerry.knox@fermanagh.gov.uk](mailto:gerry.knox@fermanagh.gov.uk)  
[www.fermanagh.gov.uk](http://www.fermanagh.gov.uk)

Our Ref: GK/NH

20 June 2006

DRD Roads Service  
SRTP Manager  
Sub Regional Transport Plan Team  
Transportation Unit  
3<sup>rd</sup> Floor Clarence Court  
10-18 Adelaide Street  
Belfast BT2 8GB



Dear Sir/Madam

### **Draft Sub-Regional Transport Plan**

The draft plan has been considered by the Council and it is felt that the following issues must be addressed in order to meet the transport needs of the region.

#### **Walking**

It is felt that within Enniskillen the following should also be included as primary walking routes:-

- Queen Elizabeth Road boulevard and Queen Street
- Halls lane extending through roundabout to the Hospital
- Belmore Street and Forthill Street to Irvinestown Road bus shelter
- Tourist Information Centre to Fermanagh College

Additional secondary routes within Enniskillen should include:-

- Irvinestown Road extended to Cherrymount Roundabout
- Belleek Road extended to Drumlyon (Derrygonnelly Junction)
- Sligo Road extended to Rileys Cross (Bellanaleck Junction)
- Dublin Road extended to Killyhevlin Hotel
- Tempo Road extended to Killyvilly (Devenish College Site)

Elsewhere, and principally within the villages and hamlets of the district, walking must be promoted and facilities provided to ensure safety for pedestrians and motorists.

Robert Forde M.C.I.E.H. M.I.O.S.H. M.I.Mgr  
Director of Environmental Health

Robert Gibson B.Sc.  
Director of Environmental Services

Brendan Hegarty B.Sc. F.C.A.  
Director of Finance & Information Technology

Gerry Knox B.A.  
Director of Technical Services

Desmond Reid F.R.I.C.S. D.M.S.  
Director of Building Control

## Cycling

It is felt that the network here is very poor and nothing new is proposed for on-road, traffic free or cycle specific routes. Within Enniskillen this must be extended to include the following:-

- Belleek Road from the Round 'O' to Silverhill
- Cornagrade Road/Irvinestown Road from Hospital to new Hospital Site
- Irvinestown Road from Raceview amenity to Cherrymount Roundabout
- Cherrymount Link from Cherrymount roundabout to Chanterhill Road to Tempo Road
- Loane Drive from PSV centre to Lackaboy via Old Tempo Road
- Tempo Road from Leenegrenagh to Dublin Road
- Castlecoole Road from Golf Course to Fire Station
- Dublin Road from Ardhowen Theatre to Gaol Square
- Through Pass from Gaol Square to West Bridge
- Ann Street, Queen Street, Queen Elizabeth Road & Roundabout to Hospital

Coupled with these extended routes should be provision for safe cycle ways to all secondary schools and estates, parking space for cycles and improved drop kerb/edge treatment of pavements.

Cycle routes must also be established elsewhere in the district in an effort to encourage cycling to work as well as cycling as a leisure pursuit.

## Highways

Proposals for an adequate road infrastructure are lacking and it is felt that business development and tourism both suffer as a result.

Enniskillen as an island town, is a blockage to East/West and North/South traffic. This was clearly evident with the partial closure recently of the Queen Elizabeth Road and the resultant inability of the through pass to keep traffic moving on the Sligo Road, Belleek Road and Dublin Road.

It is clear that bypasses are required on the Southern Side of Enniskillen from Dublin Road to Sligo Road, and the northern side from Irvinestown Road to Belleek Road. Improvements are required on the route from Sligo Road (Ashwoods) to Derrygonnelly Road (Drummee); and the new Cherrymount Link extended to Dublin Road.

Linking traffic systems on the through pass, lane widening at Henry Street and junction improvements at Tempo Road/Dublin Road will not rectify a major traffic management problem.

Coupled with the 'outer ring' details, a one-way system on the island should be considered as this may negate the need for traffic lights (except for pedestrian crossings) and lead to better non-stop clockwise traffic movement with increased capacity.

### Car Parking

There is a need for an effective strategy to deal with and categorise users of car parks in Enniskillen. Long stay customers should be located further from the centre, be serviced by park and ride, taxis or scheduled bus service, whilst those parking centrally should have time restrictions imposed. It is felt that sufficient car parking is not available, particularly in light of the decriminalisation measures to be introduced. Car parking must be of good quality, have good lighting and be properly sited to suit the appropriate type of user.

Elsewhere car parking must also be addressed in order to assist traffic flow and create a safer environment for the public e.g. Newtownbutler, Tempo, Kesh, Lisbellaw.

### Infrastructure Investment

The level of investment proposed for Fermanagh is very small in relation to the Northern Ireland total.

	Northern Ireland Total	Fermanagh Spend
Highways	£1,707.8 m	£ 1.180 m
Walking/Cycle	£ 28.6 m	£ 0.563 m
Bus	£ 293.2 m	Nil

In relation to the proposed expenditure on highways the share for Fermanagh is very small despite 59% of Enniskillen people relying on vehicle use to get to work compared to 55% in Northern Ireland as a whole. Similarly 28% of Fermanagh employed persons travel 10 – 40 km to work compared to only 21% for the whole of Northern Ireland.

The drastic reduction in estimated expenditure on resurfacing for next year is not acceptable particularly in light of the inadequate levels of investment in recent years.

I trust that the draft will be amended to take on board the genuine and sincere concerns expressed by our members and MLA's.

If you require clarification on any aspect of the response please let me know.

Yours faithfully

A handwritten signature in black ink, appearing to be 'Gerry Knox', with a stylized initial 'G' and a long horizontal stroke extending to the right.

Gerry Knox  
Director of Technical Services