

Curraghinalt Project County Tyrone

Prepared for Dalradian Gold Limited

Environmental Statement - Volume 3

B4 Travel Plan

November 2017

DALRADIAN
GOLD

**Travel Plan for the Curraghinalt
Gold Project, County Tyrone,
Northern Ireland**

**Prepared for Dalradian Gold
Limited**

Non-Technical Summary

This Travel Plan has been prepared by Hoy Dorman in support of a planning application for the Curraghinalt Project which will be located off the Crockanboy Road between Gortin and Greencastle, County Tyrone.

Dalradian Gold Limited (DGL), has offices located in Omagh, Gortin and at an existing infrastructure site off the Camcosy Road. This Travel Plan focuses on the construction and operational phases of the proposed development

The construction phase will last approximately 24 months and employ up to 400 people. Once operational the mine will employ 425 people in total for 20-25 years depending on the processing rate. It is anticipated that employees will predominantly be attracted from the local surrounding areas.

The proposed development would operate 24-hours a day, 365 days a year and therefore employees would be required to work non-standard hours.

Due to the rural location of the proposed development, and lack of the public transport facilities within the area, it is considered likely that private car would be the primary mode of transport to the site. The existing transport network cannot achieve the mode shift from private car required to minimise traffic impacts and therefore a transport strategy has been developed

Each phase of the proposed development site would require a transport strategy. During the construction phase, the transport strategy would be for construction employees to travel to and from the proposed site with a managed car ratio of four per car. This ratio would be achieved by mandatory multi passenger vehicle provision (i.e. minibuses) implemented by the successful contractor, and DGL implementing a car sharing policy of two per car for administrative staff and operatives. During the operation phase, the transport strategy would be for employees to travel to and from the site with a managed car ratio of two per car. This ratio would be achieved by implementing a car sharing policy of two per car for administrative staff and operatives. For DGL to achieve its managed two per car ratio it would use its existing offices as mini transport hubs and Park and Ride (P&R) sites for staff to meet and then share vehicles to travel to the proposed development site. DGL would also promote the use of the existing P&R sites off the A5 and A505 for car-sharing to the proposed development site.

This document also aims to decrease the use of private cars by promoting the use of sustainable transport such as walking, cycling and the use of public transport to the proposed development site as well as the P&R sites and the main Omagh Office site.

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1. Introduction

- 1.1 This Travel Plan (TP) has been prepared by Hoy Dorman, on behalf of Dalradian Gold Limited (DGL), to show how the applicant plans to minimise the number of vehicles trips to the proposed development and promote alternative modes of transport other than private cars.
- 1.2 The scope of the TP primarily relates to the operational phase of the Mine. Construction management travel plans for the mine will be contained within the final Construction Environmental Management Plan (CEMP) and these will outline the details of the provision of multi- passenger vehicles i.e. minibuses for temporary construction workers when a successful contractor is appointed.
- 1.3 The Curraghinalt Project is a proposed gold mining development located in County Tyrone, approximately 127km west of Belfast by road, 15km northeast of the town of Omagh, 7km east of the village of Gortin, and approximately 2km west of the village of Greencastle.
- 1.4 DGL will be retaining their existing offices in Omagh, situated on the Killybrack Road, and a Gortin Field Office situated on Gortin Main Street.
- 1.5 The purpose of retaining these offices is to create “hubs”. Hubs will be locations so that shared transport initiatives to and from the proposed site can be established.
- 1.6 The Omagh office would serve as the main hub.
- 1.7 DGL currently operate an exploration programme from their existing surface infrastructure site off the Camcosy Road.
- 1.8 During the construction phase of the proposed development, the existing surface infrastructure site, off the Camcosy Road will be retained. This is to allow underground blasting from the north of the site until the access off the Crockanboy Road is complete and the underground works link. Following the construction phase, it is expected that the existing surface infrastructure site located off the Camcosy Road will continue to have a limited use associated with the main project site it in terms of staff training, a small element of administration or storing of vehicles etc.
- 1.9 The objectives of this Travel Plan are to:
 - Promote the use of a car sharing scheme to travel to the development site.
 - Promote the use of alternative modes of transport other than private cars and make use of existing public transport and cycle routes as a means of travelling to the hub.
 - Reduce the number of journeys that are made to the hub each day by private car through increasing the awareness of public transport available and cycle routes.
 - Encourage more active lifestyles of staff when travelling to the site.

- Provide on-site support to encourage staff to walk, cycle or make use of public transport when possible.
- Make sure information is available to staff regarding their travel options

2. Policy Context

- 2.1 This section sets out the policy and guidance framework that has informed the strategic development of the TP. The following policies have formed material consideration when accommodating and promoting sustainable modes of transport and reducing the reliance on private cars.
- 2.2 This section aims to provide background information on why Travel Plans are important. It aims to benefit the Travel Plan Coordinator, increasing their understanding of the various initiatives that are in place.
- 2.3 The key Northern Ireland policy and guidance documents with regards to transport and planning include:
- Transportation Assessment Guideline (November 2006)
 - The Regional Development Strategy 2035
 - Ensuring a Sustainable Transport Future – A new Approach to Regional Transportation (April 2012)
 - Strategic Planning Policy Statement – Planning for Sustainable Development (September 2015)
 - Planning Policy Statement 3: Access, Movement and Parking (February 2005)
 - Planning Policy Statement 13: Transportation and Land Use Parking (February 2005).
 - The Omagh Area Plan 1987-2002
 - West Tyrone Area Plan 2019
 - Fermanagh and Omagh District Council Preferred Options Paper, October 2016
 - Planning Strategy for Rural Northern Ireland – Minerals (September 1993)
- 2.4 *Transportation Assessment Guideline (November 2006)*
- 2.4.1 The Transport Assessment Guidelines note that TPs can influence the travel patterns and are the ideal opportunity for introducing changes when organisations are expanding or relocating to new premises.
- 2.4.2 These guidelines note that the measures contained within a TP should be suitable as to encourage the behavioural change of the main travel functions of the proposed development.
- 2.4.3 These guidelines note that the TP should be supported by active marketing and awareness raising to ensure that people understand why such measures are being used and what the travel choices to the proposed site are.

- 2.4.4 The guidelines note that behaviour changes initiatives could include car sharing schemes, car park permit schemes, and bicycle users' groups. Also, employers could explore changes in work practises. e.g. working from home, teleconferences and flexi-time working can assist in the reduction of travel to a site especially during peak hours. Employers could also offer incentives to individuals

2.5 *Regional Development Strategy 2035*

- 2.5.1 The Regional Development Strategy 2035 (RDS) published in March 2012, sets out an overarching planning framework to facilitate and guide the public and private sectors for the spatial development of Northern Ireland up to 2035.
- 2.5.2 The RDS addresses the economic, social and environmental issues aiming to achieve sustainable development and social cohesion.
- 2.5.3 It provides regional guidance to ensure there is an adequate supply of land to facilitate economic growth whilst delivering a balanced approach to transport infrastructure.
- 2.5.4 The transportation vision of the RDS focuses on improving connectivity, maximising the potential of the Regional Strategic Transport Network and using road space and railways efficiently. It aims to make improvements to road safety and access to cities and towns, whilst managing the movement of freight and promoting social inclusion.
- 2.5.5 The Spatial Framework Guidance (SFG) contained within the RDS defines rural areas as places outside the Principal cities and the main and local hubs.
- 2.5.6 The proposed gold mine development will be located outside the town of Omagh. The RDS identifies Omagh as a main hub located on the Western Transport Corridor which facilitates links west of Lough Neagh between Donegal, Londonderry/Derry, Strabane, Omagh, Monaghan and Dublin.
- 2.5.7 SFG13 and SPG14 promote the sustaining of rural communities and improving their accessibility. In order to sustain these communities, new development and employment opportunities which respect local, social and environmental circumstances are required. To improve their accessibility and overall connectivity of rural communities integrated rural transport initiatives which meet the needs of those living in isolated areas, and in particular elderly and disabled people, need to be promoted which could complement the measures of a TP

2.6 *Ensuring a Sustainable Transport Future – A new Approach to Regional Transportation 2012*

- 2.6.1 Ensuring a Sustainable Transport Future – A new Approach to Regional Transportation launched in April 2012 succeeds The Regional Transport Strategy for Northern Ireland 2002-2012 and sets out three high level aims for transportation along with twelve supporting strategic objectives covering the economy, society and the environment.

- 2.6.2 The purpose of this is to complement the RDS and aims to achieve the transportation vision: 'to have a modern, sustainable, safe transportation system which benefits society, and the environment and which actively contributes to social inclusion and every one's quality of life'.

2.7 *The Regional Transport Strategy 2002 to 2012*

- 2.7.1 The Regional Transport Strategy (RTS) is described as a “daughter document” of the RDS and sets out the transport vision “To have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone’s quality of life”.
- 2.7.2 The RTS developed the transportation policy of the RDS and identified that the future development and prosperity of Northern Ireland depended on an increased level of provision of transportation infrastructures and services.
- 2.7.3 The delivery of the RTS is achieved through the three Transport Plans
- Regional Strategic Transport Network Plan;
 - Belfast Metropolitan Transport Plan; and
 - Sub-Regional Transport Plan.

2.8 *Ensuring a Sustainable Transport Future – A new Approach to Regional Transportation 2012*

- 2.8.1 Ensuring a Sustainable Transport Future – A new Approach to Regional Transportation launched in April 2012 succeeds The Regional Transport Strategy for Northern Ireland 2002-2012 (RTS) and sets out three high level aims for transportation along with twelve supporting strategic objectives covering the economy, society and the environment.
- 2.8.2 The purpose of this is to complement the RDS and aims to achieve the transportation vision: 'to have a modern, sustainable, safe transportation system which benefits society, and the environment and which actively contributes to social inclusion and everyone's quality of life'.

2.9 *Sub-Regional Transport Plan 2015*

- 2.9.1 The Sub-Regional Transport Plan (SRTP) sets out the transport proposals for towns, cities and rural areas. It is the blueprint for the delivery of the RTS in the towns, cities and rural areas of Northern Ireland, outside of the Belfast Metropolitan Area (which is delivered through the Belfast Metropolitan Transport Plan).
- 2.9.2 The principal transport related problems experienced in rural areas as identified by the SRTP include:

- limited facilities for pedestrians and cyclists in some small settlements;
- few public transport services; and
- inadequate levels of investment in roads maintenance.

2.9.3 The SRTP outlines the key forces, with potential to change rural transport needs:

- the RTS drivers of transport, social inclusion, and road safety;
- planned economic interventions aimed at bringing added prosperity to the Rural Areas;
- planned growth of the rural population especially in small towns, villages and settlements; and
- the increase in car ownership and the resulting progressive reduction in rural bus services as passenger levels drop.

2.10 *Planning Policy Statement 13: Transport and Land use (February 2005)*

2.10.1 The primary objective of PPS13 is to integrate land use planning and transport by:

- promoting sustainable transport choices;
- promoting accessibility for all; and
- reducing the need to travel, especially by private car.

2.10.2 PPS 13 outlines twelve General Principles that should be applied to the planning and delivery of transportation of a development:

1. The integration of transportation policy and land use planning should be taken forward through the preparation of development plans and transport plans informed by transport studies.
2. Accessibility by modes of transport other than the private car should be a key consideration in the location and design of development.
3. The process of TA should be employed to review the potential transport impacts of a development proposal.
4. Travel Plans should be developed for all significant travel generating uses.
5. Developers should bear the costs of transport infrastructure necessitated by their development.

6. Controls on parking should be employed to encourage more responsible use of the private car and to bring about a change in travel behaviour.
7. Park and ride and park and share sites should be developed in appropriate locations to reduce the need to travel by car and encourage use of public transport.
8. Land required to facilitate improvements in the transport network should be afforded protection.
9. Reliance on the private car should be reduced through a modal shift to walking, cycling and public transport modal shift to reduce reliance on the car;
10. Rural public transport schemes should be developed to link rural dwellers to essential facilities and larger settlements;
11. Innovative measures should be developed for the safe and effective management of traffic.
12. The integration of transport and land use planning should seek to create a more accessible environment for all.

2.11 *Planning Policy Statement 3 (PPS 3): Access, Movement and Parking (February 2005)*

2.11.1 PPS 3 sets out the planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. The main objectives of this statement are to:

- promote road safety for pedestrians, cyclists and other vulnerable road users;
- restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes;
- make efficient use of road space within the context of promoting modal shift to more sustainable forms of transport;
- ensure that new development offers a realistic choice of access by walking, cycling and public transport, recognising that this may be less achievable in some rural areas;
- ensure the needs of people with disabilities and others whose mobility is impaired, are considered in relation to accessibility to buildings and parking provision; and
- promote the provision of adequate facilities for cyclists in new development.

2.11.2 These objectives compliment the General Principles as outlined in PPS 13.

2.11.3 Contained within PPS 3 are eleven planning policies and the key transport policies which are relevant to this TA. These include the following:

- Policy AMP 2: Access to Public Roads
- Policy AMP 6: Transport Assessment
- Policy AMP 7: Car Parking and Servicing Arrangements

Policy AMP 2: Access to Public Roads

2.11.4 This policy states “Planning permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access, onto a public road where:

- a) such access will not prejudice road safety or significantly inconvenience the flow of traffic; and
- b) the proposal does not conflict with Policy AMP 3 Access to Protected Routes.”

2.11.5 The acceptability of access arrangements, including the number of access points onto the public road, will be assessed against the Department’s published guidance. Consideration will also be given to the following factors:

- the nature and scale of the development;
- the character of existing development;
- the contribution of the proposal to the creation of a quality environment, including the potential for urban / village regeneration and environmental improvement;
- the location and number of existing accesses; and
- the standard of the existing road network together with the speed and volume of traffic using the adjacent public road and any expected increase.

Policy AMP 6: Transport Assessment

2.11.6 This policy states “In order to evaluate the transport implications of a development proposal the Department will, where appropriate, require developers to submit a Transport Assessment”.

Policy AMP 7: Car Parking and Servicing Arrangements

2.11.7 This policy states “Development proposals will be required to provide adequate provision for car parking and appropriate servicing arrangements. The precise amount of car parking will be determined according to the specific characteristics of the development and its location having regard to the published standards or any reduction provided for in an area of parking restraint designated in a

development plan. Proposals should not prejudice road safety or significantly inconvenience the flow of traffic.”.

2.11.8 Beyond areas of parking restraint identified in a development plan, a reduced level of car parking provision may be acceptable in the following circumstances:

- where, through a Transport Assessment, it forms part of a package of measures to promote alternative transport modes; or
- where the development is in a highly accessible location well served by public transport; or
- where the development would benefit from spare capacity available in nearby public car parks or adjacent on street car parking; or
- where shared car parking is a viable option; or
- where the exercise of flexibility would assist in the conservation of the built or natural heritage, would aid rural regeneration, facilitate a better quality of development or the beneficial re-use of an existing building”.

2.12 *The Omagh Area Plan 1987-2002/ West Tyrone Area Plan 2019*

2.12.1 The Omagh Area Plan 1987-2002, was adopted on 24th September 1992 and has now reached its notional end date. Omagh is the largest town in County Tyrone and in this plan, was recognised as a major administrative service centre for the Rural West.

2.12.2 The main objectives of the plan were aimed at developing Omagh as the District town and principal centre for commerce, housing, employment, industry, educational, recreational and community facilities. The importance of the town centre was highlighted with several proposals, including Opportunity Sites and Policy Areas, specifically aimed at maintaining and enhancing the range of facilities and functions within the town centre as well as improving vehicular and pedestrian circulation and car parking provision. Sufficient land was zoned to provide for all the main land uses, and allow reasonable flexibility and choice.

2.12.3 The Omagh Area Plan was to be succeeded by the West Tyrone Area Plan 2019. The purpose of this plan will be to inform the public, statutory authorities, developers and other interested bodies of the policy framework and land use proposals that will implement the strategic objectives of the Regional Development Strategy.

2.12.4 Work on the West Tyrone Area Plan 2019 was suspended however, The West Tyrone Area Plan 2019 Issues Paper accompanied by an Initial Findings Report and series of discussion papers presented to the councils was published on 18th October 2005.

2.12.5 In the Discussion Papers Presented to the Council, the Review of the Omagh Area Plan 1987-2002 concluded that transportation proposals for Omagh Town

had been reasonably successful with more than half of the proposals identified as being completed or under construction. It recognised that the allocation of the land would be greatly influenced by the Regional Development Strategy and “therefore it will be important to ensure existing employment land is protected and additional land is zoned for a variety of industrial, business and commercial uses”.

- 2.12.6 In the Initial Findings Report it was concluded that with a high proportion of people living in the countryside, car usage was most likely to increase and therefore there is a need to reduce increasing demands on infrastructure leading to congestion and environmental deterioration. Opportunities to encourage a modal shift to a more sustainable form of transport such as cycling, walking and public transport should be identified.

2.13 Fermanagh and Omagh District Council Local Development Plan Report Preferred Options Paper, September 2016.

- 2.13.1 The Fermanagh and Omagh District Council Local Development Plan - Preferred Options Paper (FODC LDP POP) was prepared as part of the first stage in the preparation of FODC LDP 2030 that will replace the Omagh Area Plan 2002 and Fermanagh Area Plan 2007.
- 2.13.2 The POP notes that road transport links are primarily based on the Key Transport Corridors, the A4 and A5, which along with other A-class roads such as the A32 and A505 are supported by an extensive network of B and C-class roads.
- 2.13.3 There are no motorways or dual carriageways within the district and given the dispersed rural nature of the area, much of residents are reliant on car use for commuting and accessing services with approximately 76% of the working population using a car or van to travel to and from work.
- 2.13.4 The POP sets out strategic objectives for the area to “To improve physical connectivity and accessibility between and within settlements and their rural hinterland through accommodating investment in transportation to improve travel times, alleviate congestion and improve safety for both commercial and private vehicles as well as more sustainable modes of transport including buses, walking and cycling”.

3. Development Proposals

- 3.1 The Curraghinalt Project is a proposed gold mining development located in County Tyrone, approximately 127 km west of Belfast by road, 15 km northeast of the town of Omagh, 7 km east of the village of Gortin, and approximately 2 km west of the village of Greencastle.

Site Location and Access

- 3.2 The site for the proposed development is located off the B46 Crockanboy Road, Gortin, Omagh. The proposed access to the development site would be via a proposed new right turning lane arrangement off the B46 Crockanboy Road.

Existing Infrastructure Site

- 3.3 The site is a Greenfield site located within the settlements of Omagh. Mining exploration has been taking place at a site located off the Camcosy Road. This site has been in operation since 2014 as an exploration project.
- 3.4 During the construction phase of the proposed development, the existing surface infrastructure site, off the Camcosy Road will be retained. This is to allow underground blasting from the north of the site until the access off the Crockanboy Road is complete and the underground works link. Following the construction phase, it is expected that the existing surface infrastructure site located off the Camcosy Road will continue to have a limited use associated with the main project site in terms of staff training, a small element of administration or storing of vehicles etc.

Project Components

- 3.5 The proposed development would consist of the following:
- An underground mine, that will be accessed via a decline;
 - A mineral process plant;
 - A Dry Stack Facility (DSF) for waste rock from the mine workings and tailings material from the process plant. Varying proportions of the waste rock and tailings will be re-used in the workings as backfill. This portion of the tailings material will be processed through a paste backfill plant;
 - An existing adit and surface infrastructure;
 - Ancillary infrastructure and services required to support the activities (administrative buildings, maintenance workshop, warehouse facilities, mine dry, parking, site roads, water supply and water treatment) and
 - Connections, where technically feasible, to offsite infrastructure including the Northern Ireland road network, the electrical grid, along with the water supply networks in the area of the mine.

- Three ventilation raises that will be used to ventilate the mine workings, one of these exists having been developed as part of the underground exploration programme
 - Passing bays on the Camcosy Road developed for the underground exploration programme and to be retained for the mine development.
- 3.6 A detailed description of the project can be found in the Chapter 4 of the Environmental Statement (ES).
- 3.7 A plan showing the development proposals and the layout of the proposed infrastructure site can be seen in drawing 2016021-P-CIV-004. The layout of the internal road network and the proposed access off the B46 Crockanboy Road are also detailed in this plan.
- 3.8 All parking for the development would be contained within the site and would consist of 121 parking spaces, 103 employee spaces, 12 spaces for visitor parking and 6 spaces for disabled parking.
- 3.9 The proposed development would have two distinct phases of the development
- Construction
 - Operation
- 3.10 The workforce would be a mixture of administrative staff, mine operatives and temporary construction workers.
- 3.11 The proposed development site would operate 24-hours a day, 365 days a year and with many employees having non-standard working hours.
- 3.12 It is anticipated there would be approximately 280 employees on site over an average 24-hour period.

| Job role | Shift | Shift Pattern | No. of staff |
|--------------|-------|---------------|--------------|
| Admin | Day | 09:00-17:30 | 31 |
| Operations | Day | 08:00-18:00 | 44 |
| Operations | Night | 20:00-06:00 | 60 |
| Construction | Day | 07:00-19:00 | 145 |
| Total | | | 280 |

Table 3-1 Staff for proposed development during construction phase

- 3.13 The operational phase of the mine is anticipated to be 20-25 years and the workforce would be a mixture of administrative staff and mine operatives.

3.14 It is anticipated that there would be 246 employees on site over the 24-hour period.

| Job role | Shift | Shift Pattern | No. of staff |
|-----------------|--------------|----------------------|---------------------|
| Admin | Day | 09:00-17:30 | 48 |
| Operations | Day | 08:00-18:00 | 108 |
| Operations | Night | 20:00-06:00 | 90 |
| Total | | | 246 |

Table 3-2 *Staff for proposed site during a typical operational year*

4. Review of Travel to Work Options

Introduction

- 4.1 The section considers the current travel options available to access the proposed development site, existing surface infrastructure site and the locations of the existing DGL offices that would also be retained.

Public Transport- Bus

- 4.2 Due to the rural location of the proposed development site and the existing surface infrastructure site, this area is not well served by public transport. The closest bus centre is Omagh Bus Centre, located approximately 16km away from the proposed development.
- 4.3 There is one service, Ulsterbus 92 Omagh-Greencastle departing from the Omagh Bus centre that operates near the proposed development site with the closest stop at crossroads in Greencastle, which is approximately 2km from the proposed site. This service is limited and does not operate on Saturday or Sunday.
- 4.4 There is a limited bus service to the DGL Gortin Field Office; Ulsterbus Service 403.
- 4.5 The DGL Omagh office is located less than 1km from Omagh bus centre and approximately 11 minutes away by foot. There is a bus stop located approximately 200m away on the Gortin road, opposite Gardenville Avenue that is serviced by the Ulsterbus Service 92 and Omagh Town Service 384a.

Public Transport- Rail

- 4.6 There are no railway services in the Omagh area.

Taxis

- 4.7 Taxi services provide a significant and increasing transport service in the council area and there are several Private Hire Taxi companies based in Omagh in operation in the area.

Cycling

- 4.8 The Chartered Institution of Highways and Transportation (CIHT) guidance 'Cycle Friendly Infrastructure, Guidelines for Planning and Design' states that three quarters of journeys by all modes are less than five miles (8km) and that this distance can be cycled comfortably by a fit person. It is concluded therefore that 8km represents a maximum realistic range for cycling trips.
- 4.9 Whilst there are no formal cycle facilities near the proposed development, there are a number of provisions for cyclists within and around the Omagh area, and Crockanboy Road forms part of National Route 92 of the National Cycle Network running from

Ballinamallard near Enniskillen, Co Fermanagh, to Derry. It forms part of the wider Ballyshannon to Ballycastle cycle route.

- 4.10 Omagh benefits from a riverside mostly off-road cycling path. It originates in the Cranney Fields car park in Omagh. This 5.5-mile (8.9 km) flat cycle route uses a section of the National Cycle Network 92 long-distance route. This cycle path has excellent links to the existing DGL offices on the Killybrack Road.

Walking

- 4.11 The CIHT document 'Guidelines for Providing for Journeys on Foot', considers 2km as a 'preferred maximum' distance for commuting. By this measure the Greencastle village and Rouskey would be within walking distance.
- 4.12 However, the subject area of the proposed surface infrastructure site cannot be considered highly accessible by walking. There are no consistent footways along the B46 Crockanboy Road.
- 4.13 There are limited footways and street lighting available in the villages of Gortin and Greencastle and the hamlet of Rouskey.
- 4.14 The main catchment area of both staff and visitors to the site would likely include the towns of Omagh and Cookstown too far away to be reached on foot.
- 4.15 However, there are excellent pedestrian routes along the surrounding road network of the DGL Office on the Killybrack Road, with a range of local amenities within a 1km radius including a bus stop, convenience store, and takeaway.
- 4.16 In general, these pedestrian facilities surrounding the existing office are in good condition, are well lit, and are free from obstructions.

Car

- 4.17 Access to the proposed surface infrastructure site by car is served from the B46 Crockanboy Road. Parking provision would be restricted at the proposed development site to 121 spaces, twelve of which would be reserved for visitors, leaving an allocation of 109 spaces for employees (103 standard bays, plus six disabled spaces).
- 4.18 This would not be sufficient to accommodate unrestrained employee car trips. Therefore; single occupancy car trips to the proposed development site must be controlled. Overspill on to the adopted road network would not be feasible.

Park and Ride and Park and Share

- 4.19 There are 4 park and ride and park and share facilities located in the Omagh area. These can be used to link commuters to the town centre, or used as a designated location for car sharing.

| Location | Spaces | Additional Information |
|---|--------|------------------------|
| Bankmore Road, Omagh (A5/U1745) | 9 | Bus service |
| Crevenagh Road, Omagh (A505) | 251 | Bus service |
| Creggan Crossroads, Omagh | 8 | Bus stop |
| Loughmacrory junction, Omagh (A505 Killyclogher Road) | 12 | |

Table 4-1 *Park and Ride Locations existing in the Omagh Area.*

Translink Initiatives

- 4.20 The Translink Corporate Commuter Initiative is a scheme set up by Translink that aims to promote employers and their staff to commute to and from work using sustainable forms of transport. More information can be found at:

<https://www.translink.co.uk/Corporate/Corporate-Responsibility/Go-Together/Corporate-Commuter-Initiative/>

- 4.21 Translink offer aLink Translink smartcard which provides annual travel on scheduled services within Northern Ireland and offers an extra benefit, unlimited travel at weekends. Further information can be found at:

<https://www.translink.co.uk/Find-The-Right-Ticket/travel-cards/alink/>

Summary

- 4.22 The proposed development site has challenging parameters, i.e. 24-hour operation, some non-standard working hours and limited non-car travel options due to its rural location.
- 4.23 Therefore, without intervention it is likely that the development would attract large numbers of single occupancy cars.
- 4.24 The existing transport network alone cannot achieve the mode shift from private car required to minimise traffic impacts and therefore a transport strategy has been developed.
- 4.25 The proposed development site would require a transport strategy for each phase.
- 4.26 During the construction phase, the transport strategy for the site would be for employees to travel to and from the proposed site with a managed car ratio of four per car. This ratio would be achieved by mandatory minibus provision implemented by the successful contractor, and DGL implementing a car sharing policy of two per car for administrative staff and operatives

4.27 During the operation phase, the transport strategy for the site would be for employees to travel to and from the site with a managed car ratio of two per car. This ratio would be achieved by implementing a car sharing policy of two per car for administrative staff and operatives

4.28 For DGL to achieve its managed two per car ratio the following measures would be utilised:

- existing DGL offices to be used as mini P&R sites and transport hubs and car-sharing to the proposed development site.
- Use of the existing P&R sites off the A5 and A505 and car-sharing to proposed development site.

5. Travel Plan Measures

- 5.1 To achieve the objectives that have been stated in 1.9, there are certain measures that need to be put in place at the proposed hub. Detailed below are a wide range of measures that are proposed to meet DGL travel needs.

Car Sharing Scheme

- 5.2 DGL would introduce a car sharing scheme for staff. The scheme would promote car sharing to the proposed development site. Car shares would be established from the existing offices and/or from existing official park and ride/park and share facilities.

Alternative modes of transport

- 5.3 The initiatives that will promote the use of alternative modes of transport to and from the site would be as follows:

- Promote the use of existing public transport as a means of travelling to the main hub by ensuring information is provided to staff about bus services//timetables along with implementing various Translink Initiatives.
- Promote cycling to the proposed main hub through introducing Bike2Work Schemes and increasing bike storage on the site for staff. Also, the provision of lockers and changing rooms for staff would be considered.
- Promote cycling to the proposed development site through introducing Bike2Work Schemes. Cycling parking would be incorporated into the new site car park arrangement and the provision of lockers and changing rooms for staff.
- Market and promote the Travel Plan at an early stage, informing staff of the benefits of non-car mode travel.
- Present travel notice boards within the offices detailing health facts on active travel and the latest public transport travel information.
- Promote a 'Walk To and From Work Scheme' to allow staff to identify a 'walking buddy' who lives nearby and works the same shift pattern. Staff would be encouraged to walk to the main hub where they could be part of a car-share or taxis to the proposed development site.
- Promote taxi sharing between staff members.

Travel Plan Coordinator

- 5.4 A Travel Plan Coordinator (TPC) will be appointed by DGL Management who will oversee the Travel Plan during its initial stages and implementation. The Coordinators responsibilities include;

- Overseeing the day to day operation of the Travel Plan.

- Management of any Schemes set out in the initiatives.
- Distribution of the most current public transport and cycle route information.
- Monitoring the usage of various travel modes.

5.5 It will be the responsibility of the Coordinator to review the effectiveness and cost efficiency of the Travel Plan.

6. Targets

- 6.1 It is important to note that the Travel Plan is not a one-off process, but needs to be continuously managed. Targets are measurable goals that must be established to ensure that any objectives set out are met.
- 6.2 Since the proposed development site is in rural location in the Fermanagh and Omagh District and with the absence of railways, road travel would dominant mode of transportation and therefore any targets set should be specific in achieving the objective of minimising daily employee vehicles trips to the site.
- 6.3 At this stage, the TP is based on estimated staffing levels and predictions on where staff will originate and therefore specific targets cannot be set until staff are recruited.
- 6.4 Once staff have been recruited, DGL would obtain travel characteristic data, and this would be used as a benchmark to create realistic measurable targets for each travel mode.
- 6.5 When operational, vehicle movement and parking survey data could also be used as a basis for the TP targets.
- 6.6 Targets set could include the follow:
- Decrease private car drivers travelling to hubs
 - Increase car sharing
 - Increase cycle usage
 - Increase Public Transport to the proposed hubs
 - Increase walking to the proposed hubs
- 6.7 Any targets set should be monitored after six months and annually thereafter.

7. Monitoring

- 7.1 It will be the responsibility of the TPC to oversee the progress of the Travel Plan towards the targets that have been established. The TPC should review the targets and initiatives set out in the original Travel Plan as additional needs or issues emerge.
- 7.2 The TPC would monitor the usage of various travel modes; identify whether the initiatives in the Travel Plan are successful; identify whether targets are being met.
- 7.3 New initiatives/targets would be implemented by the TPC depending on the results of review and monitoring progress.

8. References

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