WESTERN DEVELOPMENT COMMISSION

A Sustainable Mobility Index for Rural Towns in Ireland's Western Region

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Foreword
by Chair of Working Group

Since the publication of the National Planning Framework, the COVID-19 pandemic has brought more attention to rural areas, as changing working patterns and improving digital connectivity continue to loosen traditional ties to urban workplaces. The prospect of rural living has now become a reality like never before. Our Rural Future - the government's rural development policy - focuses on improving the quality of life for rural dwellers, including mobility, while improved mobility is also essential for the Town Centre First policy. After all, good transport connections and pleasant facilities for active travel can be some of the attractions of town living.

The state of rural mobility today – car-dependent, expensive, and limiting social and economic development – is not inevitable. Yet for many rural areas, few buses, even fewer train stations and almost total dependence on cars forces people to spend more on travel and to use private transport at the expense of more sustainable alternatives. Without driving, it can be challenging to access healthcare, education, employment, leisure or social activities and everything else that is part of a person's life. Mobility is one of the vital enablers of any community, especially in rural communities where many essential services are not close by.

The good news is that there are some significant changes underway. One example is the Connecting Ireland Rural Mobility Plan, a major national public transport initiative developed by the National Transport Authority to increase connectivity, particularly for people living outside our major cities and towns. But there is room for improvement to enhance prospects for enterprise and employment, access to services we need, and transition to a low-carbon future.

When developing the Mobility Index, we set out to understand and measure the sustainable mobility situation in our smaller towns in the west of Ireland. This Sustainable Mobility Index (SMI 2022) creates a way for local and national government and places to gauge their mobility systems' health and readiness for future transport and mobility patterns. Using the Index allows easy comparison between places across the mobility themes and over time to allow improvement to be measured. It can show where is in the best position for low carbon transition, learn from places performing exceptionally well, or about which places need targeted improvements.

Almost two years in the making, this Sustainable Mobility Index measures different aspects of sustainable mobility, focuses on a variety of journey types (for education, employment and services) and the mobility infrastructure necessary for a transition to more sustainable, lower carbon, mobility. The Index has a particular focus on public transport and active travel (walking and cycling) which, even in rural areas, can make an important contribution to future mobility. SMI 2022 provides valuable insights into the varied mobility situation in our towns and provides a baseline against which we can examine changes in mobility patterns and assets into the future.

The work would not have been possible without the collaboration of many organisations involved in sustainable mobility, including the local authorities in the seven counties of the Western Development Commission's Western Region, the National Transport Authority and in particular Transport Infrastructure Ireland.

I have been delighted to chair a committed and effective Working Group. The members brought deep understanding of towns and mobility to this Western Development Commission project. They were enthusiastic and encouraging and ensured that we produced this useful, enlightening Sustainable Mobility Index and set a high standard for the future iterations of the Sustainable Mobility Index. My thanks to them all. On behalf of the Working Group, I want to acknowledge the vision and commitment of Dr Helen McHenry, Project Lead for the WDC for her valued work in the development of SMI2022.

Michael Nolan
Chair of the Expert Working Group for the WDC Sustainable Mobility Index for Rural Towns

ACKNOWLEDGEMENTS

This report was written by Dr Helen McHenry, Policy Analyst at the Western Development Commission. The author would particularly like to thank the Chair and Members of the WDC Mobility Index Expert and Technical Working Group for their guidance on the project, their help with developing indicators, identification of priorities and data sources and insights on the scores and town situations. Their knowledge and experience have been invaluable to the project, and their commitment and positive contributions were very welcome.

WDC Sustainable Mobility Index Expert and Technical Working Group

- Mr Michael Nolan, Chair of the Expert and Technical Working Group (Former CEO of TII)
- Dr Martina Moloney —Former Local Authority Chief Executive
- Dr Amaya Vega —Atlantic Technological University (ATU)
- Mr Derek Brady —Transport Infrastructure Ireland (TII)
- Mr Declan Keenan —Transport Infrastructure Ireland (TII)
- Mr Tomás Ó Síocháin — Údarás na Gaeltachta (former CEO of the WDC)
- Mr Shane Dunny —AECOM
- Ms Catherine Swift —AECOM

We wish to highlight the contribution of Transport Infrastructure Ireland (TII) which was an important partner in the project and provided very valuable additional data analysis, including access to the National Transport Model to support the development of the index on a firm evidence base.

We would like to thank the National Transport Authority (NTA) and Local Authorities for providing additional data, and the staff of the WDC who carried out town surveys. We would also like to thank Siobhán Ryan (WDC) for clerical support on the project, Keadi Adams (AECOM) for data collection and insights and Andrea Kavanagh (Resonate) for her design work.

The project was funded by the Western Development Commission, and managed by Dr Helen McHenry, with additional data analysis by Transport Infrastructure Ireland.

Please refer to this report as follows: McHenry, H.L., 2023, *A Sustainable Mobility Index for Rural Towns in Ireland's Western Region*. A Western Development Commission Report

GLOSSARY

10k towns	Towns with a population of more than 10,000 which are key service centres for the towns in the SMI
50k cities	Cities and towns with a population of more than 10,000 which are key large centres for the towns in the SMI
ATU	Atlantic Technological University
EV	Electric Vehicle
E&E	SMI Theme Access to Employment and Economic Opportunities
LCT	SMI Theme Low Carbon Transition
NDP	National Development Plan, a part of Ireland 2040
NPF	National Planning Framework, a part of Ireland 2040
NSO	National Strategic Outcome (NPF/NDP)
NTA	National Transport Authority
OECD	Organisation for Economic Cooperation and Development
SMI	Sustainable Mobility Index
S&S	SMI Theme Access to Services and Social Facilities
TII	Transport Infrastructure Ireland
WDC	Western Development Commission

Executive Summary

Why a Sustainable Mobility Index?

The Western Development Commission (WDC) has developed a Sustainable Mobility Index, for 35 rural towns in its seven county Western Region to improve our knowledge of town residents' current mobility needs and how they align with developing policy. Better understanding of active modes and public transport in a rural context is an overall objective of this Sustainable Mobility Index. This reflects the shift in transport policy to more sustainable travel, with a particular focus on public transport and active travel (cycling and walking) and the necessity of reducing carbon emissions from personal transport.

The WDC Sustainable Mobility Index (SMI 2022) is made up of 30 indicators covering different modes, infrastructures and services for people in the 35 towns. It sets a baseline for current mobility options, services, and infrastructure and, as it will be repeated over the coming years will, in future, show what has developed, what has been achieved and what will need to change. To provide better insights and comparisons the Index is broken down into three sub-indexes (each with 10 indicators) reflecting key areas for which good mobility is essential:

1

Readiness for the Low Carbon Transition (LCT)

2

Access to Services and Social Facilities (S&S)

3

Access to Employment and Economic Opportunities (E&E)

The first theme has a focus on low carbon transition and a strong emphasis on active travel, while indicators for public transport services for the towns make up most of the indicators in the other two themes.

What does the Sustainable Mobility Index show?

SMI 2022 gives useful insights into mobility in rural towns in the Western Region and it provides a starting point for examining many wider questions about mobility in these towns and provides a wealth of detail on patterns of travel and the current availability of services and facilities.

The Mobility Index scores show a wide range among the 35 towns, but no town was found to be significantly better or worse than the rest. Four of the top five towns are from different counties, while the five lowest scoring are also from four different counties. The lowest scoring towns tended to be among the most remote, but not all remote towns scored poorly. Interestingly, the largest towns did not score best in all areas, likewise the wealthiest towns tended to show less public transport use and had higher car ownership. There was a strong locational influence on scores, but this was not just about proximity to larger towns and cities. Three of the best scoring towns are key service centres for a large hinterland or are local centres of employment. Towns score well not just because of their location, but also because of investments made, and effective planning and good public transport provision.

Investment in town mobility such as better cycling facilities, better interconnection of modes and improved townscapes and planning for walkability, all of which have recently had increases in funding, should in time reduce the gaps between the best and the worst performing. Any increase in walking and cycling to work and education, or greater use of public transport for these journeys, will be measured in future SMIs and improvements will be clearly visible.

SMI 2022 is intended to be simple, practical tool for assessing mobility in the Western Region. The method and findings of this Index have broader applicability, across Ireland and in rural towns elsewhere. The concept, and many of the elements of its construction, are transferrable to other regions and could be used to improve our understanding of issues, the commonalities of problems, solutions and to guide future investment. The rankings and commentary in this report are designed to help those providing transport, engaged in transport policy and in town development to determine what needs to be done and identify good practices.

The Index will be updated in 2024, taking account of the full results of the most recent Census of Population (conducted in April 2022), and other data will be updated alongside that. We will then be able to examine changes over time, among indicators, and for town performance.

What we recommend

1. The National Transport Authority's Connecting Ireland is working to improve public transport throughout Ireland but further enhancement of public transport services is needed in many towns providing more connections to the larger centres and key services at convenient times.
2. There are considerable differences in public transport fares between rural towns and the larger service centres. This is partly a function of the distance to be travelled but is also affected by different types of public transport provision. Public transport fares should be equitable. Addressing this should be a priority and would also incentivise greater public transport use.
3. There are some active travel improvements which could bring immediate benefits to the town and to increasing sustainable mobility. These include more and better cycle parking and improved walkability through better timing of crossings and more enforcement of parking regulations to keep footpaths clear.
4. We need better, more reliable and replicable data on many aspects of sustainable mobility, including on cycling parking, and cycle routes and lanes, within towns. Simple, consistent measures of walkability would provide information about areas where improvements can quickly be made.
5. Sustainable mobility services and options for people with disabilities appear to be scant but there is little available data measuring this. Good data is necessary to plan better services and monitor their implementation.
6. To understand more about how to encourage a switch to more sustainable travel patterns, we need further work on perceptions of available sustainable mobility options for rural dwellers.

How to use this report

SMI 2022 provides us with a starting point for examining many wider questions about mobility and rural towns. This report presents a baseline snapshot of sustainable mobility in our rural towns. Further analysis and recommendations will be published in future, along with case studies of good practice in the towns.

This report has been divided into three parts for ease of use. If you want to understand more about the development of the WDC's SMI 2022 for Rural Towns, **Part 1** provides background to the work, to the Western Region and to the Mobility Index. This includes an overview and explanation of the method, and a brief analysis of the results.

If you are interested in a particular indicator or mode, **Part 2** has a page on each indicator giving the definition and source for the indicator as well as more information about the data used, and the scores for each town for that indicator.

Finally, if you are interested in a particular town, then turn to **Part 3**. This has a two-page spread for each town (in alphabetical order) showing all of its Mobility Index scores and other contextual indicators for the town.

WESTERN DEVELOPMENT COMMISSION

A Sustainable Mobility Index for Rural Towns in Ireland's Western Region

PART 1

The Sustainable Mobility Index

Part 1 provides background to the work, to the Western Region and to the Mobility Index. This includes an overview and explanation of the method, and a brief analysis of the results.

1. Introduction

The Western Development Commission (WDC) has developed a Sustainable Mobility Index (SMI 2022) for 35 rural towns in the seven counties in the northwest and west of Ireland which are the remit of the WDC[1]. It will enhance our understanding of town residents' current mobility needs and how they align with developing policy. Better awareness of how public transport and infrastructure for active modes is provided and used in a rural context is the overall objective of this baseline Sustainable Mobility Index. In the Western Region[2] 80% of population live outside towns with a population of more than 10,000, in areas which are often beyond the scope of the urban focused work. This SMI 2022 one of the first Mobility Indexes which measures indicators of rural travel and sustainable mobility. It serves as a baseline. Future sustainable mobility indexes for rural towns will be developed (the next SMI will be prepared in 2024).

The development of SMI 2022 reflects the shift in transport policy to more sustainable travel modes, a particular focus on public transport and active travel (cycling and walking) and recognition of the necessity of reducing carbon emissions from personal transport. It is also a response to a need for a rural lens, as there is a tendency for policy on sustainable transport and low carbon transport, both nationally and internationally, to be more focussed on urban travel patterns and potential changes.

Improvements in mobility are key to increasing economic and social opportunities for people living in the region and for those who might choose to live there or visit in the future. It is important that we understand current mobility patterns, services and infrastructure in rural areas, assess what is working and what is not working, and consider effective approaches to addressing sustainable mobility for small towns. SMI 2022 was created for towns in the 'Western Region'[2] it is, however, replicable for other towns across Ireland.

Rural mobility is complex, there is significant reliance on car travel; distances travelled per journey are relatively long, and low population density makes public transport expensive with low usage. There is, therefore, a need to consider mobility and accessibility issues for small towns and their surrounding rural areas and understand where change is needed. The focus of this WDC Sustainable Mobility Index is on the rural towns (population 1,500-10,000) in the Western Region. We need to know more about current patterns and opportunities for more sustainable mobility, and this Mobility Index establishes a baseline against which we can measure change and improvements over time. In general, mobility indexes are urban-focused. This initiative, therefore, represents an innovative approach to measuring transport services and accessibility in rural centres. While improved rural accessibility is part of a multifaceted challenge, understanding the existing patterns of mobility in rural areas is the first step to achieving this goal.

This is a Sustainable Mobility Index, with a focus on public transport and active travel as well as other indicators of sustainable mobility (there are also a number of indicators for car travel journey time to key services). It is a tool to help towns understand their sustainable mobility assets and services and to think about sustainable mobility as a key part of a functioning town. It allows for comparison among towns in the region, among similar towns and will, in future, allow us to measure mobility changes that take place and how towns improve in relation each other. It should help to inform transport investment decisions at national and local level.

1 The Western Region is the area under the Western Development Commission (WDC) remit. It covers seven counties: Clare, Donegal, Galway, Leitrim, Mayo, Roscommon and Sligo.
2 It should be noted that is not a 'Region' in a legal sense, it covers three different Regions (NUTS III) and one of the counties (Clare) is outside the Northern and Western (NUTS II) Region.

The WDC Sustainable Mobility Index for Rural Towns

Rural areas, with their lower populations, longer distances between residences and services, have traditionally suffered from lower transport service provision. Low demand for travel makes it less feasible for transport operators to run the services than would be required to satisfy the mobility needs of rural residents. This has an impact on how people travel in rural areas and a level of car dependency that can result in a lack of awareness or unwillingness to switch into alternative modes of transport even when those alternative, often more sustainable modes, are available[3]. In addition, transport constitutes a 'particular problem in rural areas for people who do not own a car' and who experience difficulties accessing key services and employment opportunities as a result and the 'rural mobility problem' has enormous implications for transport disadvantage[4] as those without a car are unable to fully participate in society[5]. Long travel distance, reliance on cars, infrequent public transport and lack of EV charging infrastructure can all make transitioning to low carbon transport more difficult. This paper[6] contains more detailed discussion of the research and literature in relation to the development of the SMI, rural mobility and Mobility.

For towns to function, be competitive and be good places to live, people need to be able to move efficiently in a reliable, energy efficient and comfortable manner. Our goal was to measure the current situation, to look to the future, and to design a Sustainable Mobility Index which shows what has been done well and what needs to happen, and which will provide a baseline to measure progress in the mobility transformation. SMI 2022 is our first Mobility Index, we expect as data availability improves and options for more sustainable rural mobility become available, we will add to and improve future SMIs. We are therefore interested in feedback and ideas for indicators that we might have missed.

The use of a Mobility Index allows for easy comparison between places, and across different objectives and over time to allow improvement to be measured. It shows which places which are performing especially well, which places need targeted improvements, and which are in the best position for low carbon transition. SMI 2022 is a way for local government, national government, transport providers and the towns themselves to be able to gauge the health of

mobility systems and their readiness for future transport and mobility patterns, as well as progress towards national and international sustainability objectives.

The goal of the project was a practical, useful tool for improving our understanding of mobility issues for these rural towns. This Sustainable Mobility Index:

- Sets a baseline of current mobility and accessibility in rural towns in the Western Region of Ireland
- Allows for easy comparison among places (while acknowledging the unique features of the various settlements)
- Focuses on different aspects of mobility (for economic, quality of life purpose, or readiness for the low carbon transitions.
- Helps improve understanding of mobility and accessibility issues for different places
- Provides a baseline that will allow us to measure improvements over time
- Highlights those towns that are best performing and places that need attention
- Makes the information easily available in accessible form to stakeholders and policy makers.

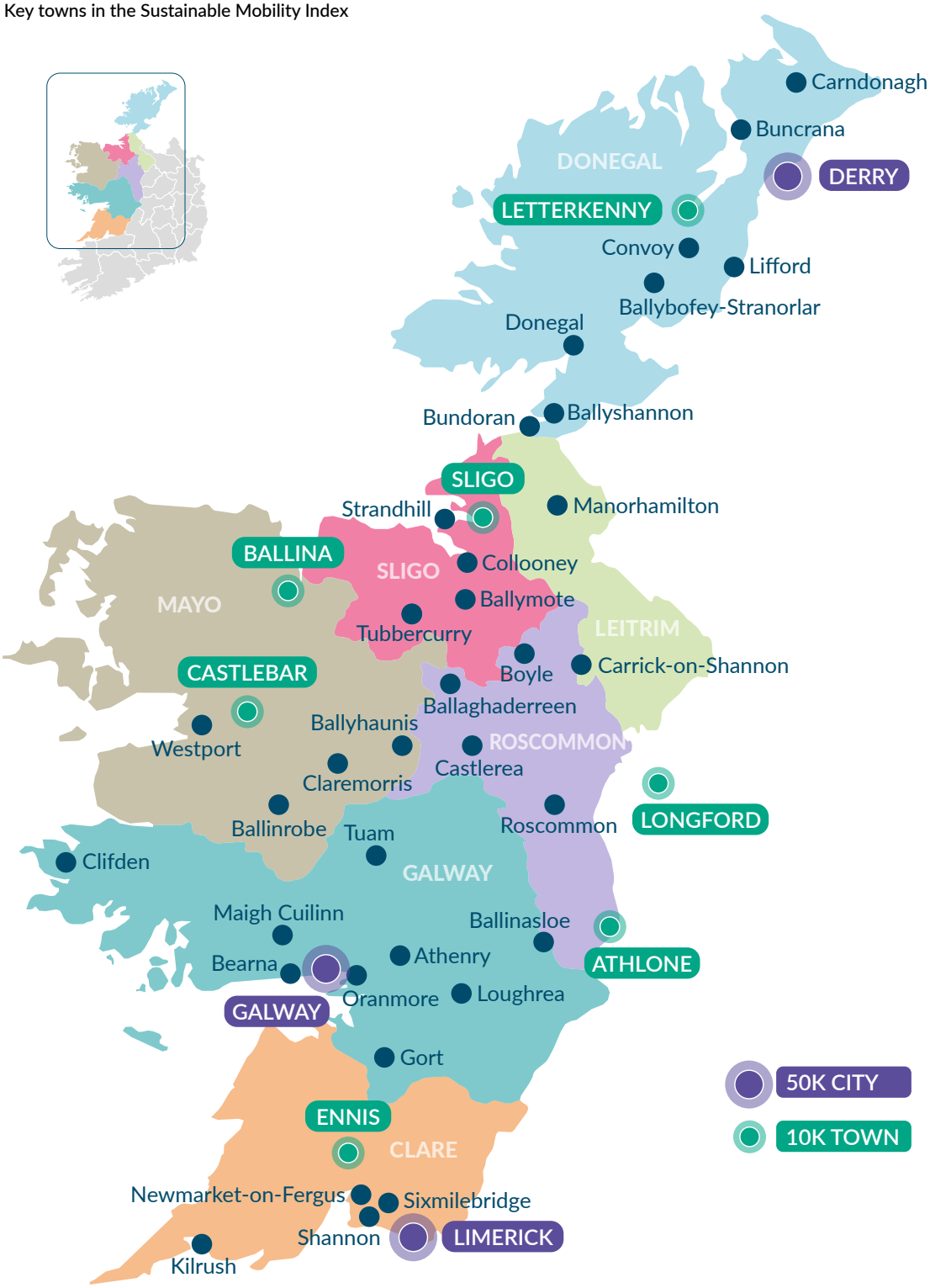
While the focus is on comparison among towns, SMI 2022 scores also provide valuable insight into the detail of individual towns and their strengths and weaknesses and will allow towns to learn from each other and to track progress over time. The results have highlighted areas that need attention, contrasts in approach among the different local authorities, and examples of what can work well.

3 Mounce, R., Beecroft, M., & Nelson, J. D. (2020). On the role of frameworks and smart mobility in addressing the rural mobility problem. Research in Transportation Economics, 83.
4 Carroll, P., R. Benevenuto, R and B. Caulfield, 2021, Identifying hotspots of transport disadvantage and car dependency in rural Ireland, Transport Policy, Vol 101, p46-56
5 Rau, H., A. Vega Spatial (Im)mobility and accessibility in Ireland: implications for transport policy Growth Change, 43 (4) (2012), pp. 667-696
6 McHenry, H, A. Vega, A. and C. Swift, 2023 (forthcoming), Understanding mobility in rural centres: Development of a Mobility Index for the West of Ireland, *Transportation Research Procedia*, Transport Research Arena (TRA) Conference, Lisbon 2022

Which places?

SMI 2022 represents an innovative approach to measuring transport services and accessibility in rural centres. Rural towns, which lie in between larger urban centres and countryside, can sometimes be forgotten, considered neither truly rural not truly urban. Recognition of these towns' role in mobility for all rural areas prompted the development of the SMI 2022. Given our focus on rural areas in this index, and at the same time the necessity of having clearly defined areas to compare, the Index was prepared for 35 towns with a population between 1,500 and 10,000[7,8] as shown in Figure 1 below. The towns are discussed in more detail in section 2.

Figure 1: Key towns in the Sustainable Mobility Index



7 All population data quoted in this report are from the Census of Population 2016, unless otherwise stated.
8 One smaller town (Manorhamilton) has been included so that each county has a minimum of two in the Index.

The Index and Themes

Mobility Indexes are made up of a variety of indicators combined to create a single score for each place. There are 30 different indicators making up the WDC SMI 2022. To provide better insights and comparisons the Index was broken down into sub-indexes with different mobility related themes reflecting key areas for which good mobility is essential.

1. Readiness for the Low Carbon Transition (LCT)
2. Access to Services and Social Facilities (S&S)
3. Access to Employment and Economic Opportunities (E&E)

Although the first theme has a focus on low carbon transition, it should be noted that indicators for public transport in the towns make up most of the indicators in the second and third themes. These three themes allow for various comparisons and shows how different places can do well in relation to different issues or objectives.

The Mobility Index provides a baseline measure of current transport, mobility, and accessibility in and around these towns, and it will be updated regularly allowing comparisons over time and space. It provides an objective measure of local mobility systems and their readiness for future transport and mobility patterns. It makes an important, practical contribution to our understanding of mobility needs in a range of rural towns that are suffering from transport infrastructure disadvantage.

When examining results, it is important to understand the different characteristics and functions of the towns. For example, those which are largely commuter towns will have different mobility characteristics compared to towns that are more reliant on tourism. The peripherality and accessibility of the towns relative to cities or larger towns is also important. Therefore a 'town profile' with 20 other indicators of town characteristics was also created. This is shown alongside the town Mobility Index scores and ranks in part 3 of this report

Working Group

The WDC established a working group to support the development of the SMI 2022. This group had an oversight role and helped refine and decide indicators, identify data sources and priorities for the Index. Members of the working group (see Acknowledgements on page x) also provided insights on towns' Index scores and recommendations and policy proposals for towns that need to improve mobility and access. We wish to highlight the contribution of Transport Infrastructure Ireland (TII) which was an important partner in the project and provided very valuable additional data analysis and access to the National Transport Model to support the development of the index on a firm evidence base.

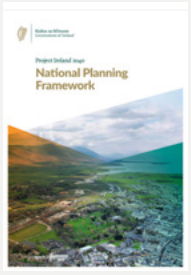
The report is laid out as follows, Part 1 provides a contextual overview of the Western Region, as well as the background and policy context for the development of the Mobility Index, details of the Mobility Index construction and an overview of key results. In Part 2 we provide graphic detail of each indicator in the Mobility Index. Finally, in Part 3 we provide the detail of the Mobility Index for each town along with an infographic town profile showing key town indicators

Alignment of the Sustainable Mobility Index with Ireland's and EU policies

EU and National Policy is committed to tackling climate change and taking action to ensure the transition to a low carbon society. This SMI 2022 is aligned with Ireland's and the EU's transport policies, reflecting sustainable mobility priorities, as well as with the government's broader rural development and planning policies.

As part of its strategy for **Sustainable and Smart Mobility**, the European Commission highlights the need for rural and remote regions to be better connected (European Commission, 2020). This has been recently reinforced by the Commission in its long-term vision for rural areas, where further development of rural areas is directly associated with increased connectivity with urban and peri-urban areas (European Commission, 2021).

Climate Action Plan 2023 is the second annual update to Ireland's Climate Action Plan 2019. The plan calls for a significant cut in transport emissions by 2030. This will require transformational change and accelerated action across all key decarbonisation channels. Climate Action Plan 2021 targets have been revised to meet this higher level of ambition.



Since 2018, the **National Planning Framework** (NPF), is the national planning policy document providing overall strategic policy for the future development of Ireland. The NPF created a set of ten goals expressed as National Strategic Outcomes (NSOs) and this project aligns with six of these: NSO 1 Compact Growth; NSO 2 Enhanced Regional Accessibility; NSO 3 Strengthened Rural Economies and Communities; NSO 4 Sustainable Mobility; NSO7 Enhanced Amenity and Heritage and NSO 8 Transition to a Low Carbon and Climate Resilient Society. These are also reflected in the **Regional Spatial and Economic Strategies (RSES)**.

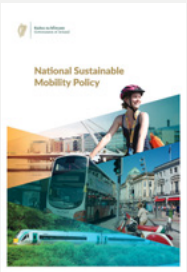
The **National Development Plan 2018 - 2027 (NDP)** sets out the investment priorities that will underpin the implementation of the NPF. It contains the specific Strategic Investment Priorities relating to each of the NSOs to which the Government is committed to deliver over the 10-year period of the NDP.

Likewise, the project aligns with the UN Sustainable Development Goals (SDGs), in particular SDG 11 Sustainable Cities and Communities and SDG 13 Climate Action.

The Department of Transport developed a new high-level strategic framework for prioritising future investment in the land transport network the **National Investment Framework for Transport in Ireland (NIFTI)**. This new framework is the Department of Transport's contribution to Project Ireland 2040. It was developed to ensure that the transport sectoral strategy is underpinned by and supports the achievement of the spatial objectives and National Strategic Objectives set out in the National Planning Framework.

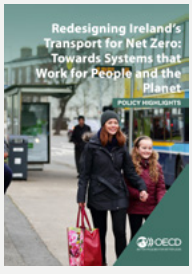
Our Rural Future, the national rural development policy, has a substantial focus on mobility issues with commitments to ensuring that public transport services in rural and regional areas are accessible to persons with disabilities and reduced mobility. Under the policy there will be investment in high-quality walking and cycling infrastructure specifically targeted at towns and villages across the country. It commits to providing improved rural public transport services and pilot new transport initiatives for people of all ages and abilities living in rural areas.

Connecting Ireland is the major public transport initiative developed by the National Transport Authority (NTA) with the aim of increasing connectivity, particularly for people living outside our major cities and towns. It will do this by providing better connections between villages and towns, often through enhanced Local Link services, with an enhanced regional network connecting cities and regional centres. The NTA has undertaken a comprehensive analysis to better understand where rural bus service improvements are required with a view to introducing new and improved connections and providing better access to public transport in rural areas.



The **National Sustainable Mobility Policy** sets out a strategic framework and action plan for active travel (walking and cycling) and public transport journeys to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars.

The **Town Centre First** policy encourages and supports local communities to be creative and ambitious in developing a public realm that is welcoming to all, is safe, is easy to access for all modes of travel (particularly walking), has low noise and air pollution levels and provides the community with things to do, places to sit and relax, and attractive views. It also recognises the opportunity to adapt towns and public spaces to fully cater for persons with a disability or limited mobility.



This OECD report, commissioned by the Climate Council, focuses on the changes needed to **Redesign Ireland's Transport for Net Zero**. While important, electrification and fuel efficiency improvements in vehicles are insufficient to meet Ireland's ambitious target: large behavioural change in the direction of sustainable modes and travel reductions are needed. Such changes will only be possible if policies can shift Irish transport systems away from car dependency. This report assesses the potential of implemented and planned Irish policies to transform car-dependent systems.

2. The Western Region, the Mobility Index and Rural Towns

The Mobility Index was created for towns in the 'Western Region', the seven counties in the northwest and west of Ireland which are under the remit of the Western Development Commission (WDC). The Western Region is of interest as it comprises many of the more remote, less developed parts and most rural parts of Ireland. Almost two thirds of the population live in very rural areas (outside settlements of 1,500[9]). The seven counties in the Western Region vary considerably in population (from 32,044 to 258,058) and rurality, by this definition, from almost 90% in Co Leitrim (which has only one urban centre over 1,500) to 54% in Galway. Using both the EU[10] and the OECD[11] definitions the entire region would be classified as rural.

The small percentage of the population (20%) living in towns of more than 10,000 is particularly significant. These towns are important regional service centres, and access to them, and to cities (places with population more than 50,000) are key measures in the SMI 2022. Galway is the only city (79,934) and there are five other 'large' towns (Ennis, Letterkenny, Sligo, Castlebar and Ballina) all of which have a population of more than 10,000. The largest of these is Ennis with a population of 25,276.

In order to understand issues of mobility in rural towns it is necessary to first understand the towns themselves. Small towns are a key element of the Irish urban system yet are intrinsically part of rural areas; they are, in effect, rural towns. The dominance of a small number of relatively large towns (in relation to overall population distribution) and the large number of small rural towns is particularly evident the Western Region.

Rural towns are important areas of economic activity, acting as centres of shopping, leisure, education and recreation, as well as sites of manufacturing and service provision. As many of the smaller towns in the Western Region are relatively remote from larger towns, they tend to have a wider function and greater level of service provision than might be expected from their population size. In future, their role is likely to be even more significant, with an increased focus on the development of towns (National Planning Framework, and the Regional Spatial and Economic Strategies (RSES)) and making the towns more attractive as places to live (Town Centre First)[12].

The towns are diverse, ranging from seaside towns to agricultural centres, from remote rural service centres to dormitories for larger urban centres. Some act as the focal point for employment, trade and services for their rural hinterlands. Changes which have been taking place over the last century, in particular the growth in car ownership and accompanying increase in personal mobility, and developments in information and communications technology have changed many towns. The emergence of satellite and dormitory towns around cities has been relatively recent in the West of Ireland, the rapid growth of such towns was a key feature of the 1996-2002 intercensal period, especially in the Western region where the trend had been somewhat slower to develop than other parts of the country.

The Mobility Index has been constructed for rural towns in the Western Region, with a population of between 1,500 and 10,000. SMI 2022 has 35 towns, we included one smaller one (Manorhamilton, 1,466) to ensure each county had at least 2 towns. Two Leitrim towns have been included, there are four towns in Clare, Mayo, Roscommon and Sligo and eight from Donegal and nine from Galway. They are shown on the map above (Figure 1).

9 All population statistics in this report are from Census 2016, the most recent published Census at the time of publication.
10 https://commission.europa.eu/strategy-and-policy/priorities-2019-2024/new-push-european-democracy/long-term-vision-rural-areas/eu-rural-areas-numbers_en
11 https://read.oecd-ilibrary.org/urban-rural-and-regional-development/oecd-regional-outlook-2016_9789264260245-en#page152
12 See Policy Discussion Box above.

Key Towns in the Project

Towns 1.5K-10K — **35 Towns 1,500-10,000** are the focus of the Index, which includes Manorhamilton, the second largest Leitrim town with a population of just under 1,500

Towns 10K+ — **Towns 10,000+ are key service centres:** Letterkenny, Sligo, Ballina, Castlebar and Ennis in the Western Region. While outside of the seven counties, Longford and Athlone (partly in the Region) are key centres for some of the Region's towns.

Cities 50K+ — **3 Cities (50,000+):** Galway lies within the region and Limerick and Derry are just outside it.

Creating the Mobility Index involved collecting and analysing data on public transport, how people in the town travel, and local assets and infrastructure, but an understanding of mobility must expand beyond these to include an understanding of the town's characteristics. Factors such as local services and presence of jobs and characteristics of town residents, such as age and income, are also important in understanding town mobility patterns and functions. We therefore developed a series of town profiles encompassing 20 different indicators for each town providing information about these characteristics so that those examining the index have the context in which to understand how different towns have performed (see Part 3).

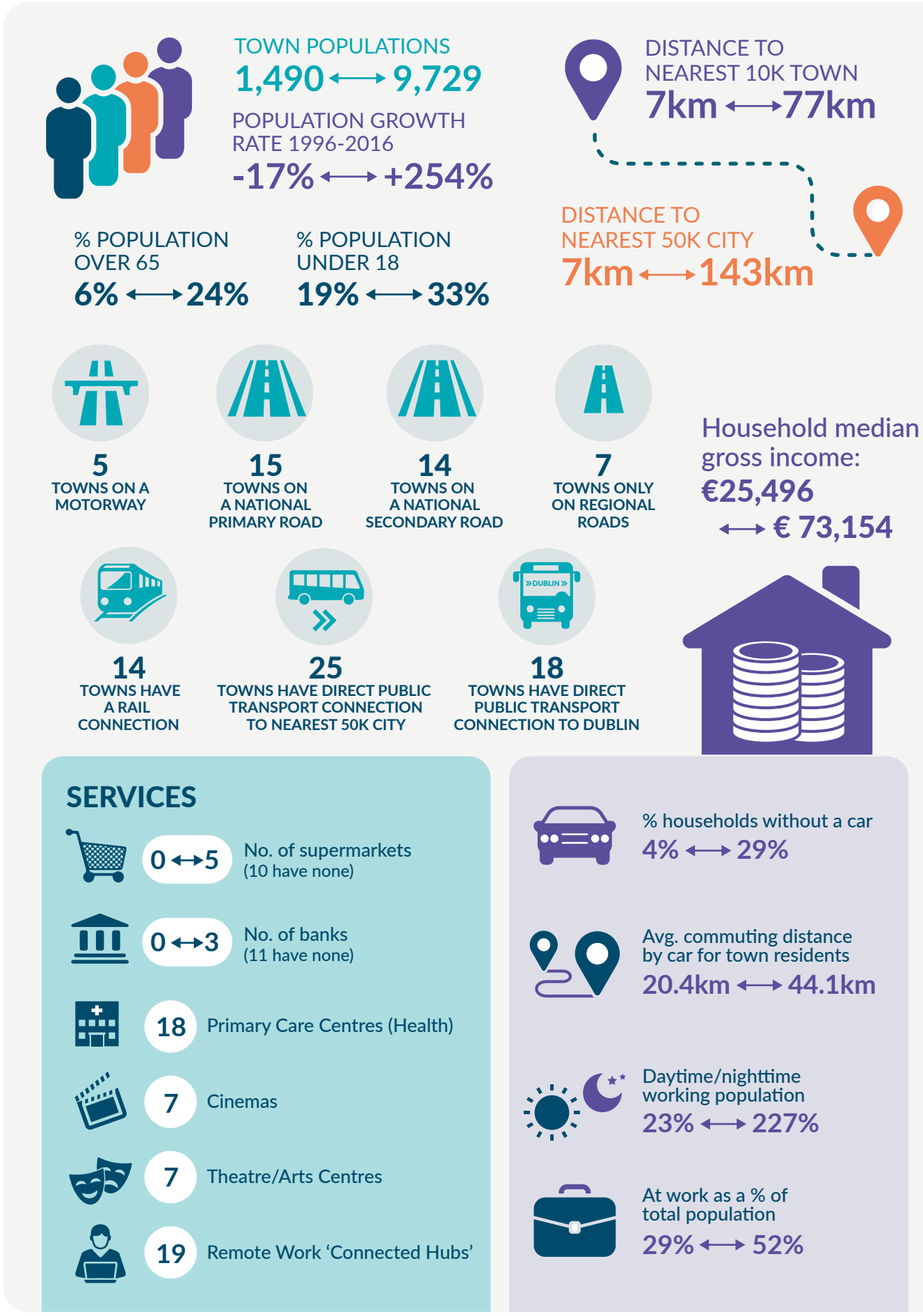
Understanding these differences and how they interact with mobility patterns and with mobility demand and supply are all important in assessing challenges for the future as well as for celebrating success of different kinds and different magnitudes. The range of different town characteristics is shown in Figure 2 below. The relationship between town characteristics and performance in SMI 2022 will be further investigated in the next phase of the project.

Fourteen of the towns in the Index have a rail service, which, for the most part links the towns to Dublin and to other towns along the line. For many of those towns it is often easier to travel to Dublin by public transport to arrive early in the day, than it is to travel to adjacent towns and cities, where the first service (which usually originates in Dublin) tends to arrive later. There is potential for the reconfiguration of services which could allow commuters to arrive in the town in time for work or schools. This could include scheduling stops at smaller stations which might be bypassed in a city-to-city service.

Although small, many towns in the Western Region are key service centres either because of remote location and they are serving a wide hinterland, or because of historical service provision. For example, hospitals are located in two of the towns considered. Likewise, a number are key centres of employment having much higher 'daytime' populations as they draw in workers from elsewhere, and of course some of them are 'commuter towns' with smaller daytime populations.

Of the 35 towns included in the Mobility Index, fifteen are on national primary routes, fourteen on national secondary routes and seven served only by regional roads, while five are close to a motorway. The quality and reliability of the road network is of course important for access to larger towns and so may affect Mobility Index scores. In cases where a major road cuts though the town, there can be community severance with consequences for walkability, safety and cycling within the town. The layout of the towns considered also varies quite significantly, with some having a mix of residential and other functions accessible to the town centres, while in others most of the residential areas are further from the key functions and services of the towns.

Figure 2: Characteristics of Towns in the Sustainable Mobility Index



Remoteness and Peripherality

A key to the aspect of mobility is the level of remoteness or transport accessibility for people living in each town. The importance of access to services centres and larger cities for those living in more rural regions is well recognised by policy makers and several definitions of accessibility and remoteness have been developed to classify rural areas.

These include detailed analysis in Scotland which gave rise to the Scottish categorisation of rural areas as accessible, remote or very remote. Using this definition 'Accessible' areas are classified as those within a 30-minute drive of a town with a population of 10,000+ (we refer to this as a 10k town) while 'Remote' areas are more than a 30-minute drive to a 10k town and 'Very Remote' areas are more than 60 minutes' drive to a 10k town. The 35 towns in the SMI 2022 are a mixture of 'Accessible Towns' (23), 'Remote Towns' (11) and 'Very Remote Towns' (1). Their location and level of accessibility using the Scottish definition is shown in the map in Figure 3.

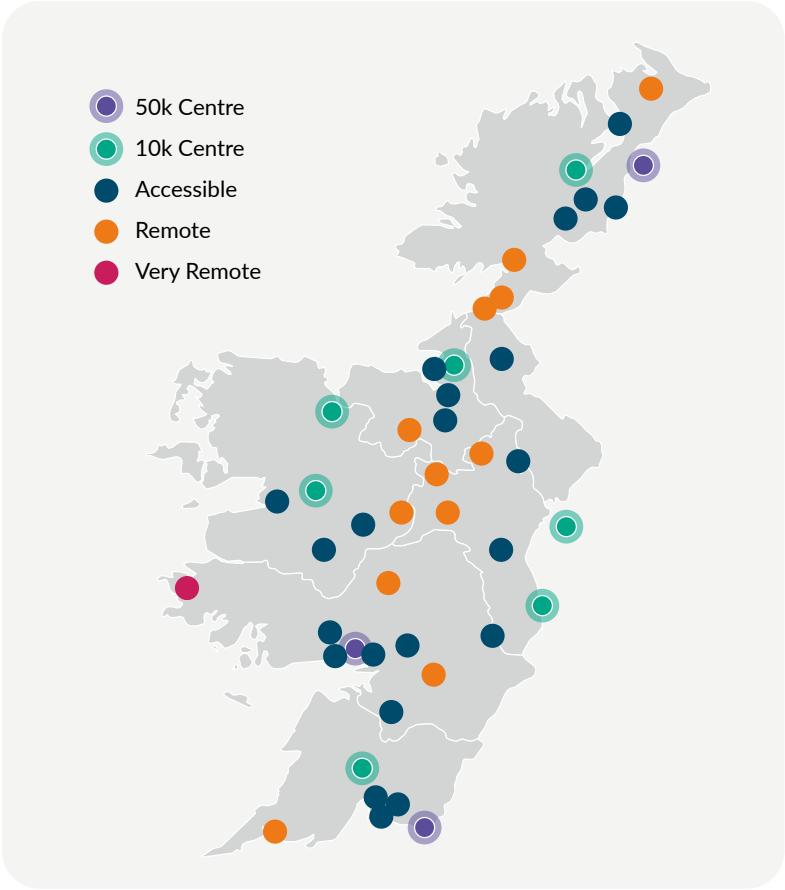


Figure 3: Accessibility of Western Region Towns

Source: Based on google car travel times between 11:00 and 15:00 on a weekday.

Similarly, the OECD defines Remote Rural areas as those without access to a 50k centre within a 60 minute drive and the EU uses a measure of remoteness as being more than a 45 minute drive from a 50k settlement. The accessibility and remoteness of the 35 towns in the Mobility Index, according to these measures, is shown in Table 1 below.

Table 1: Accessibility and remoteness of Mobility Index towns using different definitions

	Scottish definition	OECD definition	EU Definition
Accessible	23	17	14
Remote	11	18	21
Very Remote	1	n/a	n/a

Given the paucity of cities with a population of more than 50,000 (only Galway is in the region while two are close to it: Limerick and Derry (in Northern Ireland)), the Scottish definition is more useful in the Western Region, so the Mobility Index has a significant focus on access to towns with a population of more than 10,000 as well as to cities (50,000+). In future we will examine adapting this measure to include sustainable transport modes into the definition.

3. Developing the Sustainable Mobility Index – Method

Background to the Index

Transportation systems can be evaluated in various ways reflecting different perspectives, namely traffic, mobility, and accessibility. However, in this study, mobility specifically refers to the transport of people and their ability to travel. In this a mobility-based evaluation of a transport system the main focus is on services and infrastructure that allow the physical movement of people by sustainable modes of transport.

SMI 2022 can help to evaluate progress towards achieving transport policy objectives. Indicators are central to the decision-making process in transport planning, as well as to the monitoring and evaluation of transport strategy implementation process. No single indicator can capture all aspects of mobility, so the aggregation of data is a necessary simplification. An effective way to aggregate indicators is by the means of a composite index, which results from the aggregation of indicators, whatever their original format, by arithmetic methods. The Index can be used as an instrument to guide national and local government, and other decision makers and stakeholders, in decisions about and investments for the improvement of mobility patterns in regions.

Composite indexes have been used to measure a broad range of issues (e.g. human development, various property indexes and inflation measures). With Mobility Indexes there is usually an emphasis on producing outputs for policy makers with a practical focus. Part of their appeal is the ease with which they can be summarised, displayed and repeated. While we recognise that this can lead to a loss of nuance, or a simplified understanding, they are very useful for providing a 'helicopter' view and improving our understanding of mobility issues.

Most Mobility Indexes have been developed for urban areas. The approach to creating a Mobility Index for rural towns does not differ conceptually from that for an Urban Mobility Index for cities. There are, however, several practical differences, which affect how the Sustainable Mobility Index was developed. Firstly, there are much fewer mobility options. As noted above, many towns do not have rail access, other public transport services are much more limited, this means there are fewer options to be measured. Secondly, there is, in general, less information on traffic flow, passenger numbers or journeys made within, from or to the town.

We sought to usefully reflect the issues of mobility for those living in the towns, for those who come from elsewhere to work in the town and to use its services, and for town residents accessing other places including larger towns and cities for employment and services.

SMI 2022 focuses on a variety of modes- public transport, active travel and car journeys. The indicators were selected to measure what is important for people's travel. The Index has a broad range, covering travel for commuting, for services and for leisure and social purposes, service levels and local infrastructure. While recognising that most journeys are car based, we have given prominence to indicators which reflect public transport and active travel options. Nonetheless, given the role of car travel we have included some indicators on car journey times to key services.

Much of the focus in this project was on choosing the indicators which measure or reflect different aspects of mobility or accessibility in the towns, to give a good picture of a town's mobility endowments. It is important that the indicators reflect differences among the towns in relation to mobility and which can be used to help identify areas where action is needed.

The indicators selected needed to be:

- measurable
- comparable
- available for all the towns in the size category
- repeatable
- reflect variation among the towns in relation to mobility

As far as possible the indicators selected come from reliable data sources, which are updated regularly at fixed intervals, so that the Index can be updated over time. In several situations where there was no data available, but the issue was felt to be an essential element of the town's mobility profile, primary data was collected from the local authority or through the town survey (for example in relation to walkability, cycle facilities or mobility planning). We would expect in future iterations of the SMI that this data will be more available. This need for better data, especially for Active Travel modes, is one of our recommendations.

The WDC Sustainable Mobility Index for Rural Towns

The Index is divided into three themes, or strands: Readiness for the Low Carbon Transition (LCT); Access to Employment and Economic Opportunities (E&E), and Access to Services and Social Facilities (S&S). The Mobility Index is made up of 30 indicators. Each town scores between 0 and 10 for each of the indicators. Each of these themes has ten indicators so the maximum available score is 300, with a maximum of 100 available for each theme.

The selection of the final 30 indicators was a rigorous process, more than 40 were initially developed and a pilot data collection for five towns was used to develop scores. Following analysis and detailed discussion in the Working Group the final indicators were chosen using the best available data. These indicators are shown in Table 2.

SMI 2022 focuses on a variety of modes - public transport, active travel and car journeys.

Table 2: Indicators used to form the Mobility Index

Readiness for the Low Carbon Transition (LCT)

1. Use of active travel & public transport to secondary school (%)
2. Use of active travel & public transport to 3rd level education (%)
3. Lowest car ownership per household
4. Car share for work (car passenger/driver ratio)
5. Charging points for electric vehicles
6. Transport plan and active town strategy
7. Cycle parking at public transport and in town
8. Cycle paths or marked cycle lanes
9. Walkability
10. Public realm investment and pedestrian or low traffic area

Access to Services and Social Facilities (S&S)

11. Car travel time to hospital with outpatient services
12. Car travel time to international airport
13. Car travel time to cinema and theatre
14. Public transport travel time to hospital with outpatient services
15. Single public transport fare to 10k town
16. Evening public transport service to and from 10k town
17. Public transport travel time to international airport
18. Use of active travel and public transport to primary school (%)
19. No. of publicly provided disabled parking spaces
20. Best universal design score for bus stop in town

Access to Employment and Economic Opportunities (E&E)

21. Public transport to 10k town by 9am
22. Public transport level of service to 10k town
23. Public transport level of service to any town (morning)
24. Public transport to 50k city by 9am
25. Towns in 30k radius reachable by public transport (%)
26. Ratio public transport/car journey time to 10k town
27. Ratio public transport/car journey time 50k city
28. Car travel time to university
29. Public transport travel time to university
30. Use of active travel & public transport to work (%)

Sources of data and methodology

The indicators draw on a variety of sources, including the National Transport Authority, the CSO Census of Population (2016), and Transport Infrastructure Ireland's National Transport Model. Other data (on fares) came from direct contact with transport providers for fare data and we requested data from local Authorities for each town (for three indicators). WDC staff conducted an onsite town survey which was used for three indicators.

Once we had obtained the data for each of the indicators it was converted to scores so that they could be directly comparable in the Mobility Index. Each indicator, whatever its original form, was converted to a 0-10 value. A variety of methods were used. Some of the methods are discussed below and full details of how each indicator was converted to an Index score are given in Part 2. For all indicators at least one town scored the maximum of 10. The conversion method used depended on the indicator selected, but broadly there were 3 methods. In most cases, for quantitative continuous variables, the highest and lowest values for the indicator were set as 0 and 10 and the range between these converted to the scores between 0 and 10.

Indicators which focused on the existence of a particular service or facility which were deemed particularly important were defined by Yes/No and for the Index those towns which had the service (Yes) scored 10 and those without scored zero. This applied for only one indicator measuring whether it is possible to get to the nearest 10k town by public transport before 09:00 on weekdays.

For more qualitative indicators, different methods were used, with the range of scores allocated based on the indicator values. For example, in relation to walkability, in the survey the five elements were assessed by the surveyor using descriptions which were converted to a 3-point scale (0,1,2). The marks for the five elements were added to give the score (with the maximum available as 10). For other indicators a qualitative score was assigned, for example if the town had a transport plan (5 points), a plan in development (3 points) of a transport plan expected in 2 years (1 point), and the same was done for an Active Travel strategy and the two were summed giving a maximum possible score of 10.

Some towns, by virtue of their size and larger population would be expected to have more facilities, so some indicators (cycle parking, number of disabled parking spaces) were weighted by the town population to give a more comparable indicator.

In situations where a town's indicator had either a very high or very low score (i.e. outliers), which would have skewed all of the other town scores the outliers were reduced, to allow for a better range of scores. For example, when looking at level of service during the day to a large town (population over 10,000) as Oranmore has 64 services and the next best town (Tuam) had 37. Without reducing outliers Oranmore would have scored 10 on this indicator, and Tuam would have scored 6 and no other town would have scored more than 3. To reduce this skewed effect, outliers were defined as those indicators where towns' results were more than 2 standard deviations from the mean and the town's result was reduced (or increased) to this level. This reduction of outliers is a common practice in Index development reducing the range between best and worst but allowing for more spread of scores among the towns[13]. In Part 2 it is noted which indictors were corrected for outliers.

Some Indexes can involve complex weighting of indicators, but our aim was to keep the Index simple, understandable and easily replicable. Similarly, some Mobility Indexes measure each indicator relative to an ideal situation. We did not do this. There needs to be a balance between where we are in terms of mobility (significant reliance on cars) and what we are trying to achieve in regard to sustainable mobility.

13 See for example the Cebr Urban Mobility Index

There is, in general less congestion on roads and in these towns, than in larger towns and cities. However, reliance on car access to towns for employment, education or retail can give rise to significant congestion at certain times of day. The Mobility Index does not, however, contain a specific measurement for traffic congestion.

In order to test the validity of the indicators selected and to verify the accuracy of some of the data, all of the towns were visited, and local data was checked. We also considered whether the findings made sense according to our informal knowledge.

While all the indicators were transformed to scores of 0-10 for use in the Index, and each town has a score for the indicator, theme and the Mobility Index as a whole, much of the reporting is by the rank of the town in relation to the indicators, rather than broad score. This gives a better sense of relativities for the towns involved.

The Themes

Within the three themes there are two broad types of indicators, those that reflect the town itself and the services/ opportunities available there and those that reflect patterns of behaviour of the town residents, which in turn are reflective of the town situation (distance from larger towns, road and public transport provision, and the characteristics of the town residents (income, employment types, age etc).

The indicators used are shown in Table 2 above and the detail of each indicator, its source, timing of collection and towns scores are all shown in Part 3.

Readiness for the Low Carbon Transition (LCT)

Indicators in this theme were designed to capture low carbon readiness and mobility behaviour in the towns. The use of active travel modes to secondary schools and universities and other third level institutions are included here as were indicators for car ownership in the town and propensity to car share for travel to work. The availability of EV charging facilities and types were scored for each town. At a policy level, a transport plan for the town and an active travel strategy, and pedestrianisation and investment in making the town an attractive place, were included along with a measure of walkability. Cycle parking facilities and cycle lane measures were also important within this theme. Two types of cycle parking were used, as parking for bicycles at rail and bus stops were considered to indicate more commitment to multi modal travel.

Lack of readily available published data, especially on facilities in the town (cycle parking, parking etc.) meant that we collected much of this data from local authorities and through a town survey conducted by WDC staff.

Access to Services and Social Facilities (S&S)

Much of the focus of this theme is on mobility for key services including hospitals with outpatient services (this was used as it is the most common reason for hospital visits) and airports. Both car travel and public transport to these services. Access to entertainment was indicated by an average of the car time to the nearest cinema and theatre. Use of public transport and active travel modes to primary school was included here. Facilities for those with wider mobility needs are indicated by the number of publicly provided disabled parking spaces and the best universal design score for a bus stop in the town. Finally in this theme, the public transport fare gives an indication of affordability of public transport and travel to work, although it also reflects distance from larger centres and whether the public transport is commercially provided.

Access to Employment and Economic Opportunities (E&E)
Ten indicators were selected for this in this theme and the emphasis is largely on access to and travel for employment, particularly by public transport. This means there is a focus on access to larger towns (10k towns) and towns with a population of more than 50,000 (50k cities). Towns in these size categories can be considered key service centres. Public transport arriving in larger towns before 09:00 were considered important, and two indicators also show the ratio of car travel time to public transport time for that journey. Other level of public transport service indicators are included here, to give a measure of all day services, and services to other towns in the locality (within a 30km radius). The use of public transport and active travel modes by town residents for travel to work and travel to third level education are also included in this theme.

This section has provided an overview of the indicators used in the three themes. More detailed information is available for each indicator in Part 2 and there is further discussion of the selection of data here[14].

Within the three themes there are two broad types of indicators, those that reflect the town itself and the services/opportunities available there and those that reflect patterns of behaviour of the town residents

14 McHenry, H, A. Vega, A. and C. Swift, 2023 (forthcoming), Understanding mobility in rural centres: Development of a Mobility Index for the West of Ireland, Transportation Research Procedia, Transport Research Arena (TRA) Conference, Lisbon 2022

4. What does the Mobility Index show?

SMI 2022 has a maximum possible score of 300, made up of 100 for each theme (Readiness for the Low Carbon Transition (LCT); Access to Employment and economic opportunities (E&E); Access to Services & Social Facilities (S&S)). There are 10 indicators in each of the three themes with a maximum score of 10 for each indicator. The range of scores for the SMI 2022 and for each of the themes is shown in Table 3 below. The best overall score for a town was 195 (65% of the maximum possible) while the lowest score for a town was 107 (36% of the maximum possible). The average score was 148 (49%).

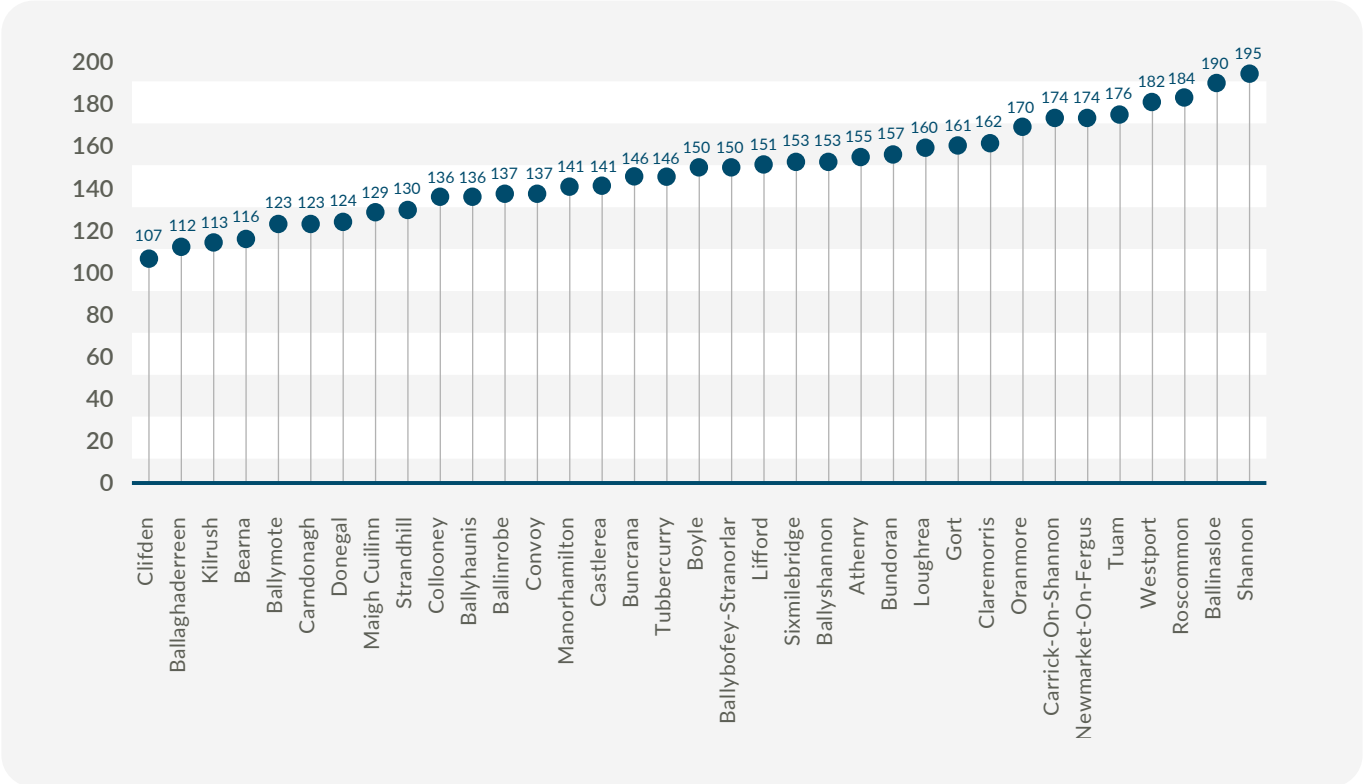
Table 3: Range and Scoring Patterns in SMI 2022

	WDC Mobility Index Score	% of Max possible	E&E Score	S&S Score	LCT Score
Average	148	49%	61	43	44
Min	107	36%	33	9	8
Max	195	65%	81	66	70
Range	88		48	57	62
Max Possible	300		100	100	100

Source: WDC Sustainable Mobility Index 2022 for Rural Towns

The best town scores 65% of the points available and the average score was 49% of the available points. The range in SMI 2022 between the highest and the lowest scoring is 88 points, showing that no town was significantly better or worse than the rest (Figure 4).

Figure 4: Town Scores for the Sustainable Mobility Index 2022



Source: WDC Sustainable Mobility Index 2022 for Rural Towns

Ranks for each town for the Mobility Index and for the three themes are shown in Table 4 below.

Table 4: Rank of Towns in SMI 2022 and sub themes

SMI 2022	TOWN	COUNTY	LCT	S&S	E&E
1	Shannon	Clare	4	1	4
2	Ballinasloe	Galway	2	8	3
3	Roscommon	Roscommon	4	4	14
4	Westport	Mayo	3	7	8
5	Tuam	Galway	4	26	1
6	Newmarket-On-Fergus	Clare	19	2	10
7	Carrick-On-Shannon	Leitrim	1	18	19
8	Oranmore	Galway	29	3	4
9	Claremorris	Mayo	17	11	10
10	Gort	Galway	12	20	6
11	Loughrea	Galway	14	15	8
12	Bundoran	Donegal	12	21	14
13	Athenry	Galway	25	24	2
14	Ballyshannon	Donegal	11	29	10
15	Sixmilebridge	Clare	27	5	22
16	Lifford	Donegal	14	17	19
17	Ballybofey-Stranorlar	Donegal	24	23	6
18	Boyle	Roscommon	7	25	28
19	Tubbercurry	Sligo	21	19	21
20	Buncrana	Donegal	9	30	23
21	Castlerea	Roscommon	25	12	23
22	Manorhamilton	Leitrim	19	10	32
23	Convoy	Donegal	30	22	17
24	Ballinrobe	Mayo	21	27	23
25	Ballyhaunis	Mayo	10	28	30
26	Collooney	Sligo	33	9	14
27	Strandhill	Sligo	30	6	34
28	Maigh Cuilinn	Galway	34	13	10
29	Donegal	Donegal	14	34	27
30	Carndonagh	Donegal	17	32	30
31	Ballymote	Sligo	32	16	29
32	Bearna	Galway	35	14	18
33	Kilrush	Clare	27	31	33
34	Ballaghaderreen	Roscommon	8	33	35
35	Clifden	Galway	23	35	26

Source: WDC Sustainable Mobility Index 2022 for Rural Towns

The top five are from four different Local Authority areas (counties); there are two from Galway, the county with most towns in the index (9 of 35). Likewise, the lowest scoring five towns are from four different counties, again with two from Galway. The lowest ranking tends to be among the more remote, but this is not a clear-cut differentiator. Ranks for the SMI and its themes are shown in Table 4.

The top five towns are larger than the SMI 2022 town average, with a population of over 5,000 in 2016 (The smallest is Roscommon with a population of 5,876). This is not surprising as larger towns will tend to be better provided with both public transport and local services. The lowest scoring towns all have a population below 2,000, but we find that population is not a strong predictor of performance[15].

While population could be expected to influence Mobility Index scores, remoteness or peripherality, might also be expected to do so. In some indicators, such as those for travel time to services or towns this was the case, but the remoter towns are often key service and employment centres and so can score highly in relation to these, especially for active travel and public transport use. Some of these towns have experienced very rapid growth in the last two decades, with population change between 1996 and 2016, which ranged from an increase of more than 250% in Oranmore to a decline in Ballyshannon (where there was a boundary change affecting population measurement in this period), but this population change did not seem to correlate to ranks.

There was no clear connection between town characteristics such as distance to 10k or 50k centres. The two lowest scoring (Kilrush and Clifden) are, however, among the most remote of the towns in the Mobility Index. Four of the top five towns are on a rail line (except Shannon, the highest scorer), and one of the lowest scoring five (Ballymote) is located on a rail line.

Looking beyond the SMI 2022 to other town characteristics, we find no correlations in ranks and scores for the median income in the town, population age (old or young) nor the numbers working in the town compared to the number of people at work living in a town (i.e. daytime vs night-time population). Thus, there is no clear pattern among the towns, predicting good or poor scores. In future, we will examine other potential relationships between town characteristics and their scores and will investigate whether there are clusters of towns with similar characteristics. This would help in developing policy or enhancing learnings.

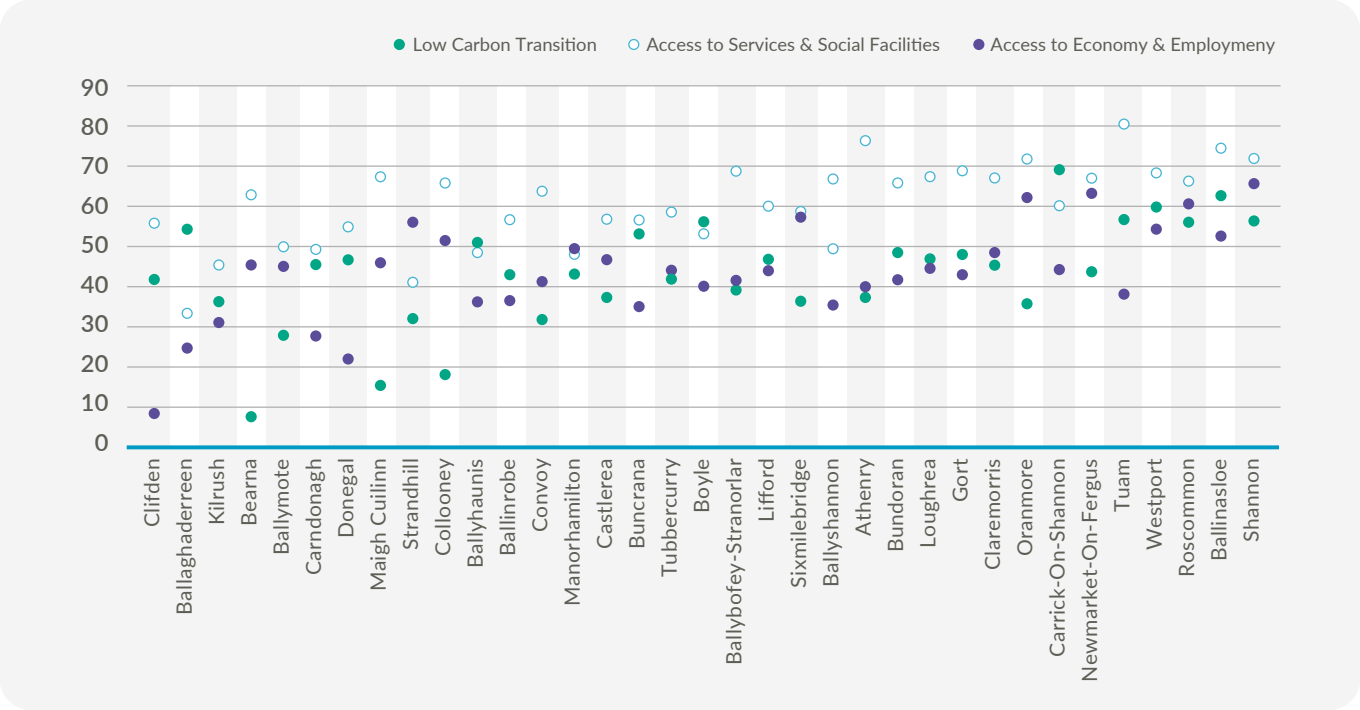
The top five towns are larger than the SMI 2022 town average, with a population of over 5,000 in 2016

15 The correlation between population and rank is 0.72, this is the strongest of the correlations tested

Mobility Index Themes

In order to understand more about how the towns performed it is useful to look at how towns scored across the themes (Figure 5). Unsurprisingly, none of the top performing towns scored poorly in any theme while none of the weaker towns showed particular strength in any theme. However, as discussed in more detail below, they do score relatively better in the low carbon theme.

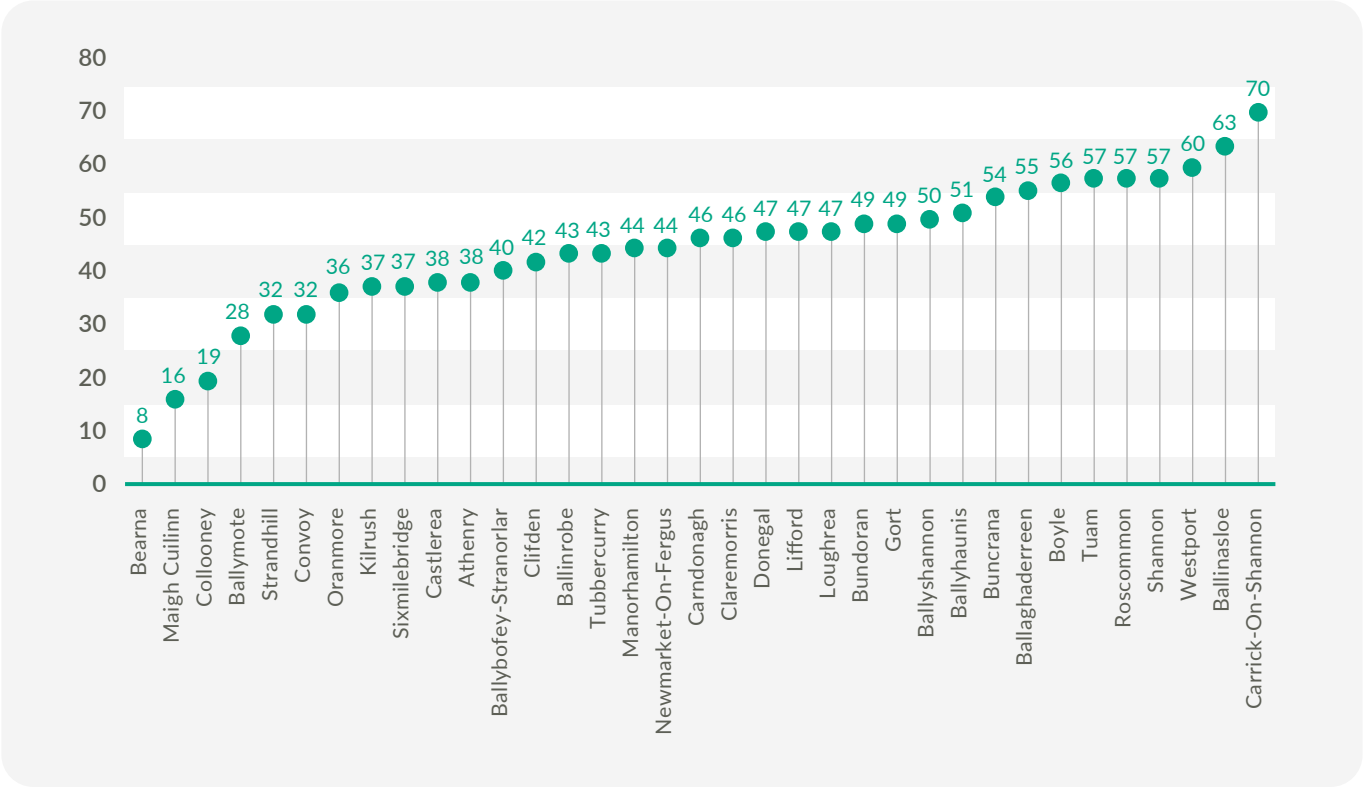
Figure 5: Town Scores by Theme



Source: WDC Sustainable Mobility Index 2022 for Rural Towns

Most towns showed a range across the three themes, and most scored best in the E&E theme, while results for S&S and LCT were more mixed. Scores in the E&E theme were better (see Figure 5), perhaps not surprisingly as access to employment would long have been a mobility priority. Scores for S&S and LCT show a similar range, with LCT marginally lower. In order to understand the differences among the themes and the towns it is useful to look more closely at results for each of the themes. Full details of the town scores for each indicator are in Part 3.

Theme 1: Readiness for the low carbon transition (LCT)



Indicators in this theme cover a range of different issues associated with readiness for the low carbon transition. Towns were scored on use of active travel and public transport to travel to secondary school and university. There is significant variation among towns, but as there is a school transport service providing all pupils with a bus to their nearest school, which would be particularly important for towns with no secondary school, some towns (Bearna and Strandhill) scores are surprisingly low. Patterns of public transport and active travel to universities are different, it is often lowest in towns which are relatively far from main campuses, but it seems good public transport can mitigate this in some towns (Clifden and Ballyhaunis score well).

Lower car ownership levels and propensity for car share to work were also considered as key measures for the LCT. The towns with the. highest levels of car ownership (and hence lowest scores for this indicator) are Bearna, Oranmore, Moycullen, Strandhill, Sixmilebridge. Not unexpectedly[16], these are the towns with the highest income levels[17] (see Part 3). The towns with among the highest scores (lower car ownership) are Ballyhaunis, Clifden and Lifford. As with car ownership, car sharing related to affluence. Towns with the best scores (most car sharing) are Ballyhaunis and Lifford. Towns with the least car sharing are Bearna, Moycullen, Oranmore, Strandhill.

It is not unexpected that lower carbon behaviours are often associated with lower incomes and less opportunity for consumption, car ownership and solo car travel in this case, it is very clearly highlighted by town scores in the Mobility Index where the wealthiest towns score worst for these indicators.

Availability of EV charging and type of charging was also considered. Surprisingly eight towns had no charging facilities[18], while those towns scoring well are on major routes and the services are probably aimed at those travelling elsewhere. This is an indicator to watch over time.

16 https://www.rte.ie/brainstorm/2022/0829/1319376-land-use-transport-policies-commuting-walking-cycling-public-transport/
17 https://www.cso.ie/en/releasesandpublications/ep/p-gpii/geographicalprofilesofincomeinireland2016/incomeinireland/
18 We have not included the older 3.7kW chargers which are available at some hotels.

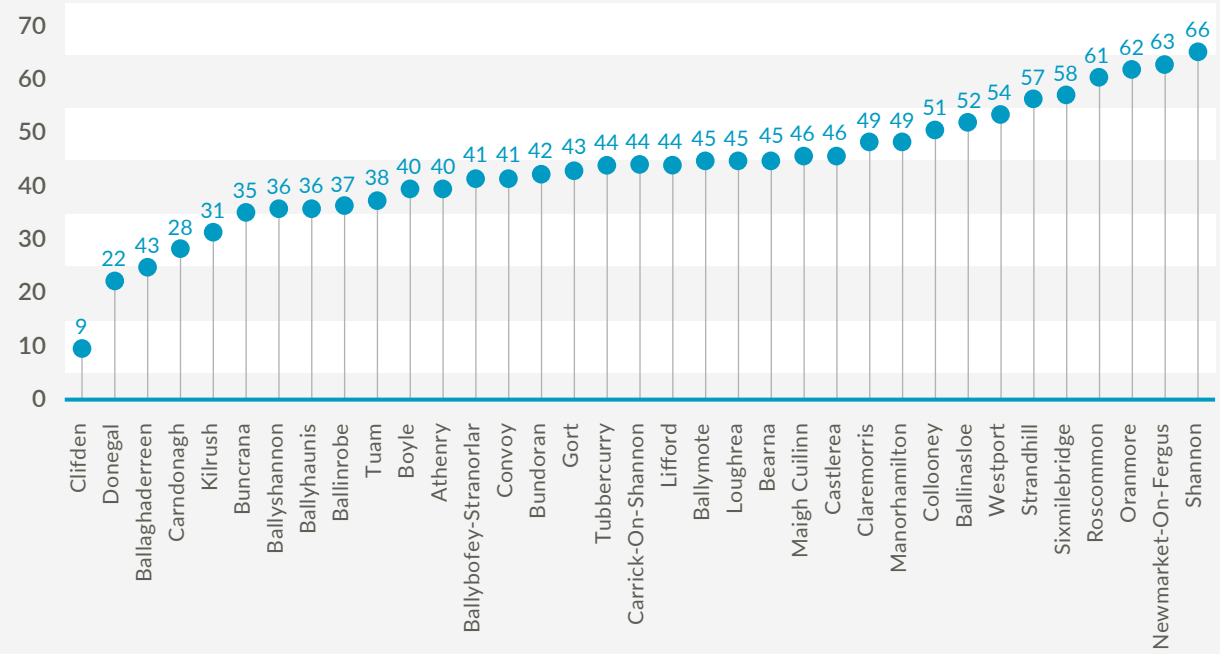
Two indicators relating to cycling facilities were included. The presence or absence of cycle parking at rail and bus stops was included to indicate the potential for multimodal journeys was combined with the level of cycle parking in other locations. The quality of the cycle parking was not measured.

Transport planning and investment in public realm improvements were also considered under this theme. It was indicated that eleven towns had neither a transport plan nor an active travel strategy, although this indicator was closely related to the town's local authority. Only one town had both in place. These, however, are likely to improve significantly by the time the next iteration of the Mobility Index is produced (2024).

In contrast, active travel and public transport to third level scored well in most towns, as it did for travel to second level education. Walkability scores, which were assessed in the survey, were generally quite good, perhaps reflecting the ease of walking in smaller towns, an asset which can be exploited while making these towns more attractive places to live.

Scores under LCT differ most from the other two themes in part as it does not include public transport service indicators. This is the theme where local authority interest and investment can have the most significant impact.

Theme 2: Access to Services and Social Facilities (S&S)



Many of the indicators in this theme showed access, by car or public transport, to key services (hospital outpatient services, university main campus and the nearest airport). Towns scoring well in this category were, not surprisingly close to large service centres (Galway and Limerick) while the lowest scoring were relatively remote, and smaller towns which would have fewer facilities.

These indicators reflected a clear lack of public transport services to hospital (12 towns score zero for this) although the hospital selected for the measure was that with the best public transport rather than the closest (though Dublin hospitals were not included here).

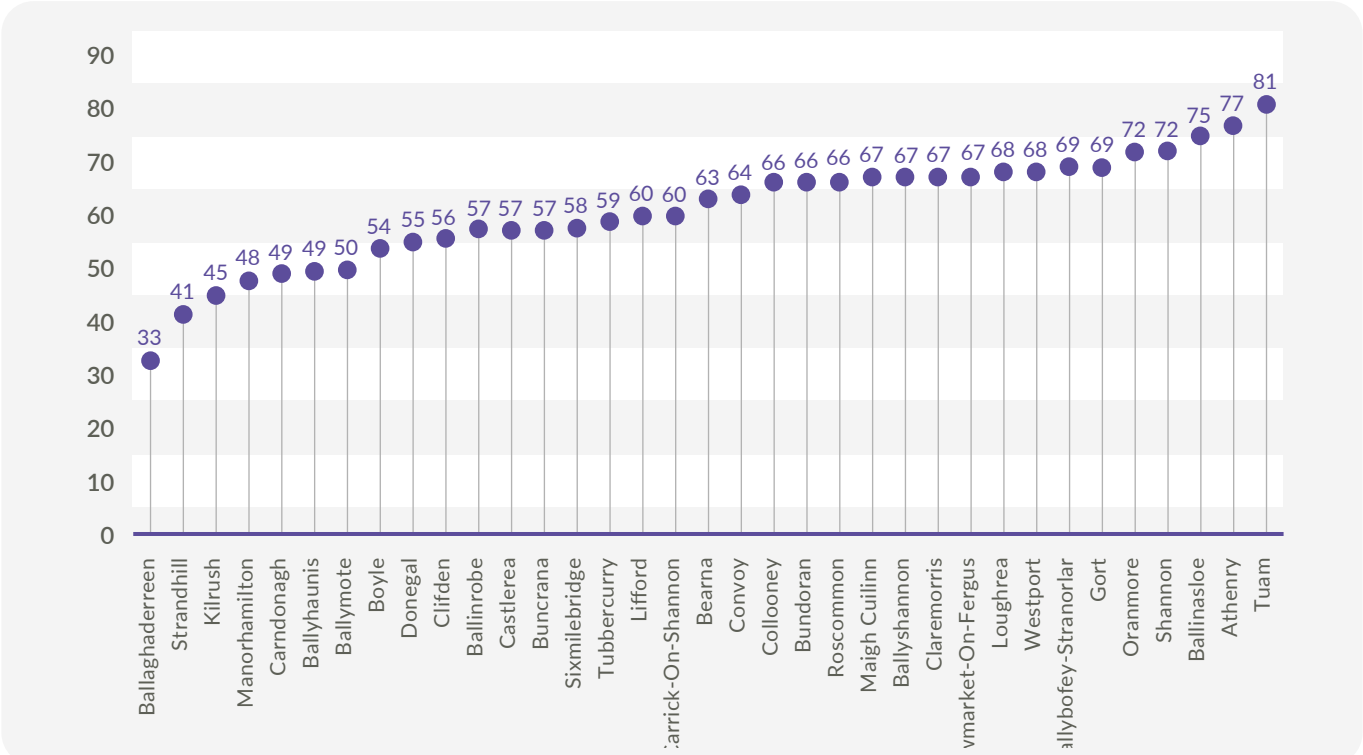
In this indicator, only bus stops closer than 300m walking distance from the hospital gate was considered to indicate a public transport service. The Working Group agreed that, for many attending hospitals, needing to walk in excess of 300m would not be desirable. We also found instances of poor public transport services to airports and the very long journey times for those using public transport.

Social activities were also considered, with indicators showing public transport services to and from the towns in the evening. There was considerable variation in these, the best town (Oranmore) had 14 services from a 10k town which depart after 19:00, but the average was 2.4 and Oranmore had 24 services departing for a 10k town after 19:00 but the average for the SMI 2022 towns was 3.0 and many towns had services only in one direction (to or from the town). Travel time by car to cinemas and theatres was also considered, it appears that people in the SMI towns have reasonable access to these venues (if they can travel by car).

Services for people with disabilities were included in this theme and were shown by the level of publicly provided parking spaces for disabled people and the scoring of bus stop facilities were also included. Scores in these showed a different pattern to other indicator scores, and in relation to bus stops were particularly poor. Only two towns (Shannon and Roscommon) have at least one of the highest scoring bus stops (A**) while 22 of the towns have no bus stop that ranks better than C (the lowest score). Scores for publicly provided disabled parking are also relatively low in many towns relative to the two best scoring (Bundoran and Ballyshannon). Parking for people with disabilities was measured by the number of spaces relative to the town population. The location and convenience of the spaces as not assessed. The poor scores in most towns for the two indicators reflecting accessibility for people with disabilities shows that this area needs substantial improvement.

Public transport fares (standard single to nearest 10k town) were included here, ranging from €1.60 to €14.40. This is largely, but not entirely, a reflection of the distance to be travelled, the type of provision (whether a commercial service or a subsidised service) can make a significant difference.

Theme 3: Access to Employment and Economic Activity (E&E)



Three of the top five towns under this theme are in the top five for the Mobility Index overall, while two of the lowest for this theme were in the bottom five for the Mobility Index as a whole.

The E&E theme is made up of 10 indicators. The focus is on access to key towns which may be places of employment (10k and 50k towns) by public transport, and there are two indicators which provide a ratio of car time with public transport time. The best scoring in this theme have the best public transport (particularly the case for Oranmore and Tuam) which are very well connected to Galway city (for both this is their closest 10k and 50k town). Service levels are lower in towns scoring more poorly, but they are not much worse than those from many other towns in the Index. Significant improvements in public transport to and from rural areas are being made, with some improvements since the data was collected and with more planned over the next five years under the National Transport Authority (NTA) Connecting Ireland Plan. These are often made by increasing Local Link routes and services. We would expect to see these improvements influencing the SMI 2024 scores.

Although public transport services are important in this indicator, three of the indicators measure different issues, including the percentage of the town residents using public transport and active travel modes to commute to work (14%-36%). As active travel modes are likely to be used only over short distances, this also reflects the likelihood more local employment and indeed the most remote town (Clifden) scored best here. There was low use of public transport and active travel for work journeys in commuter towns close to the 10k towns. In these towns people more likely to be commuting out of town rather than working locally which may influence the possibility of active travel or public transport use.

Under the E&E theme, while many towns scored quite well in terms of access to their nearest larger centre (10k town) or city (50k) before 09:00 in general levels of service all day (to a 10k town) and to other towns (1,500 upwards) showed many poor scores. In part this is because the best served are so much better than the rest, despite reducing outliers for scoring they performed significantly better. Oranmore and Tuam scored particularly well on these, they have high levels of public transport services which means that other towns scored relatively less well on these indicators. Many of the towns scored poorly on the proportion of people using active travel modes and public transport to work. Both Clifden and Ballyhaunis got the maximum (10) with Shannon and Westport also scoring well (9s).

5. Conclusion

Understanding travel, transport infrastructure and mobility options in rural areas is essential to improving sustainable mobility for rural dwellers, developing more sustainable transport options, and reducing emissions from transport. To help us do this, the Western Development Commission (WDC) developed the Sustainable Mobility Index for rural towns in its seven county Western Region. It is made up of 30 indicators covering different modes, infrastructures and services for people in the 35 towns.

SMI 2022 provides a baseline measure of current transport, mobility, and accessibility in the Western Region, and an objective measure of local mobility systems and their readiness for future transport and mobility patterns. It makes an important, practical contribution to our understanding of mobility needs in a range of rural towns that are suffering from transport infrastructure disadvantage. It has provided food for thought, and also provides us with a starting point for examining many wider questions about mobility and rural towns. As noted in the Town Centre First Policy, the historic legacy in many towns is an emphasis on private vehicle movement, poorly connected street networks and inadequate pedestrian/cyclist facilities. As a result, many people drive short journeys which could otherwise be undertaken by foot or bicycle. In terms of public transport, significant variation in fares is also likely to influence use. In SMI 2022, the largest towns did not score best in all areas, likewise the wealthiest towns tended to show less public transport use and had higher car ownership. Finally, there was a strong locational influence, but this was not just about proximity to larger towns and cities. Three of the best scoring towns are a key service centres for a large hinterland or are local centres of employment with high job to population ratios. Towns score well not just because of their location, but also because of investments made, and effective planning and good public transport provision. The cost of using public transport to access to 10k towns varies substantially, and is not just related to distance but type of service and provider also have an impact.

The Mobility Index provides a very useful high-level view of mobility patterns and services in the west of Ireland with interesting patterns emerging, for example in relation to public transport services and use, and to local authority priorities and investments. With the emphasis on attracting more people to live in rural towns, improving mobility options and making the towns more active travel friendly are likely to be important areas for planning and investment in future.

The rankings and commentary are designed to help those providing transport, engaged in transport policy and in town development to identify good practices and patterns of success. It also allows those living and working in and around the towns to understand how their town compares with others in the Western Region. The method and findings of the Index have broader applicability, across Ireland and in rural towns elsewhere improving our understanding of issues and the commonalities of problems and solutions.

This SMI 2022 report presents a descriptive snapshot of mobility, further analysis and recommendations will be published in future along with case studies of good practice in towns in the Mobility Index.

The Future of the Mobility Index

The commitment to increased public transport in rural Ireland, through the NTA's Connecting Ireland Programme, often using Local Link, means that in the production of SMI 2024 there is likely to be considerable improvement across town in relation to broader public transport accessibility.

Any increase in active travel, or greater use of public transport will improve the situation in many towns. Greater investment in town mobility such as better cycling facilities, better interconnection of modes and improved townscapes and planning for walkability, all of which have recently had increases in funding, should reduce the gaps between the best and the worst performing.

The move away from fossil fuel use in transport will also have consequences for the towns we have examined. Electrification is key and infrastructure will be needed to support this, including more public and private charging facilities. With more emphasis on town centre living and more compact housing developments the issues of providing charging facilities to residents will be more akin to those faced already in larger urban areas. Likewise, provision of public charging is essential, not just for those living in the town and its surroundings, but particularly for those visiting the town, whether for work or tourism purposes.

Similarly, other renewable fuel options, whether hydrogen, or biogas, are likely to become more important for transport in the future, particularly for larger vehicles involved in delivery, freight and public transport. New infrastructure and facilities will be required for this too.

We will update the Mobility Index in 2024, when the results of the most recent Census (conducted in April 2022 and published in full throughout 2023) are fully available. We expect that there will be significant changes in the rankings in future versions of the Mobility Index, as some towns catch up on mobility investment and public transport services improve in places that are currently under served.

In addition, it is likely that as some trends change, levels of service improve significantly or elements of future mobility increase in popularity in rural towns, the Mobility Index will also evolve. As the scoring is mainly based on how towns compare to each other, the future changes over time will be in the relative positions of towns and how they compare to each other, rather than directly comparing the mobility situation now and in the future of an individual town. In more detailed discussions of a town's mobility characteristics, the source data can be compared.

As new data sources emerge, and as smaller towns grow into our 1,500- 9,999 category, we anticipate broadening the Index for their inclusion. Our goal will be to continue to ensure comparability over time while maintaining the usefulness of the Index for current comparisons. There is, therefore, much to look forward to in the next version of the WDC Rural Towns Mobility Index.

Recommendations

The SMI index offers a useful tool for local and national authorities to assess and monitor progress across the Western Region, but with considerable investment in active travel and public transport planned for the coming years, it is particularly important that consistent data is available on what is already in place and on improvements as they are made.

1. The National Transport Authority's Connecting Ireland is working to improve public transport throughout Ireland but further enhancement of public transport services is needed in many towns providing more connections to the larger centres and key services at convenient times.

2. There are examples of considerable differences in public transport fares between rural towns and the larger service centres. This is partly a function of the distance to be travelled but is also affected by different types of public transport provision. Public transport fares should be equitable. Addressing this should be a priority and would also incentivise greater public transport use.

3. There are some active travel improvements which could bring immediate benefits to the town and to increasing sustainable mobility. These include more and better cycle parking and improved walkability through better timing of crossings and more enforcement of parking regulations to keep footpaths clear.

4. We need better, more reliable and replicable data on many aspects of sustainable mobility, including on cycling parking, and cycle routes and lanes, within towns. Simple, consistent measures of walkability would provide information about areas where improvements can quickly be made.

5. Sustainable mobility services and options for people with disabilities appear to be scant but there is little available data measuring this. Good data is necessary to plan better services and monitor their implementation.

6. To understand more about how to encourage a switch to more sustainable travel patterns, we need further work on perceptions of available sustainable mobility options for rural dwellers.

WESTERN DEVELOPMENT COMMISSION

A Sustainable Mobility Index for Rural Towns in Ireland's Western Region

PART 2

The Indicators

This section provides the background details and results for the 30 indicators used in SMI 2022. Scores for the 35 towns are shown for each indicator.

Definitions used in this section

10k town	A town with a population of more than 10,000 in the 2016 Census. These are key services centres
50k City	A city with a population of more than 50,000 in the 2016 Census. These are the largest service centres
PT	Public Transport
N/A	Not applicable

Note: Unless otherwise stated the scores for the indicators were calculated by setting the maximum indicator at 10 and the minimum at zero after adjustment for outliers. The other scores are calculated relative to the range between these.

Active travel and public transport to secondary school

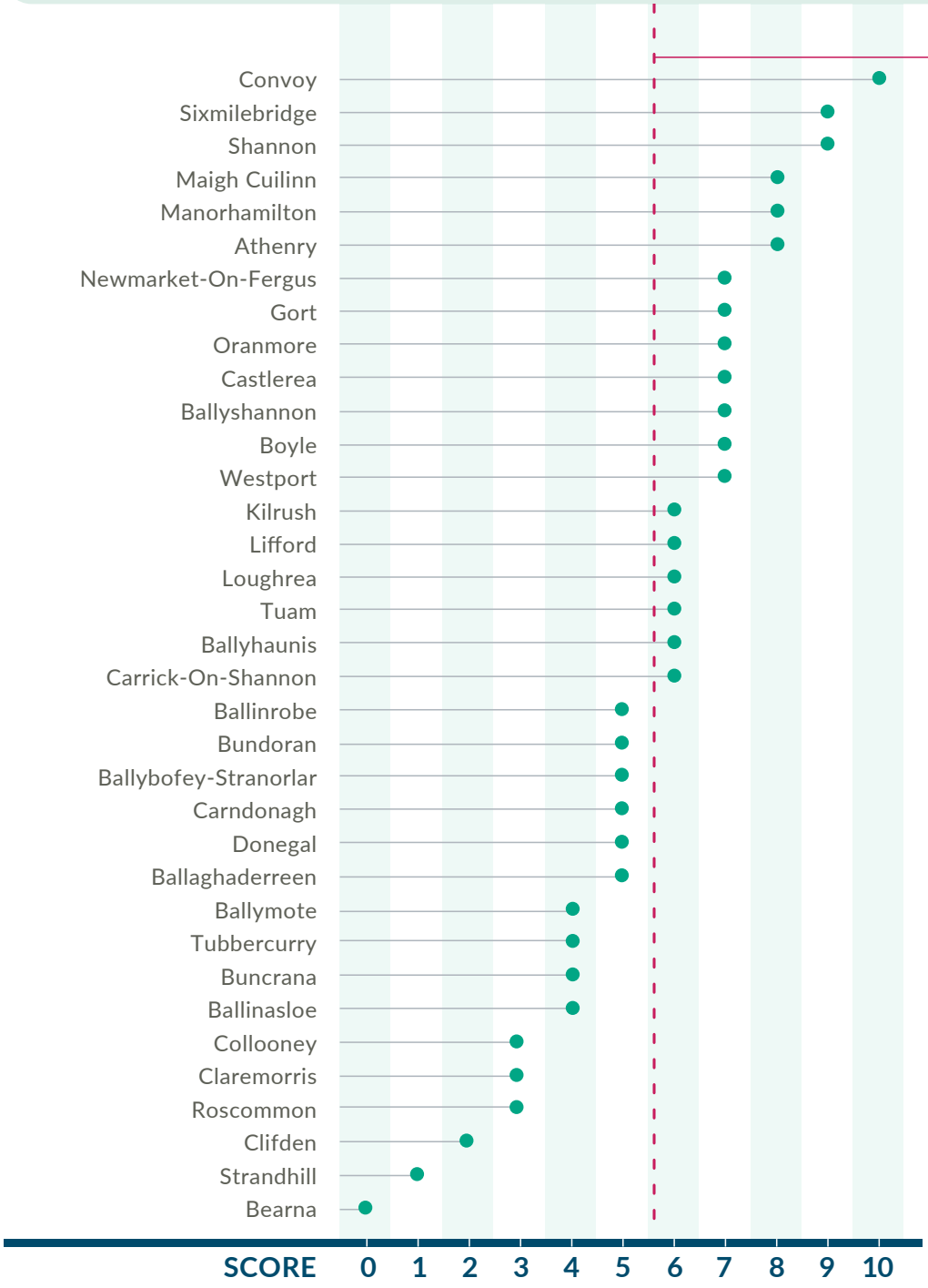
Definition: Combined mode share of public transport and active modes for second level education among residents of the CSO settlement. 'Not stated' excluded before calculating percentages

Source: Usual mode of travel, Census of Population 2016, Profile 6 Commuting in Ireland

Data collected: April 2016

What does it show? Indicator of levels of public transport and active travel use for commuting to secondary school. Shows use of public transport and active travel mode options for secondary education. Most, but not all, of the towns have a secondary school

Type: Low Carbon Transition Theme



AVERAGE SCORE: **5.6**

MINIMUM **11%**

MAXIMUM **78%**

AVERAGE **48%**

OUTLIERS ADJUSTED **YES**

Active travel and public transport to third level education

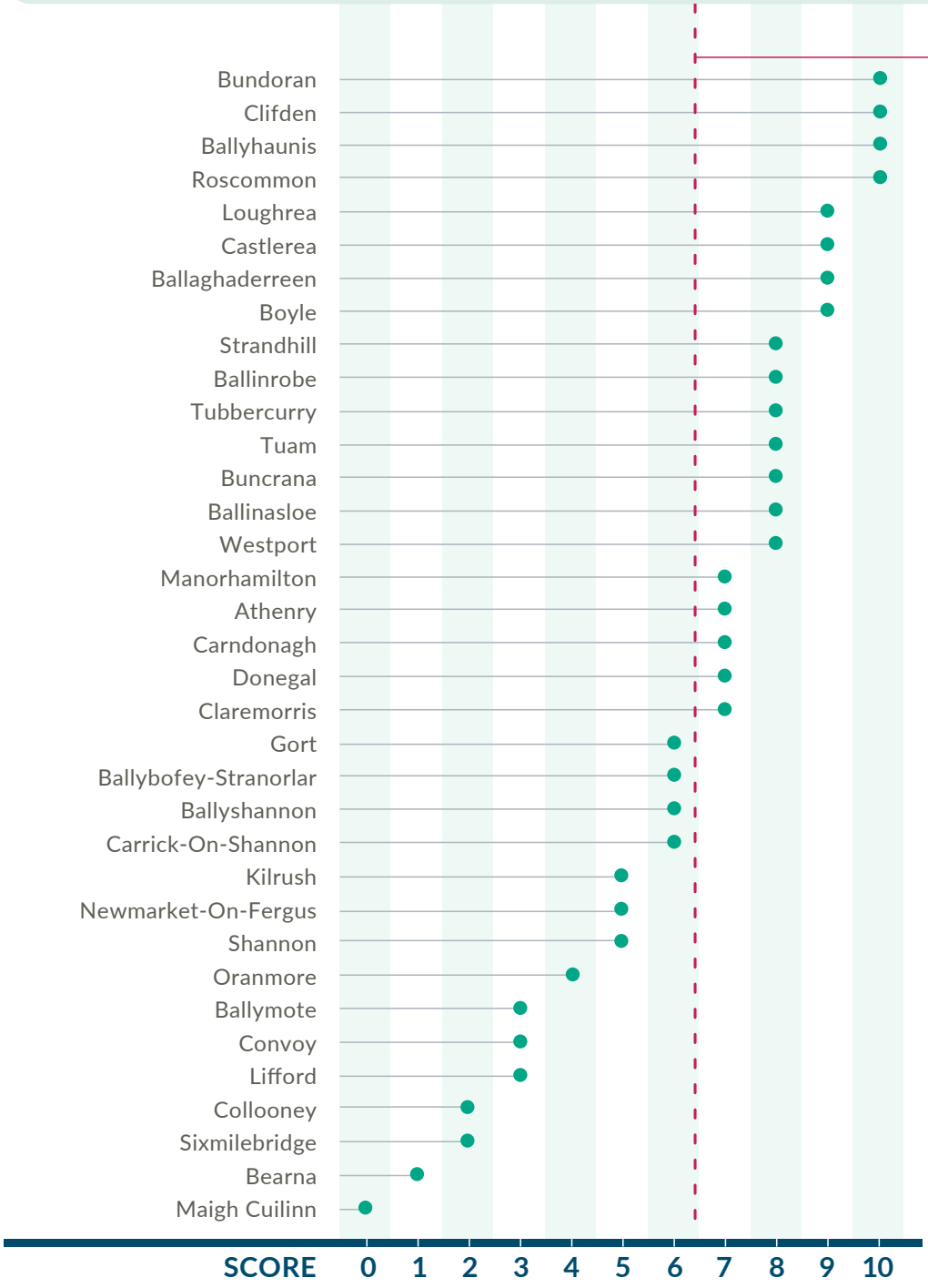
Definition: Combined mode share of public transport and active modes for third level education among residents of the CSO settlement. 'Not stated' excluded before calculating percentages

Source: Usual mode of travel, Census of Population 2016, Profile 6 Commuting in Ireland

Data collected: April 2016

What does it show? Shows use of public transport and active travel mode options for third level. This indicator focuses on third level which can be quite distant from many of the towns so active travel less likely but public transport is an important option

Type: Low Carbon Transition Theme



AVERAGE SCORE: **6.4**

MINIMUM **17%**

MAXIMUM **71%**

AVERAGE **52%**

OUTLIERS ADJUSTED **NO**

Lowest car ownership per household in town

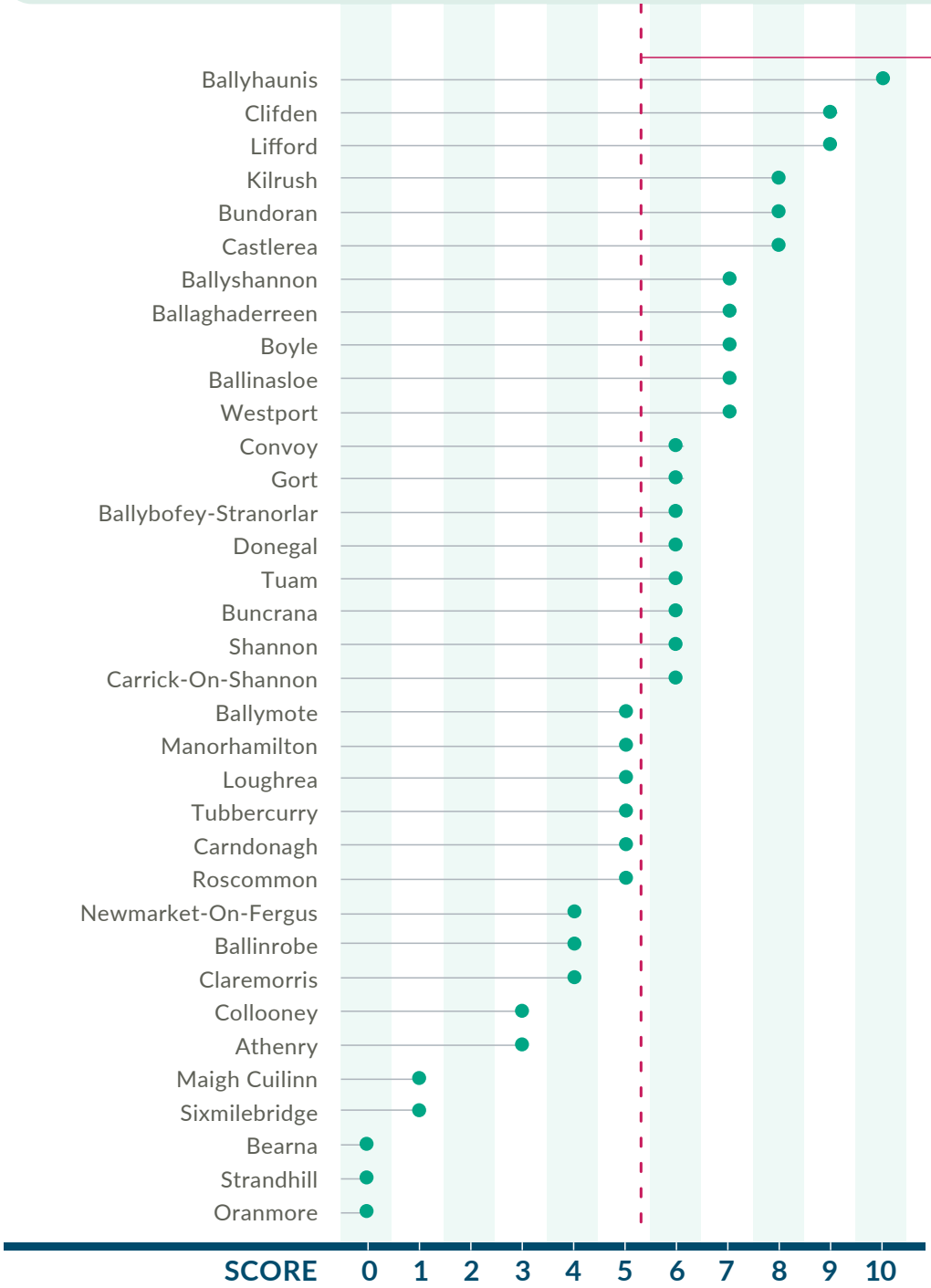
Definition: Inverse of the average number of cars per adult 18+ in the town. Assuming '4 or more' cars (in a household) is 4

Source: Census of Population 2016, Profile 6 Commuting in Ireland

Data collected: April 2016

What does it show? Measure of current situation and reliance on cars

Type: Low Carbon Transition Theme



AVERAGE SCORE: **5.3**

LOWEST SCORING CARS TO POPULATION OVER 18
0.79

HIGHEST SCORING CARS TO POPULATION OVER 18
0.44

AVERAGE CARS TO POPULATION OVER 18
0.59

OUTLIERS ADJUSTED
YES

Propensity to car share for work (car passenger/car driver ratio)

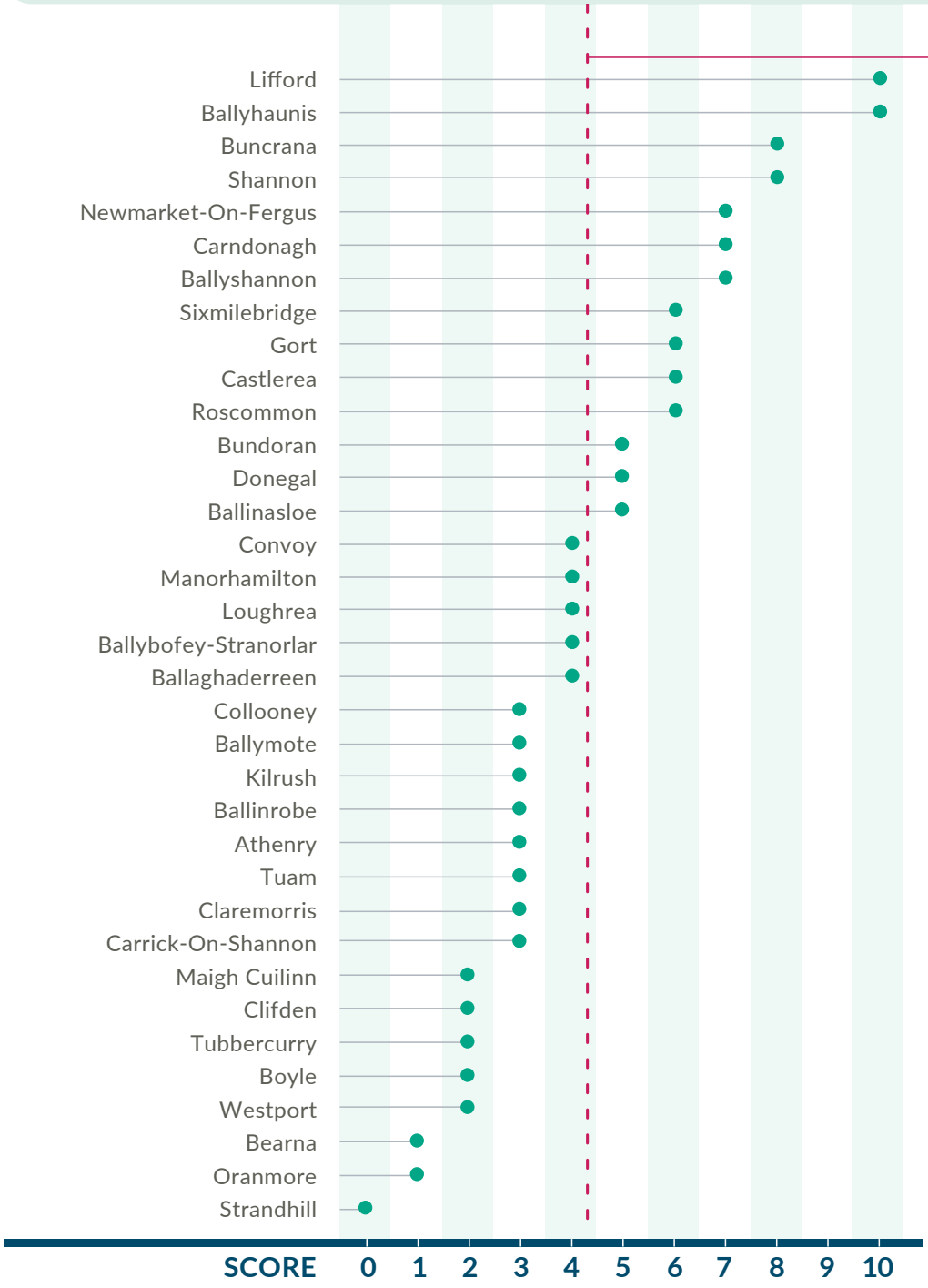
Definition: Propensity to car share for work (Car passenger / car driver ratio)

Source: Census of Population 2016, Profile 6 Commuting in Ireland

Data collected: April 2016

What does it show? Measure of current situation and reliance on cars. Good measure of mobility patterns in the town and potential for future behaviour changes

Type: Low Carbon Transition Theme



AVERAGE SCORE: **4.3**

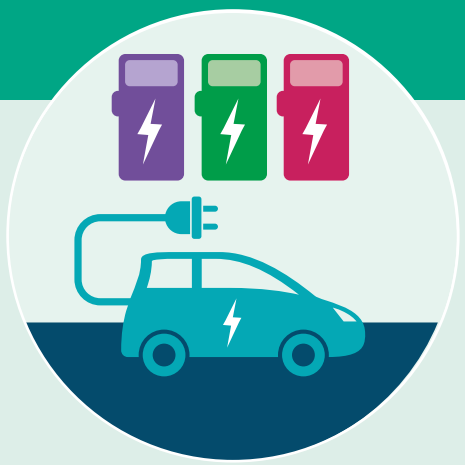
LOWEST CAR PASSENGER DRIVER RATIO
0.03

HIGHEST CAR PASSENGER DRIVER RATIO
0.22

AVERAGE
0.09

OUTLIERS ADJUSTED
YES

Availability of charging points for electric vehicles



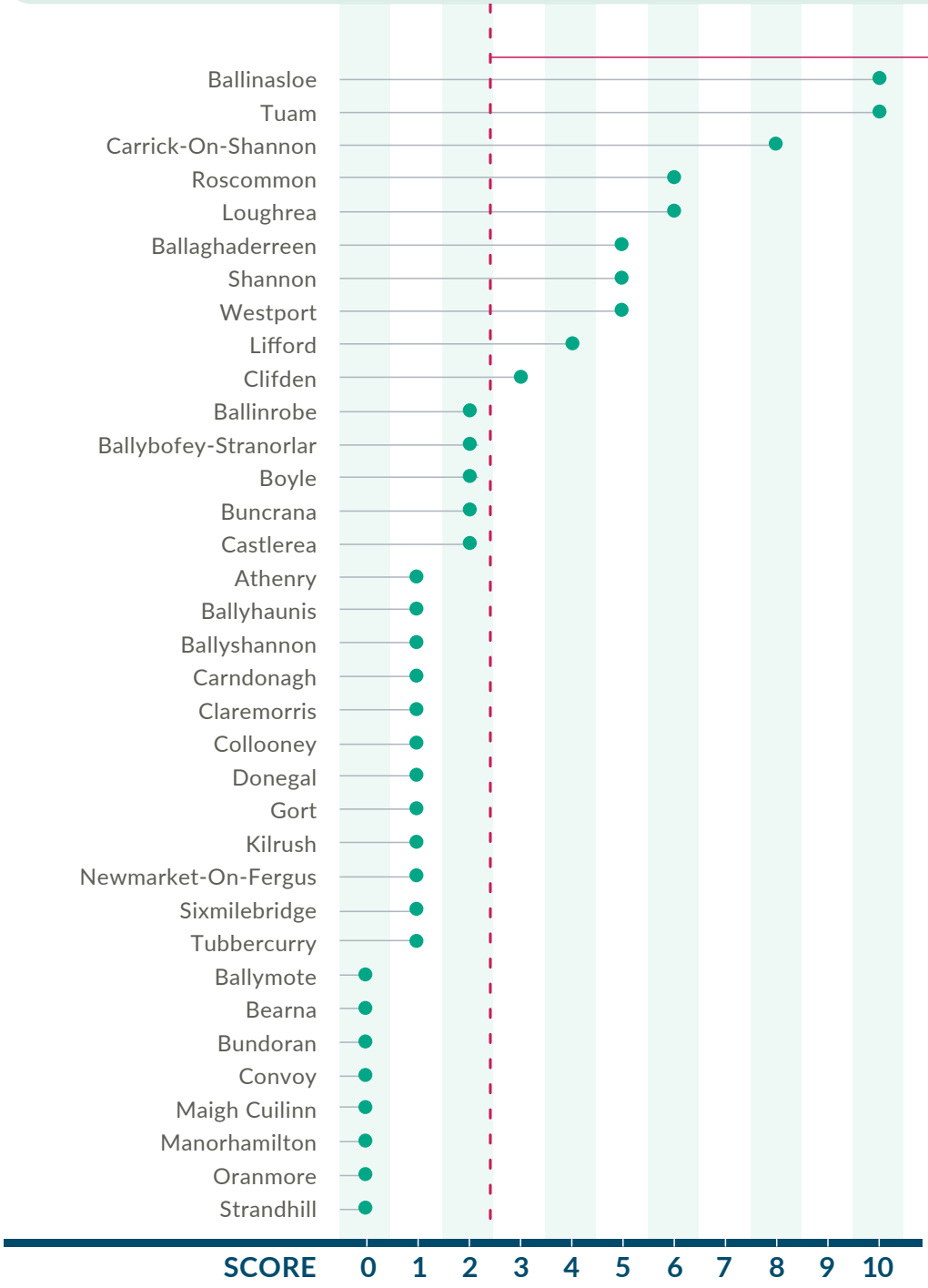
Definition: Availability of charging points for Electric Vehicles (EVs) in the town. Points allocated for Number and Type (before conversion to Index score): Standard (1 for each), Fast (2 for each), High Power (3 for each)

Source: ESB Charge point map[7]

Data collected: July 2022

What does it show? Important indicator of readiness for switch to EVs and to give confidence to those thinking of switching. While most charging will be done at home availability is essential as back up for those using the town (from surrounding areas, visiting for work or personal reasons or using services as well as for tourists)

Type: Low Carbon Transition Theme



AVERAGE SCORE: 2.4

MINIMUM POINTS ALLOCATED
0

MAXIMUM POINTS ALLOCATED
29

AVERAGE
4.5

OUTLIERS ADJUSTED
YES

[7] Source: https://esbecars.esb.ie/ecars/charge-point-map 27.07.22 & 28.07.22

Transport plan and active town strategy

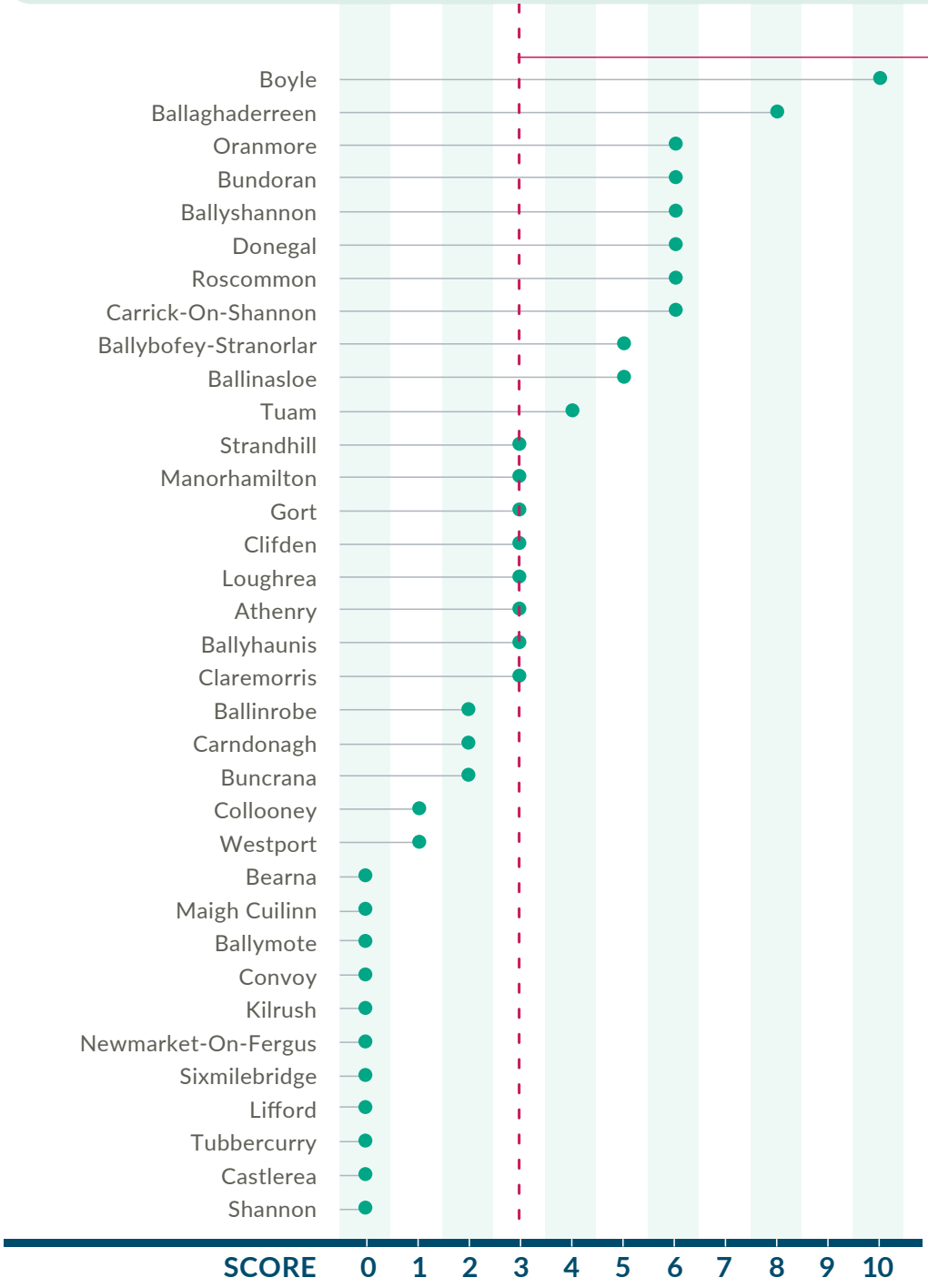
Definition: Is there a i) Transport/ mobility strategy for the town and ii) Active Travel strategy. Reply for was one of 4 options. Yes (5); One in development (3); One planned (1). This was done for each of the two options: max score 10 points.

Source: Information requested from Local Authority

Data collected: January 2022; confirmed October 2022

What does it show? Indication of consideration of mobility issues and a plan to be implemented

Type: Low Carbon Transition Theme



AVERAGE SCORE: **2.9**

MINIMUM
NEITHER PLAN IN PLACE

MAXIMUM
BOTH PLANS IN PLACE

AVERAGE
N/A

OUTLIERS ADJUSTED
N/A

Cycle parking at rail stations/bus stops/ different locations across towns

Definition: Cycle parking spaces at rail stations or bus stops (5 points) and in other locations (5)

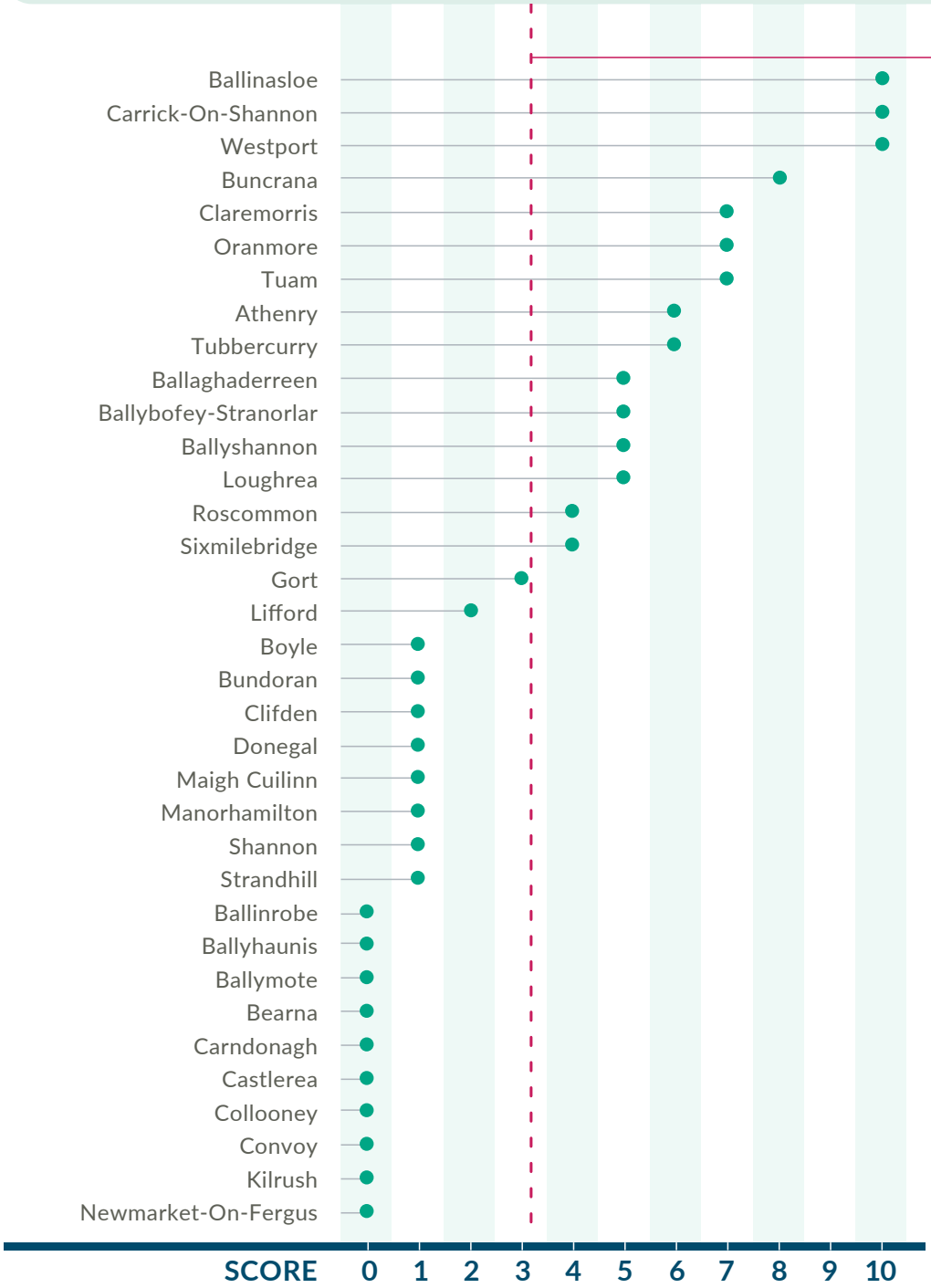
Measure 1 (max 5): Cycle parking at rail station or close to bus stop, Score None at either (0), Parking at only 1 of the 2, (2) Parking at bus if only bus, (4) Yes at both (5). Measure 2 (max 5, adjusted for population) Number of publicly provided cycle parking locations in town, None, (0); 1 place, (1); 2 places, (2); 3 places (3); 4 places (4); More than 5, (5).

Source: WDC survey

Data collected: June 2022

What does it show? Cycle parking is essential and there needs to be sufficient parking in a variety of places. Important option for public transport users and promotion of multimodal options. Measure of commitment to cycling and needs of cyclists

Type: Low Carbon Transition Theme



AVERAGE SCORE: **3.2**

NUMBER OF ZEROS **10**

NUMBER OF TENS **3**

AVERAGE **N/A**

OUTLIERS ADJUSTED **N/A**

[7] Source: https://esbecars.esb.ie/ecars/charge-point-map 27.07.22 & 28.07.22

Cycle paths/marked cycle lanes

Definition: Cycle lanes in town, on road or separate from traffic (Score), No (0); Yes on 1 street/road (3); Yes on 2 streets/roads (5); Yes on 3 streets/ roads, (7); Many cycle lanes on roads or separate from traffic (10)

Source: WDC Survey

Data collected: June 2022

What does it show? Shows if provision has been made for cyclists on town streets and roads. Cycle lanes tend to be associated with looking beyond cars for town mobility. Useful measure of integration of cycling

Type: Low Carbon Transition Theme

AVERAGE SCORE: 1.5

NUMBER OF ZEROS
25

NUMBER OF TENS
2

AVERAGE
N/A

OUTLIERS ADJUSTED
N/A

Public realm investment and pedestrianised zone

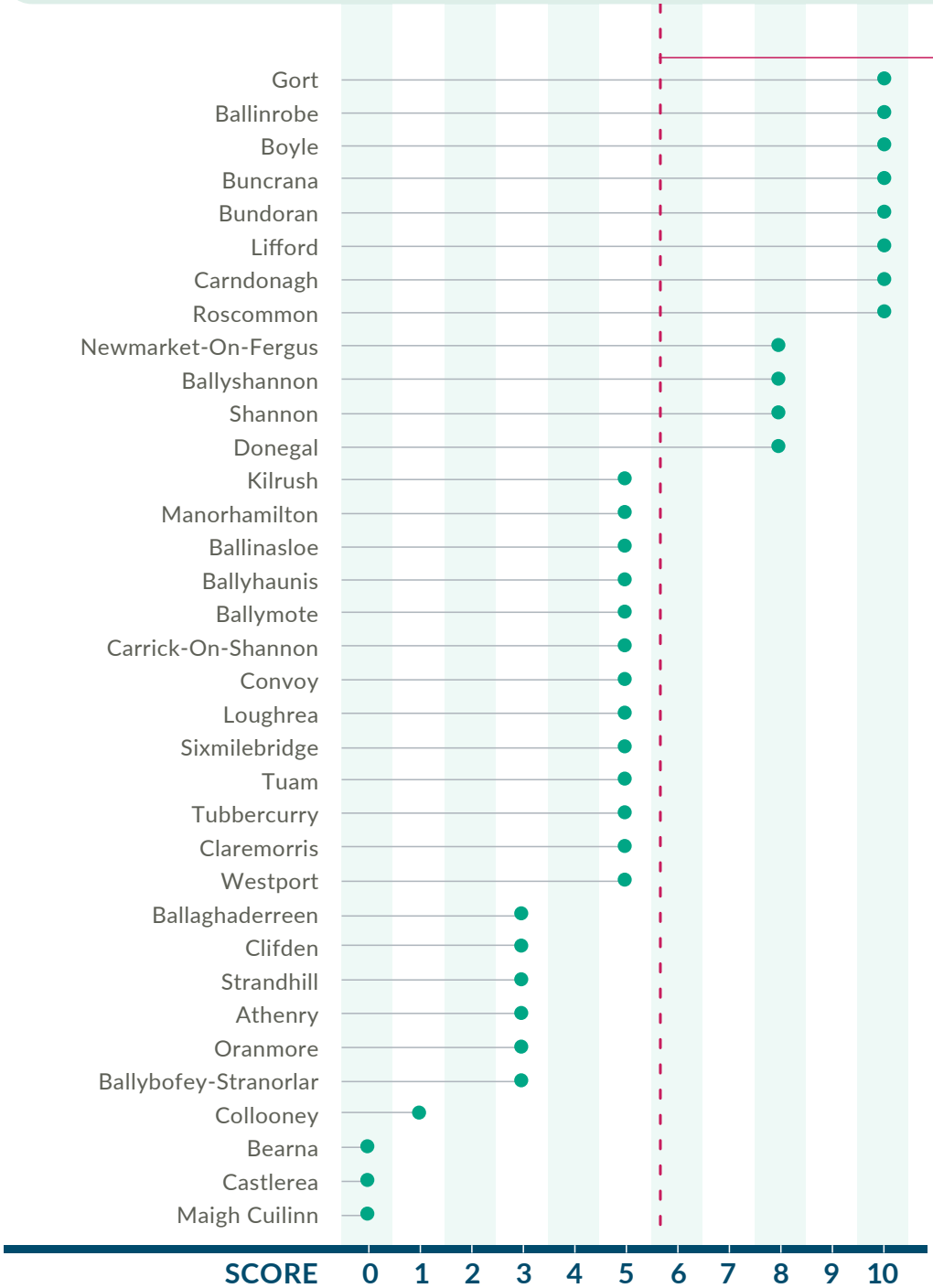
Definition: Public realm investment (5) and pedestrianised or vehicle restricted area in the town (5)

Source: Provided by Local Authority

Data collected: February 2022, confirmed October 2022

What does it show? Shows evidence of investment in the town which can make walking more pleasant

Type: Low Carbon Transition Theme



AVERAGE SCORE: **5.7**

NUMBER OF ZEROS **3**

NUMBER OF TENS **8**

AVERAGE **N/A**

OUTLIERS ADJUSTED **N/A**

[7] Source: https://esbecars.esb.ie/ecars/charge-point-map 27.07.22 & 28.07.22

Walkability

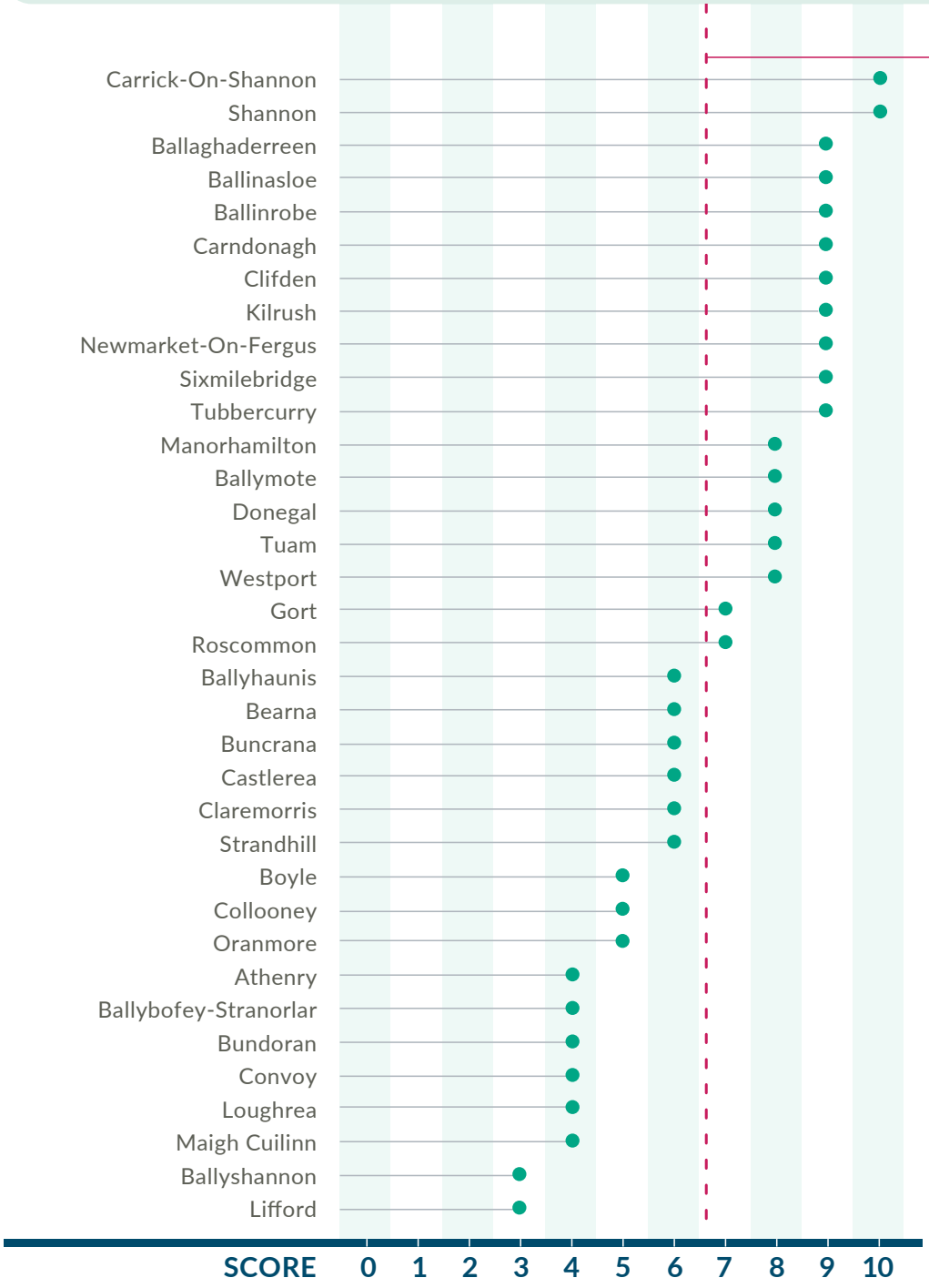
Definition: Walkability. Surveyed by WDC staff Towns scored 0,1, 2 for each category: Pavement condition; Walking to services; Crossing the road; Vehicle user behaviour; Attractiveness for walking

Source: WDC Survey

Data collected: June 2022

What does it show? Walkability is a key element of town mobility. This shows evidence of walkability and attractiveness for walking

Type: Low Carbon Transition Theme



AVERAGE SCORE: **6.7**

MINIMUM **3** POINTS

MAXIMUM **10** POINTS

AVERAGE **N/A**

OUTLIERS ADJUSTED **N/A**

Travel time by car to nearest hospital outpatient services

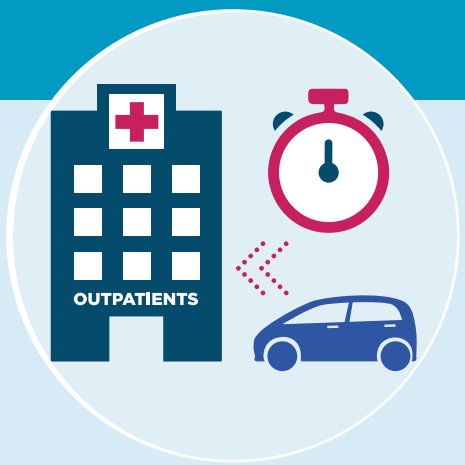
Definition: Time taken to travel by car to nearest hospital outpatient services[2]. Where hospital is in the town travel time is set at 0

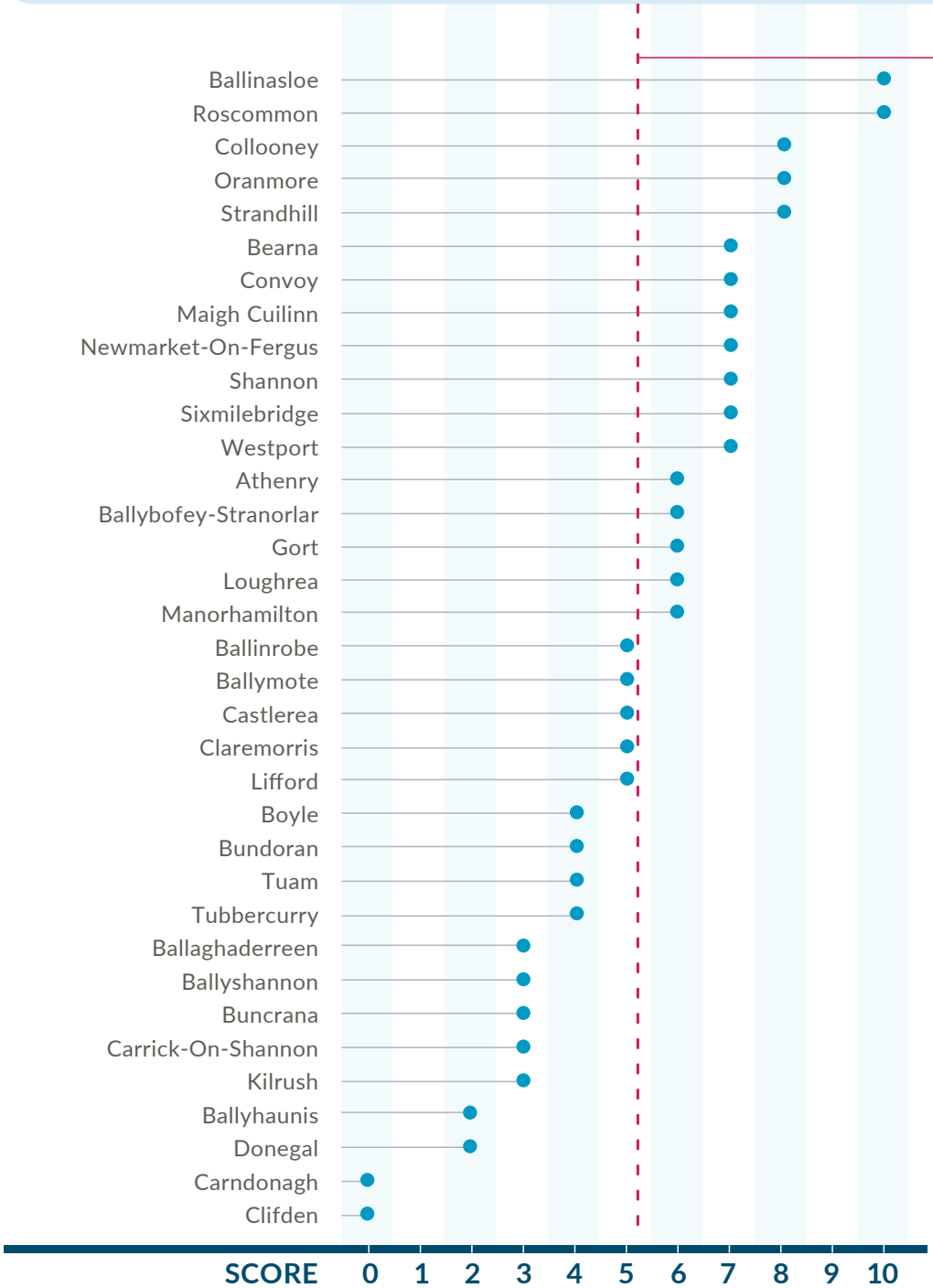
Source: Google Journey Time API – average of four departure times in the morning (07:45, 08:00, 08:15, 08:30, Tuesday 08/02/22)

Data collected: February 2022

What does it show? Hospital is a key service so travel to it is important. Travel by car is an important way to get to this service, so the indicator shows the variation by location

Type: Access to Services and Social Facilities (S&S)





AVERAGE SCORE: **5.2**

MINIMUM TRAVEL TIME **HOSPITAL IN TOWN**

MAXIMUM TRAVEL TIME **69** MINUTES

AVERAGE TRAVEL TIME **27** MINUTES

OUTLIERS ADJUSTED **YES**

[2] Using a different hospital for car and PT indicators if a different destination has better accessibility by one mode than the other. Northern Ireland hospitals not included as most ROI residents only have access to limited range of services

Travel time by car to the nearest international airport

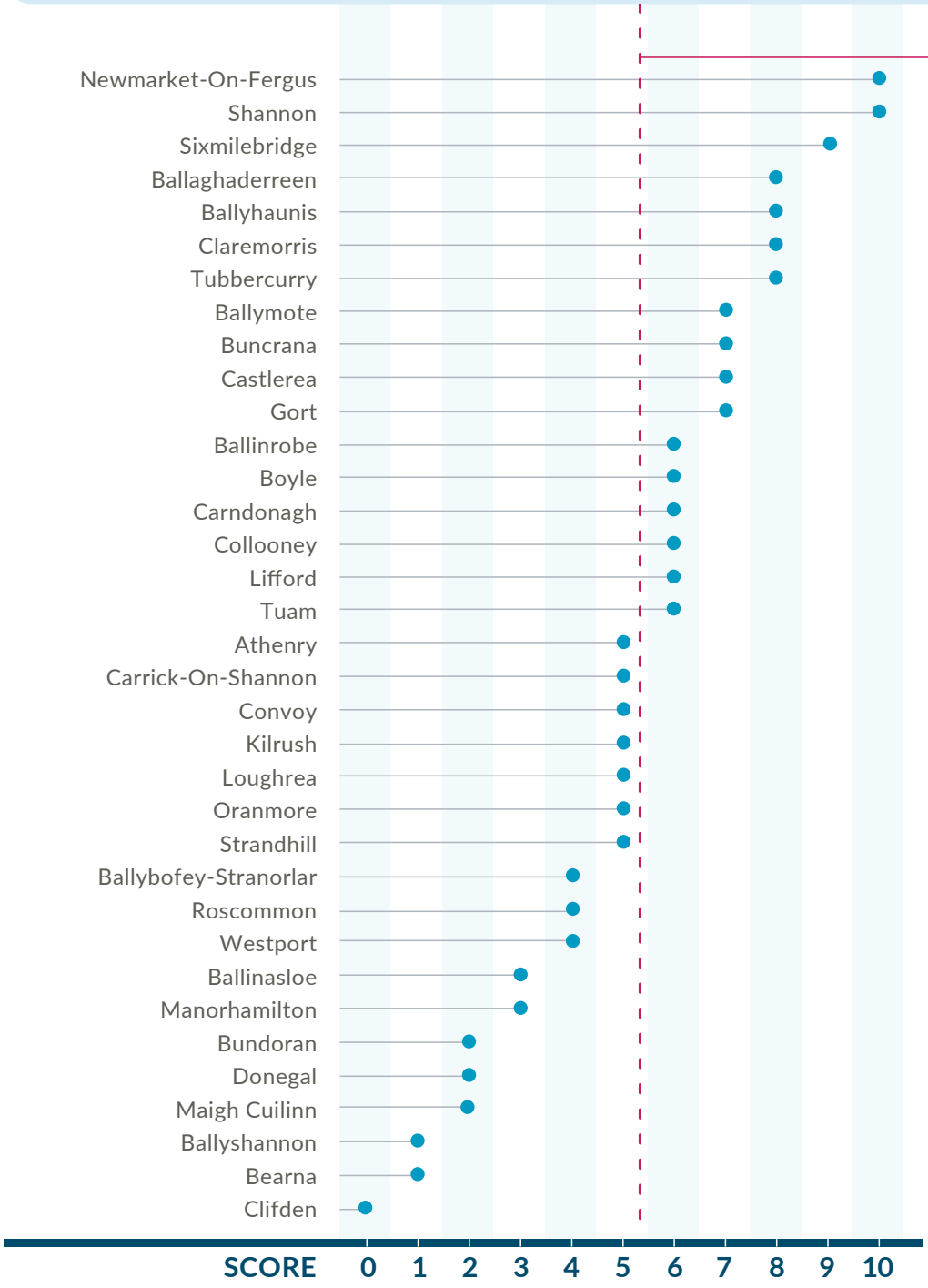
Definition: Time taken to travel by car to the nearest international airport[3]. Airport with shortest journey time by car chosen. This is not always the shortest distance.

Source: Google Journey Time API – average of four departure times in the morning (07:45, 08:00, 08:15, 08:30, Tuesday 18/01/22)

Data collected: January 2022

What does it show? Shows international accessibility which would be useful for town residents and visitors. Air access is important for business and social purposes

Type: Access to Services and Social Facilities (S&S)



AVERAGE SCORE: **5.3**

MINIMUM TRAVEL TIME
5
MINUTES

MAXIMUM TRAVEL TIME
111
MINUTES

AVERAGE TRAVEL TIME
47
MINUTES

OUTLIERS ADJUSTED
YES

[3] Donegal Airport not used. No international flights when checked July 2022

Travel time by car to cultural services (theatre and cinema)

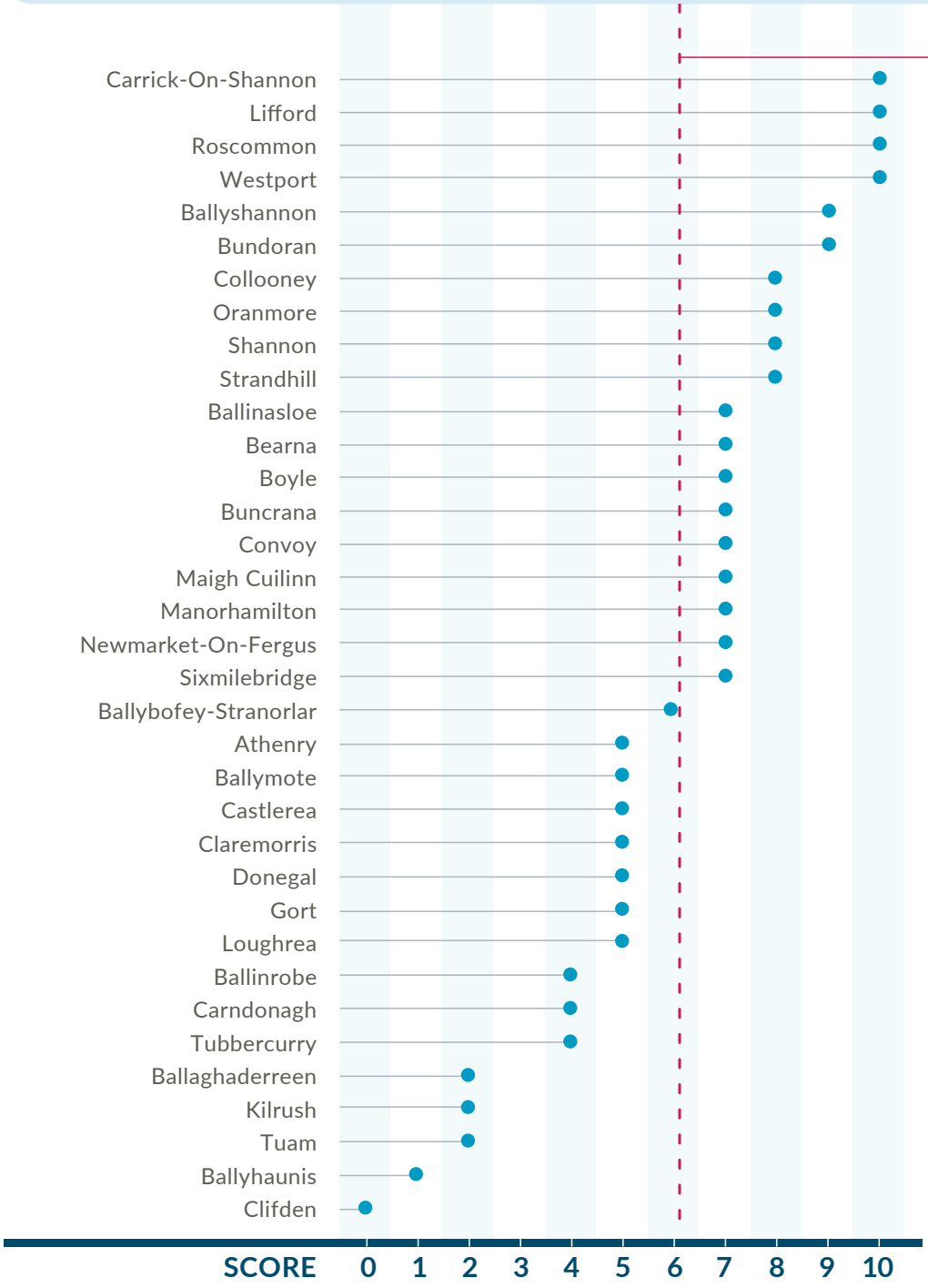
Definition: Time taken to travel by car to cinema and theatre. Time to both type of destination summed together and scoring based on total. Where there is a cinema or theatre within the town, the travel time for that facility is 0

Source: Car times to cinemas and to theatres/arts centres collected using Google Journey Time API – average of four departure times (18:30, 18:45, 19:00, 19:15, Saturday, 05/02/22)

Data collected: February 2022

What does it show? Measure of accessibility of important social option (for adults and children). Gives indication or broader mobility/level of service in a town and mobility for non essential purposes

Type: Access to Services and Social Facilities (S&S)



AVERAGE SCORE: 6.1

MINIMUM TRAVEL TIME
CINEMA OR THEATRE IN TOWN

MAXIMUM TRAVEL TIME

CINEMA:	THEATRE:
68 MINUTES	67 MINUTES

AVERAGE TRAVEL TIME

CINEMA:	THEATRE:
18 MINUTES	20 MINUTES

OUTLIERS ADJUSTED
YES

Public transport travel time to hospital outpatient

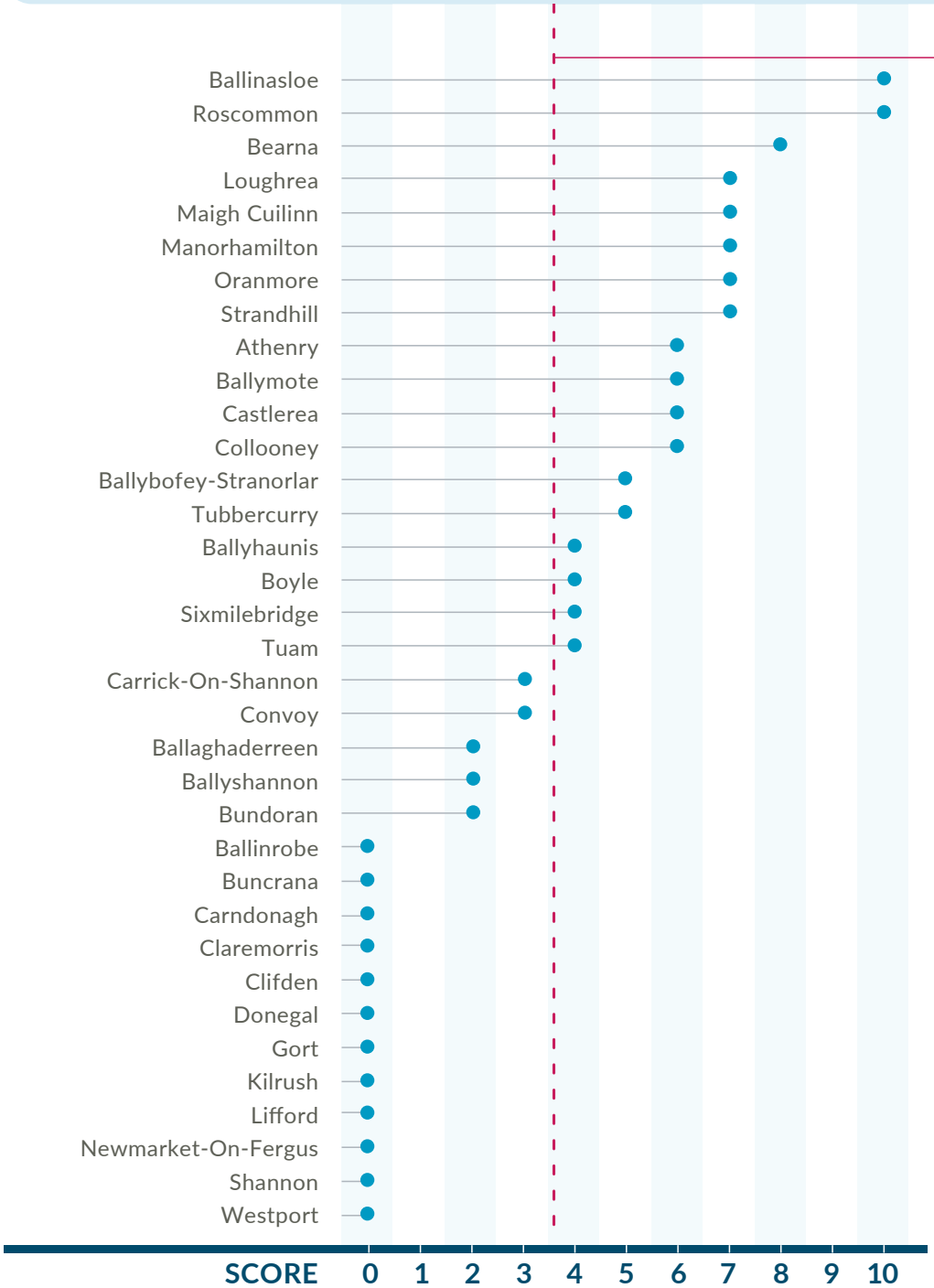
Definition: Time taken to travel by public transport to hospital out patient service[4]. Allows for maximum 300m walk from bus stop to hospital. Towns with a hospital have been allocated a journey time of 0 mins

Source: Google Maps and based on schedules/timetables not actual travel time (morning, based on available public transport)

Data collected: January 2022

What does it show? Hospital is a key service so travel to it is important. Many people travelling to hospital service are not in a position to drive or be driven so being able to get to appointments easily and reliably by public transport is very important

Type: Access to Services and Social Facilities (S&S)



AVERAGE SCORE: 3.6

MINIMUM TRAVEL TIME HOSPITAL IN TOWN

MAXIMUM TRAVEL TIME
95
MINUTES

AVERAGE TRAVEL TIME
44
MINUTES

OUTLIERS ADJUSTED
YES

[4] Using a different hospital for car and PT indicators if a different destination has better accessibility by one mode than the other. Northern Ireland hospitals not included as most ROI residents only have access to limited range of services

Public transport travel time to nearest airport with international services

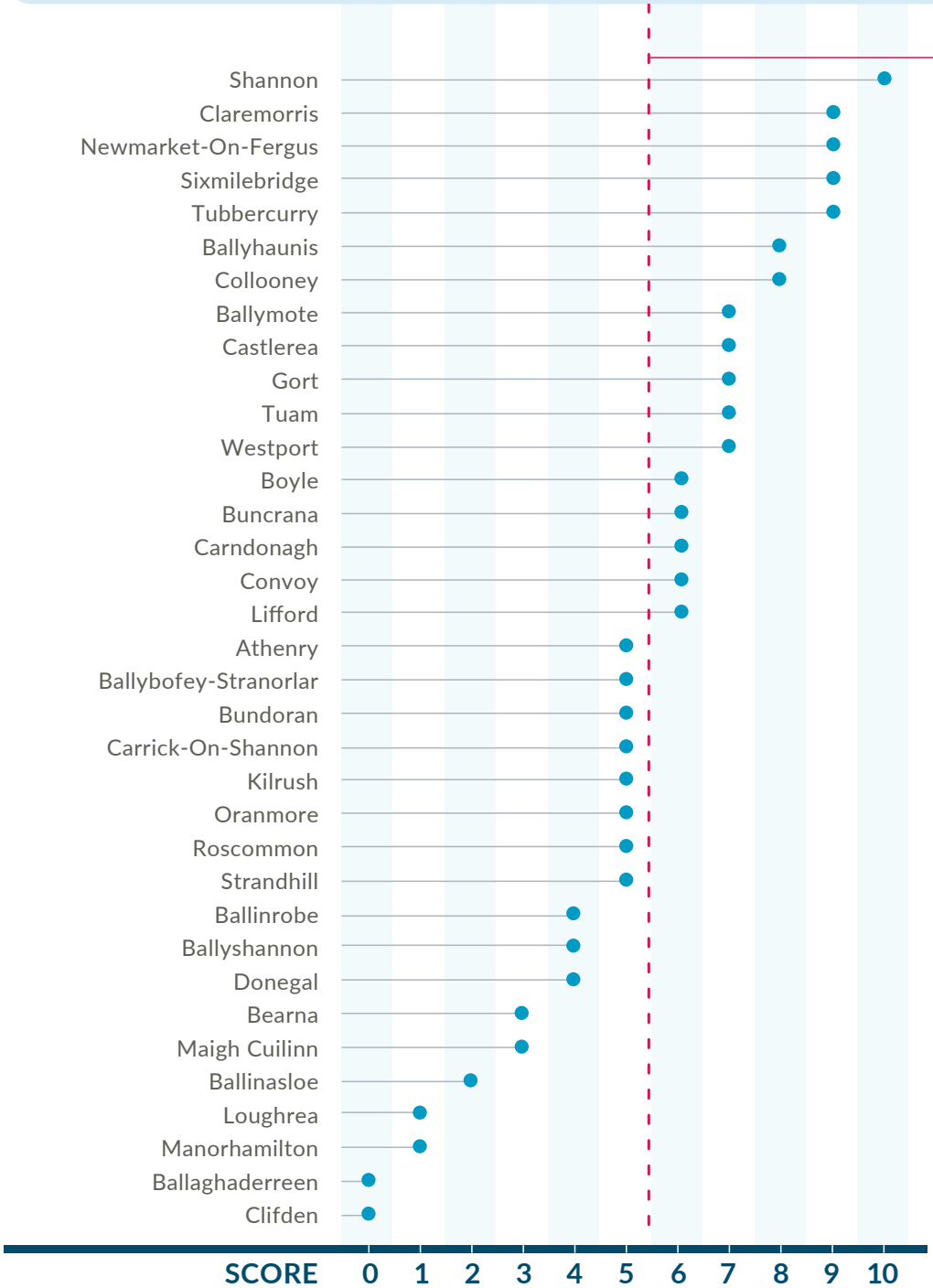
Definition: Time taken to travel by public transport to airport with international services[5]. Uses journey time for departures between 7am and 9am, if there is no public transport departure available in this time window, have taken the next earliest departure

Source: Google Maps and based on schedules/timetables not actual travel time (based on available public transport)

Data collected: February 2022

What does it show? Shows international accessibility which would be useful for town residents and visitors. Public Transport is important for visitors and those who don't want to leave car at airport/can't get a lift

Type: Access to Services and Social Facilities (S&S)



AVERAGE SCORE: **5.4**

MINIMUM TRAVEL TIME
8
MINUTES

MAXIMUM TRAVEL TIME
211
MINUTES

AVERAGE TRAVEL TIME
95
MINUTES

OUTLIERS ADJUSTED
YES

[5] Using a different destination for car and PT if a different destination has better accessibility by one mode or the other

Evening public transport service to and from larger town (after 7pm)

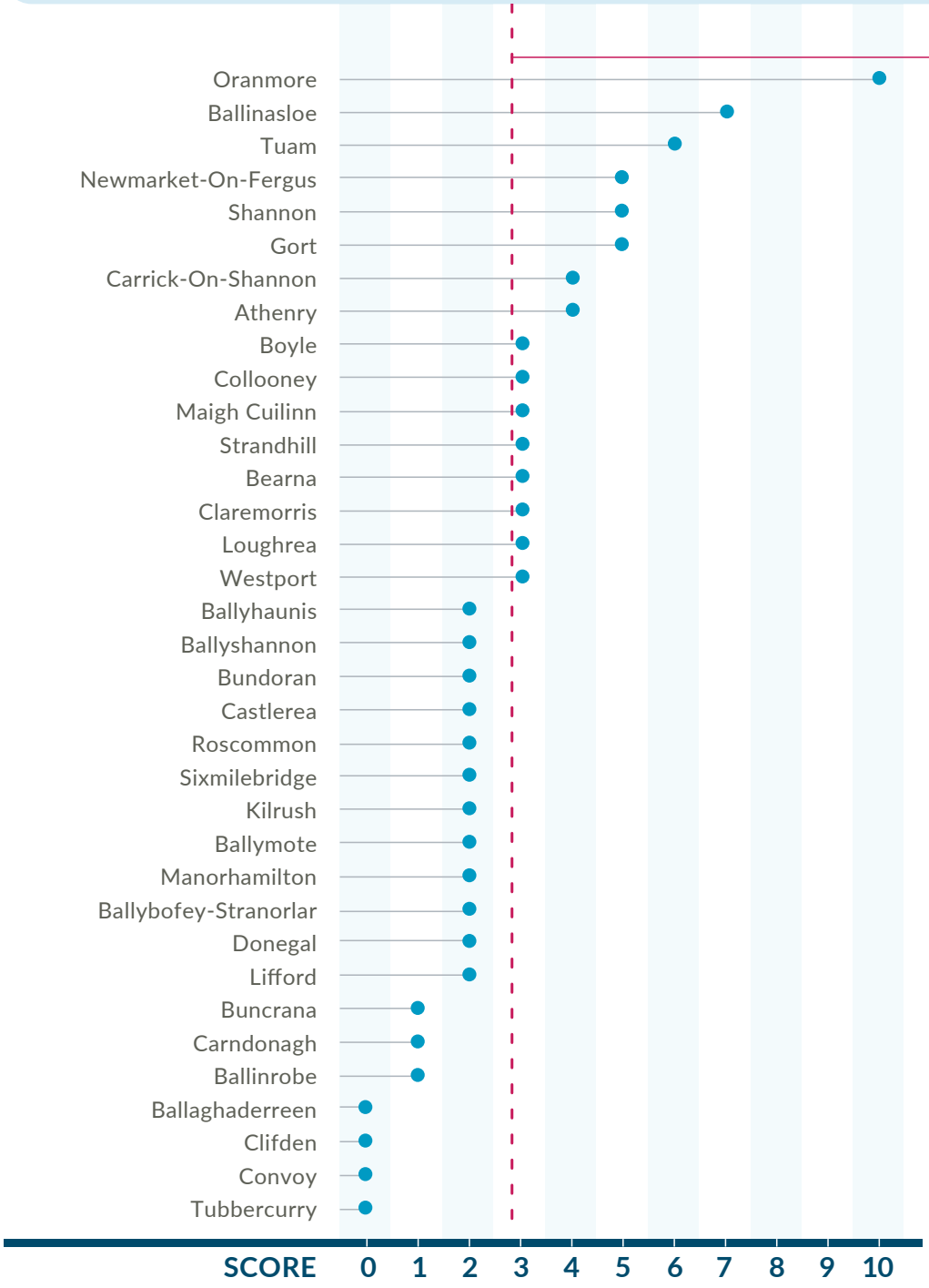
Definition: Combined Number of services departing after 7pm on a weekday to nearest 10,000+ town (5 points) and Number of services to the town from the nearest 10,000+ town which depart the 10,000+ town after 7pm weekdays (5 points)

Source: Google Maps and based on schedules/timetables not actual travel time (based on available public transport)

Data collected: January 2022

What does it show? Shows whether the town is accessible by public transport for social/ entertainment purposes outside hours of employment/ services. Important to know if the town is served by public transport allowing people to socialise (either without a car or choosing not to use their car)

Type: Access to Services and Social Facilities (S&S)



AVERAGE SCORE: **2.8**

MINIMUM NO. OF SERVICES
0

MAXIMUM NO. OF SERVICES

14	24
FROM TOWN	TO TOWN

AVERAGE NO. OF SERVICES

2.4	3
FROM TOWN	TO TOWN

OUTLIERS ADJUSTED
YES

Percentage using active travel and public transport modes to primary school

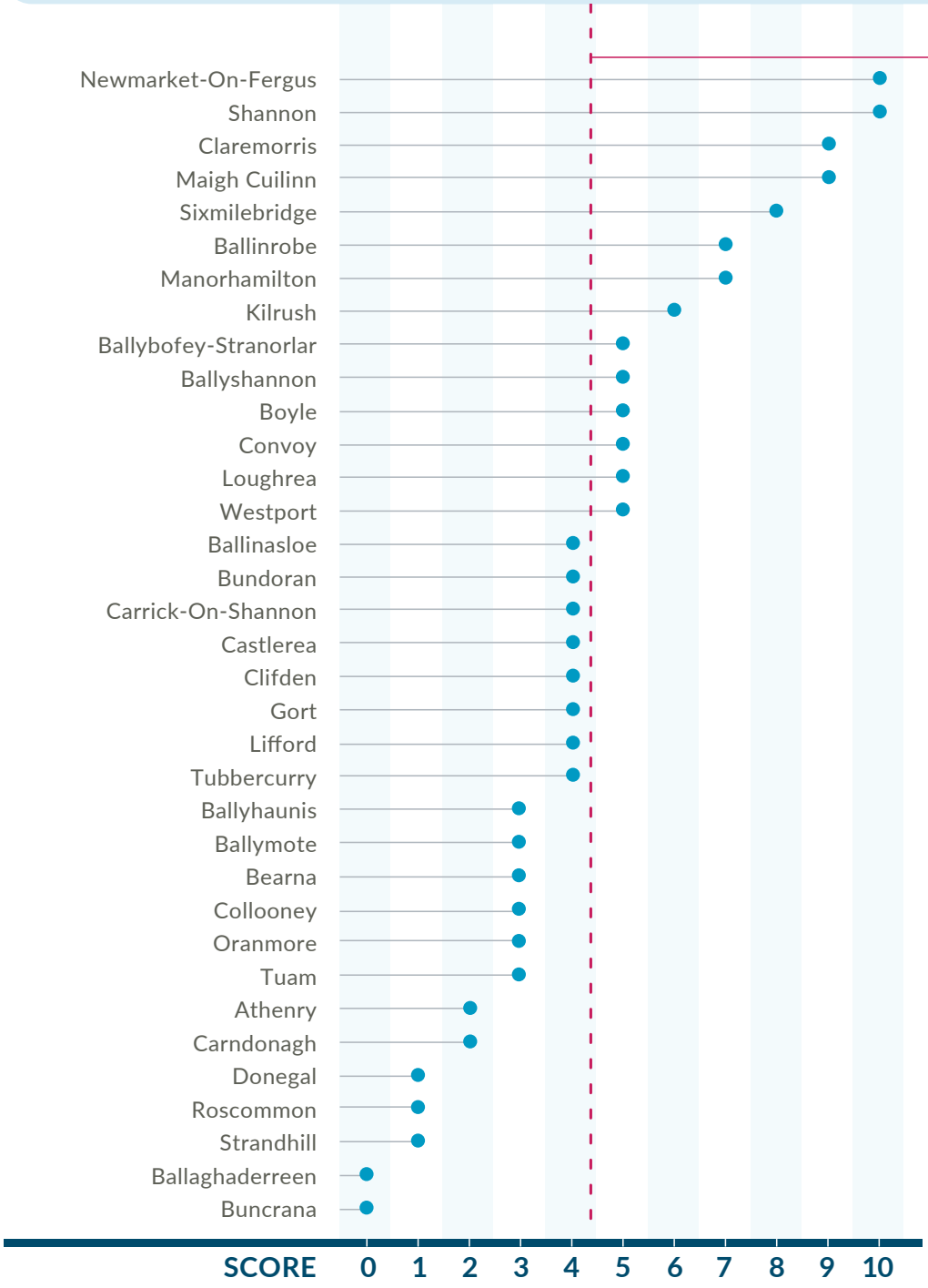
Definition: Combined mode share of public transport and active modes for travel to primary school among residents of the CSO settlement. 'Not stated' excluded before calculating percentages

Source: Usual mode of travel, Census of Population 2016, Profile 6 Commuting in Ireland

Data collected: April 2016

What does it show? Shows use of public transport and active travel mode for primary school. There is one in each town and so active travel should be possible

Type: Access to Services and Social Facilities (S&S)



AVERAGE SCORE: **4.4**

MINIMUM **22%**

MAXIMUM **59%**

AVERAGE **36%**

OUTLIERS ADJUSTED **YES**

Number of publicly provided designated disabled parking spaces

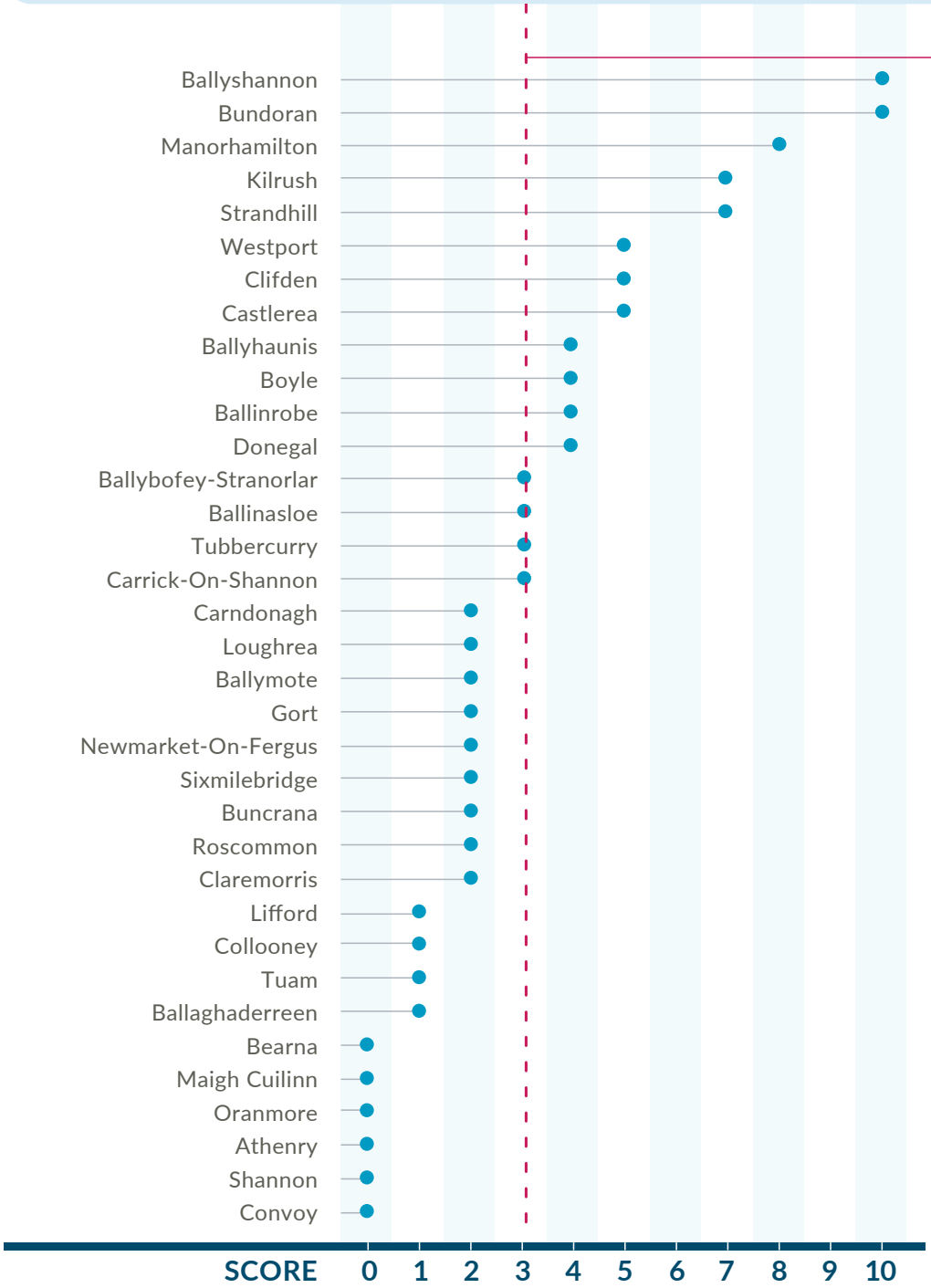
Definition: Number of publicly provided designated disabled parking spaces. Privately provided (e.g. at supermarkets) not included and it is possible that good private provision in good location may have relieved the need for public provision

Source: Data from LA survey. Where no data on parking spaces provided then WDC survey data used[6]. Adjusted for town population and also adjusted for outliers

Data collected: February 2022; Confirmed October 2022

What does it show? Important indicator, essential for making town usable by people with personal mobility difficulties

Type: Access to Services and Social Facilities (S&S)



AVERAGE SCORE: **3.1**

MINIMUM*
0
SPACES

MAXIMUM*
46
SPACES

AVERAGE*
14.6
SPACES

OUTLIERS ADJUSTED
YES

*before adjustment for population

[6] Ballybofey-Stranorlar; Convoy; Shannon

Best Universal Design score for bus stop in town

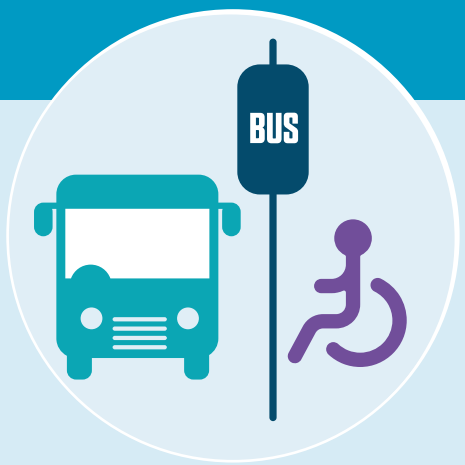
Definition: Best Universal Design (UD) score for a bus stop in the town. This Indicator was scored very simply on the basis of whether there was any bus stop in the town scoring more than the basic rank. Ranks (Scores) were C (0), B (3), A (6), A+(10).

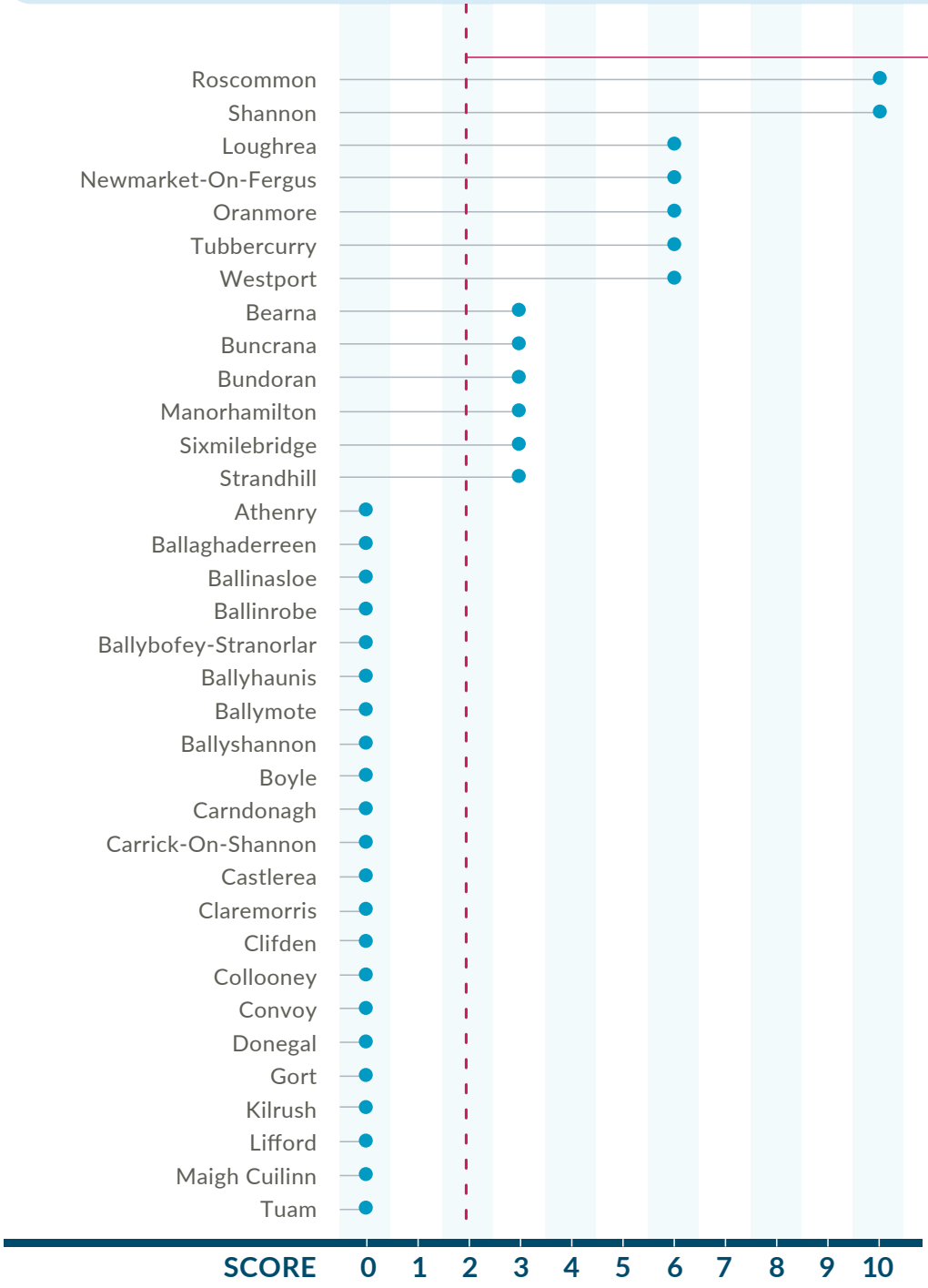
Source: Data on the UD score for bus stops was provided by the NTA who have a complete analysis of all bus stops

Data collected: December 2021

What does it show? Important indicator, essential for making town usable by people with personal mobility difficulties

Type: Access to Services and Social Facilities (S&S)





AVERAGE SCORE: **1.9**

MINIMUM **C** RANK

MAXIMUM **A+** RANK

OUTLIERS ADJUSTED **N/A**

Standard single public transport fare to large (10k) town

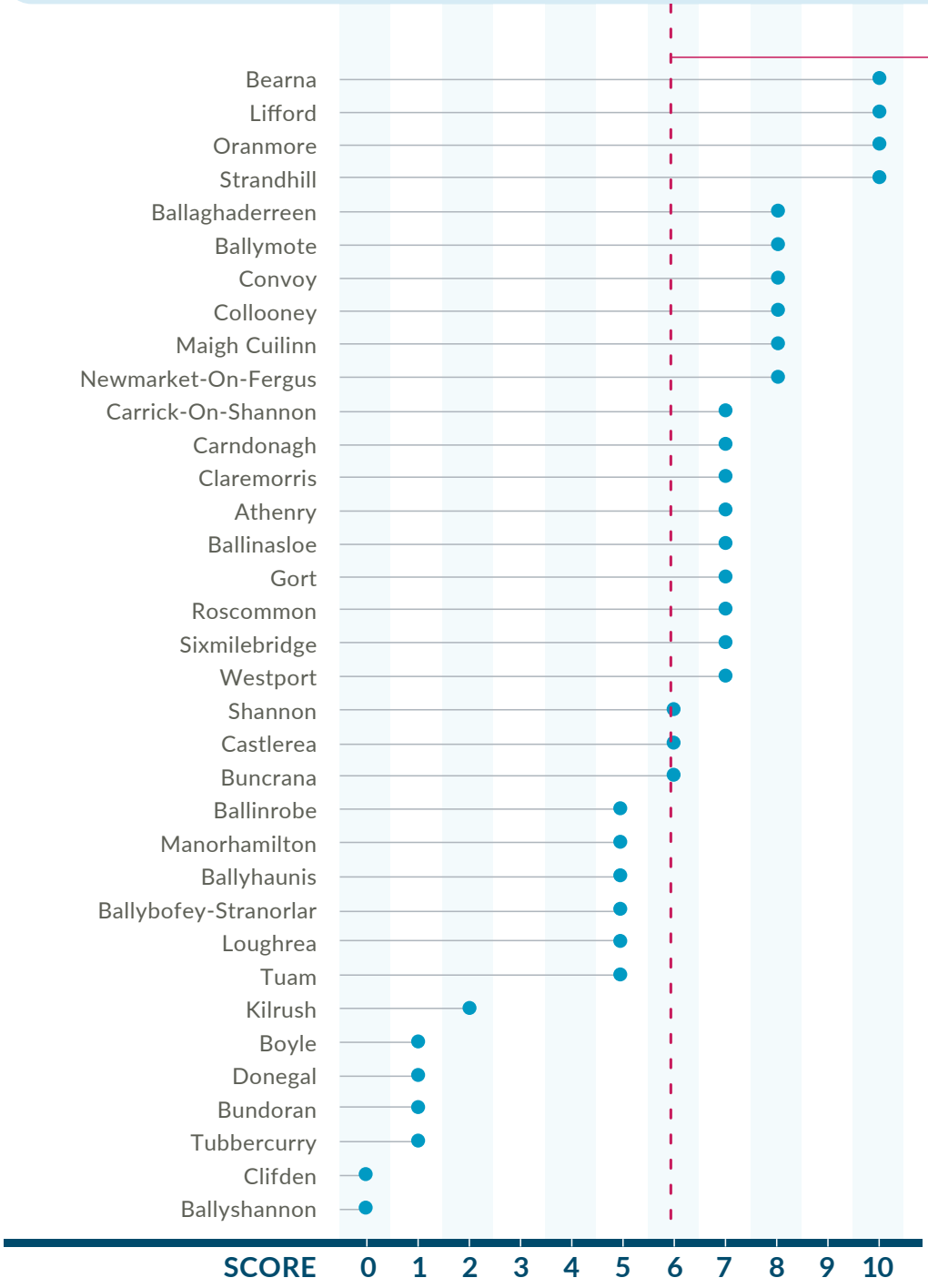
Definition: Standard single public transport fare to large (10k) town. The fare used is that for the service used for 'PT time to 10,000 town' indicator

Source: Data collected by WDC from Transport providers —updated after fare reductions using websites and phone (for private operators)

Data collected: Updated June 2022

What does it show? Important indicator, essential for making town usable by people with personal mobility difficulties

Type: Access to Services and Social Facilities (S&S)



AVERAGE SCORE: **5.9**

MINIMUM **€1.90**

MAXIMUM **€14.40**

AVERAGE **€6.39**

OUTLIERS ADJUSTED **YES**

Availability of public transport to 10k town (arriving by 9am)

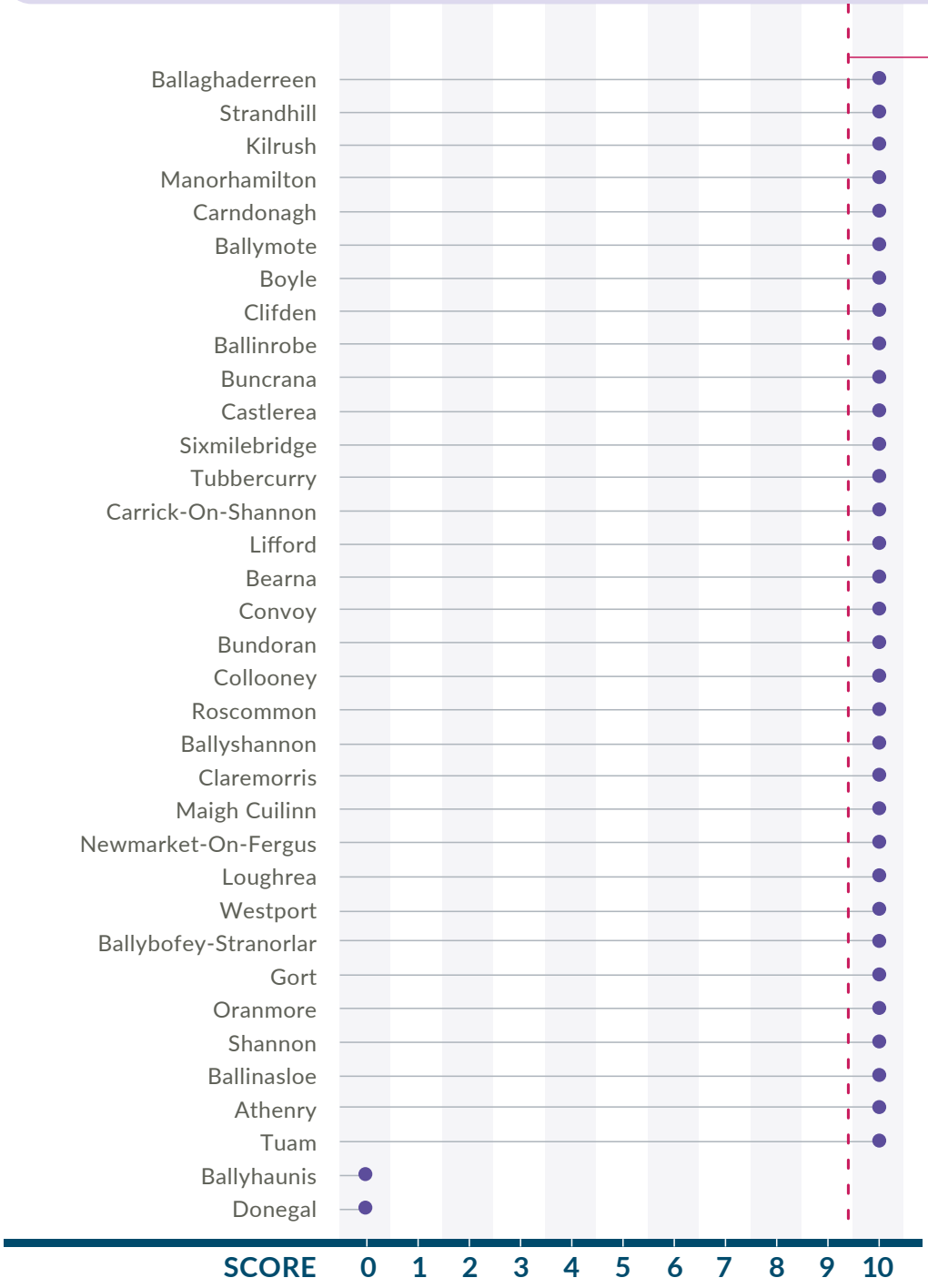
Definition: Availability of a public transport service to 10k town to arrive before 9am (Monday to Friday)

Source: Google Maps Service information

Data collected: March 2022

What does it show? Shows whether it is possible to get to important employment centre by public transport in time for work. Key mobility indicator for employment/economy and accessibility for those without cars

Type: Access to Economic and Employment Opportunities (E&E)



AVERAGE SCORE: 9.4

NUMBER OF ZEROS
2

NUMBER OF TENS
33

OUTLIERS ADJUSTED
N/A

Level of public transport service to a 10k town (6am-8pm)

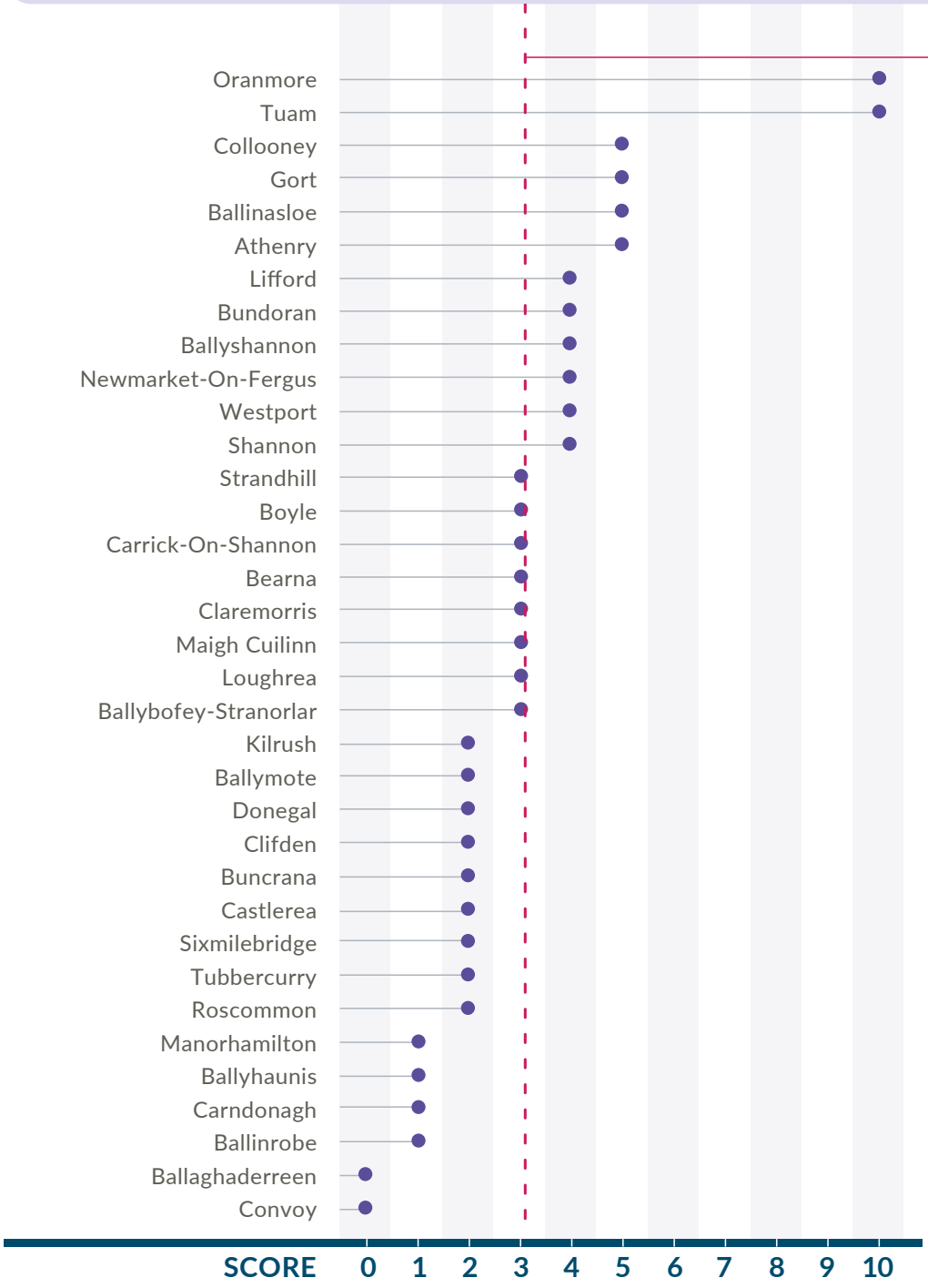
Definition: Number of public transport services to 10k town between 6am and 8pm

Source: Google Maps Service information

Data collected: March 2022

What does it show? Useful measure of access to a large town by public transport

Type: Access to Economic and Employment Opportunities (E&E)



AVERAGE SCORE: **3.1**

MINIMUM **3** SERVICES

MAXIMUM **64** SERVICES

AVERAGE **13.7** SERVICES

OUTLIERS ADJUSTED **YES**

Level of service in the morning (6.30am-9.00am to any town)

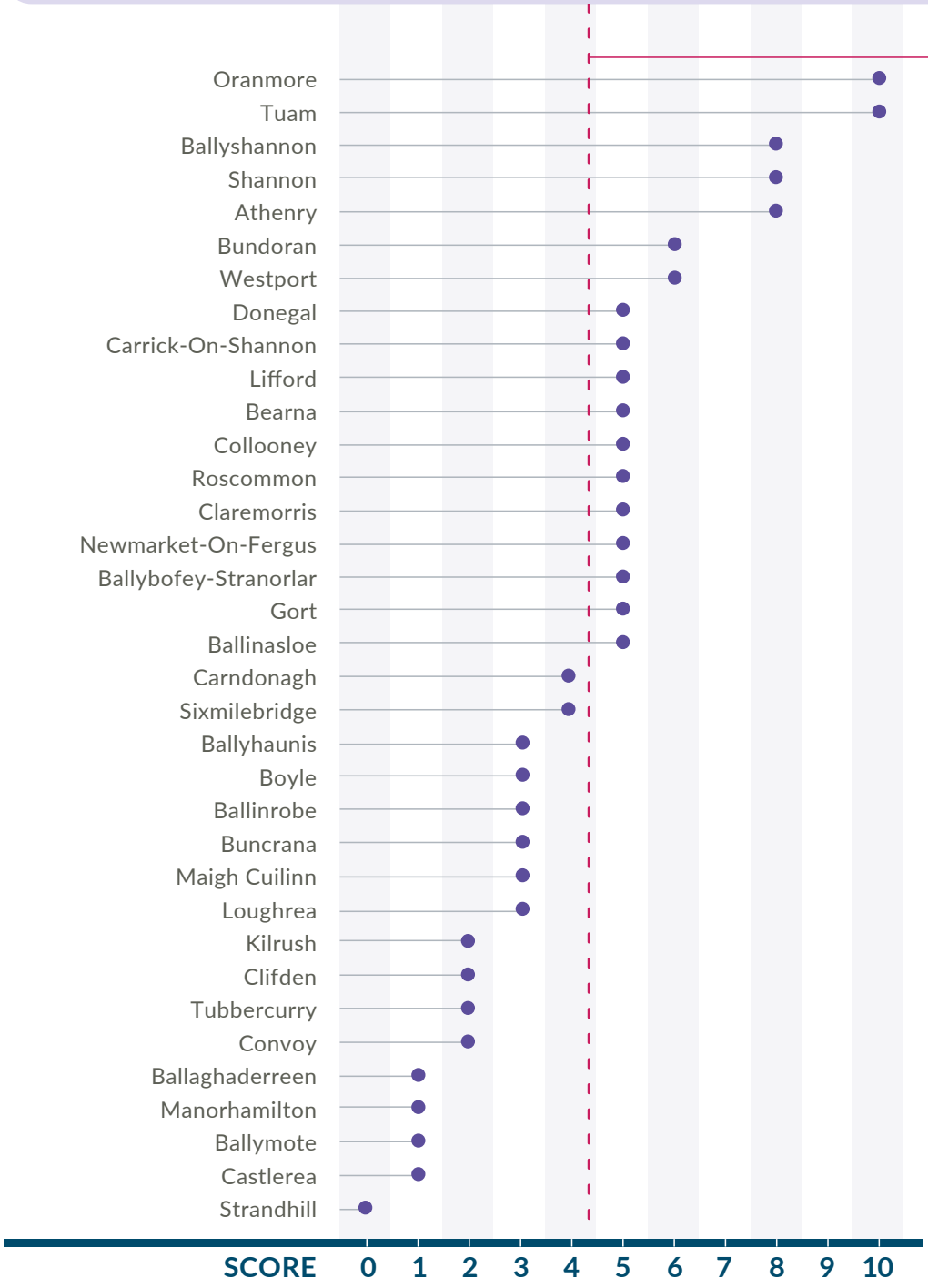
Definition: Availability of a public transport service in the morning to any nearby town (Monday to Friday)

Source: Google Maps Service information

Data collected: March 2022

What does it show? Shows whether it is possible to get to other centres by public transport in time for work. Important mobility indicator for employment/ economy and accessibility for those without cars

Type: Access to Economic and Employment Opportunities (E&E)



AVERAGE SCORE: **4.3**

MINIMUM **1** SERVICE

MAXIMUM **16** SERVICES

AVERAGE **5.7** SERVICES

OUTLIERS ADJUSTED **YES**

Public transport to reach 50k city by 9am

Definition: Availability of public transport service to nearest 50k city to arrive before 9am. Scores 10 if this is available, Scores 4 if it is possible to reach city by 11am and 0 if that is not possible.

Source: Google Maps Service information

Data collected: March 2022

What does it show? Shows whether it is possible to get to large employment centre by public transport in time for work. Important mobility indicator for employment/economy and accessibility for those without cars.

Type: Access to Economic and Employment Opportunities (E&E)

AVERAGE SCORE: 8.1

NUMBER OF ZEROS
3

NUMBER OF TENS
26

OUTLIERS ADJUSTED
N/A

Percentage of towns within 30km radius reachable by public transport

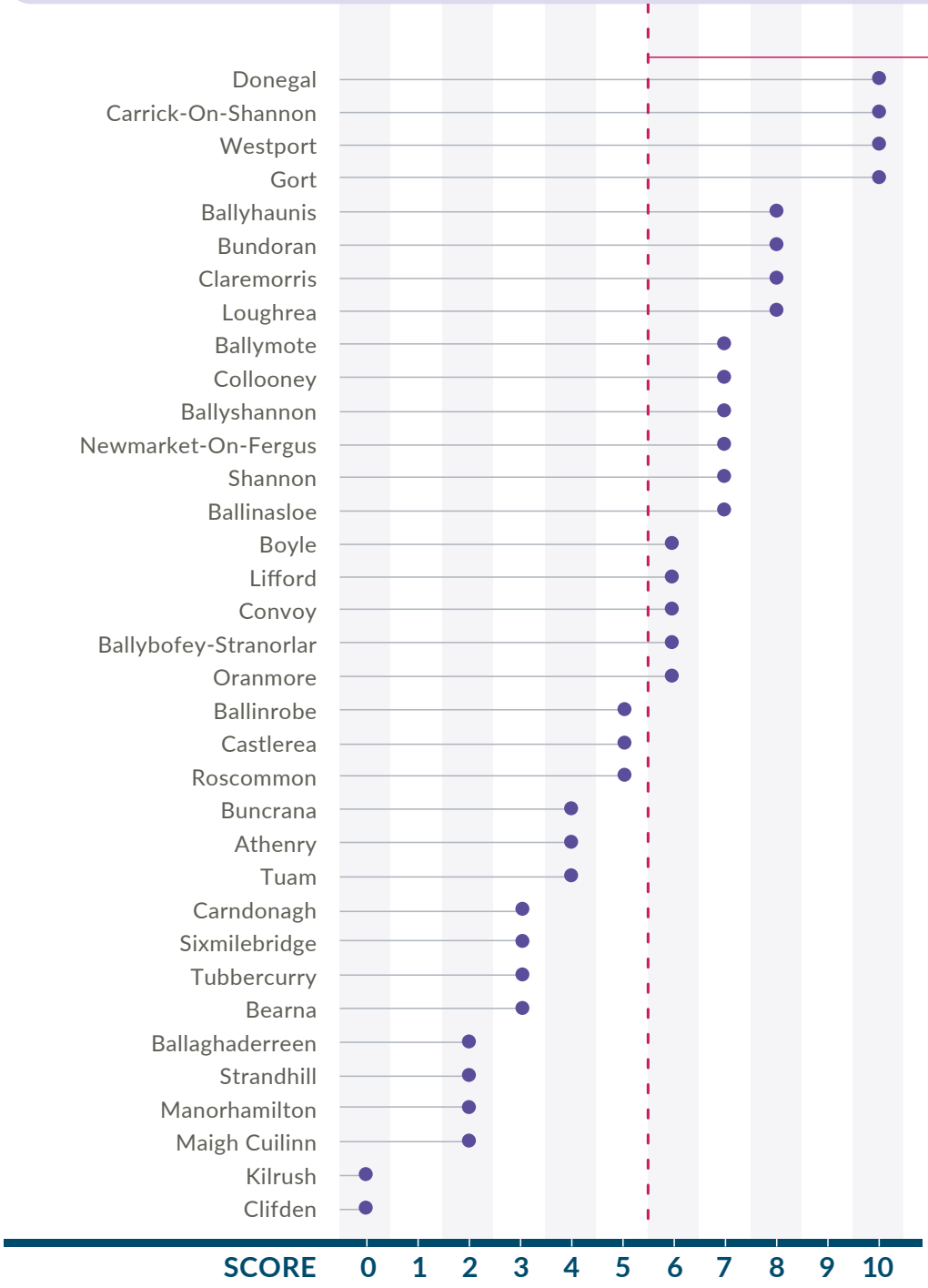
Definition: Percentage of towns over 1,500 population within 30k radius to which a daytrip is possible using public transport (includes same day return)

Source: Google Maps Service information

Data collected: March 2022

What does it show? Useful measure of mobility not reliant on car travel: broader than to the 10k towns and larger town, more holistic picture of public transport

Type: Access to Economic and Employment Opportunities (E&E)



AVERAGE SCORE: 5.5

MINIMUM 0%

MAXIMUM 100%

AVERAGE 53%

OUTLIERS ADJUSTED NO

Ratio of public transport journey time to car journey time to 10k town

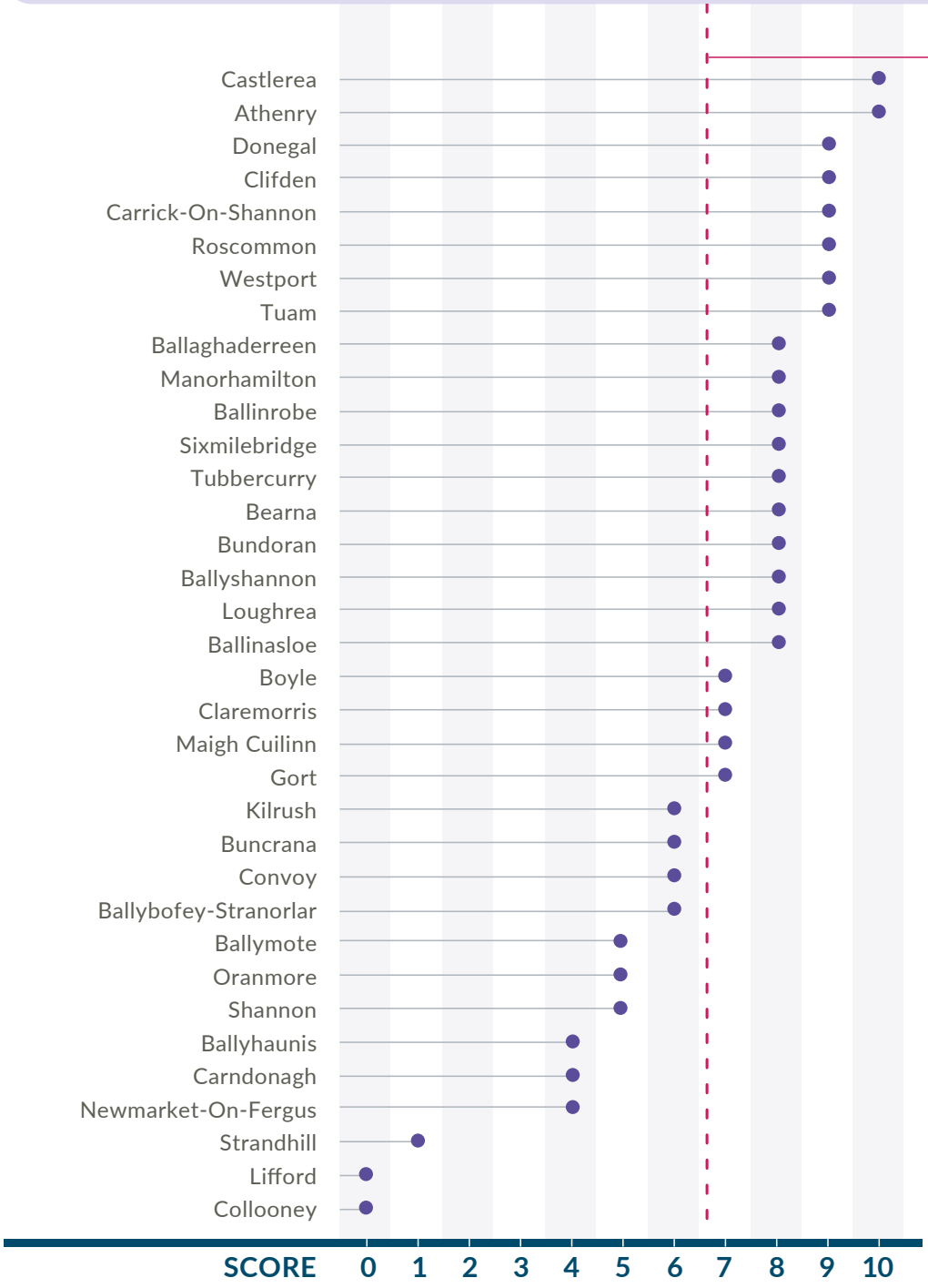
Definition: Ratio of public transport journey time to car journey time to a large (10k) town. Access/egress & wait time allowance added to PT times (10 min access/egress, 5 min waiting) before ratio calculated. Highest scores where public transport and car time are closest. Lowest when car is considerably quicker (higher ratio)

Source: Car times from Google Journey Time API– based on travel to a central location and access/egress and waiting allowance added to actual/timetabled. from Google Maps, based on schedules/timetables not actual travel time

Data collected: January 2022

What does it show? Shows relative difference between car and public transport modes.

Type: Access to Economic and Employment Opportunities (E&E)



AVERAGE SCORE: **6.7**

HIGHEST PT: CAR JOURNEY TIME
5:1

LOWEST PT: CAR JOURNEY TIME
1.13:1

AVERAGE RATIO PT: CAR
2:1

OUTLIERS ADJUSTED
YES

Ratio of public transport journey time to car journey time to 50k city

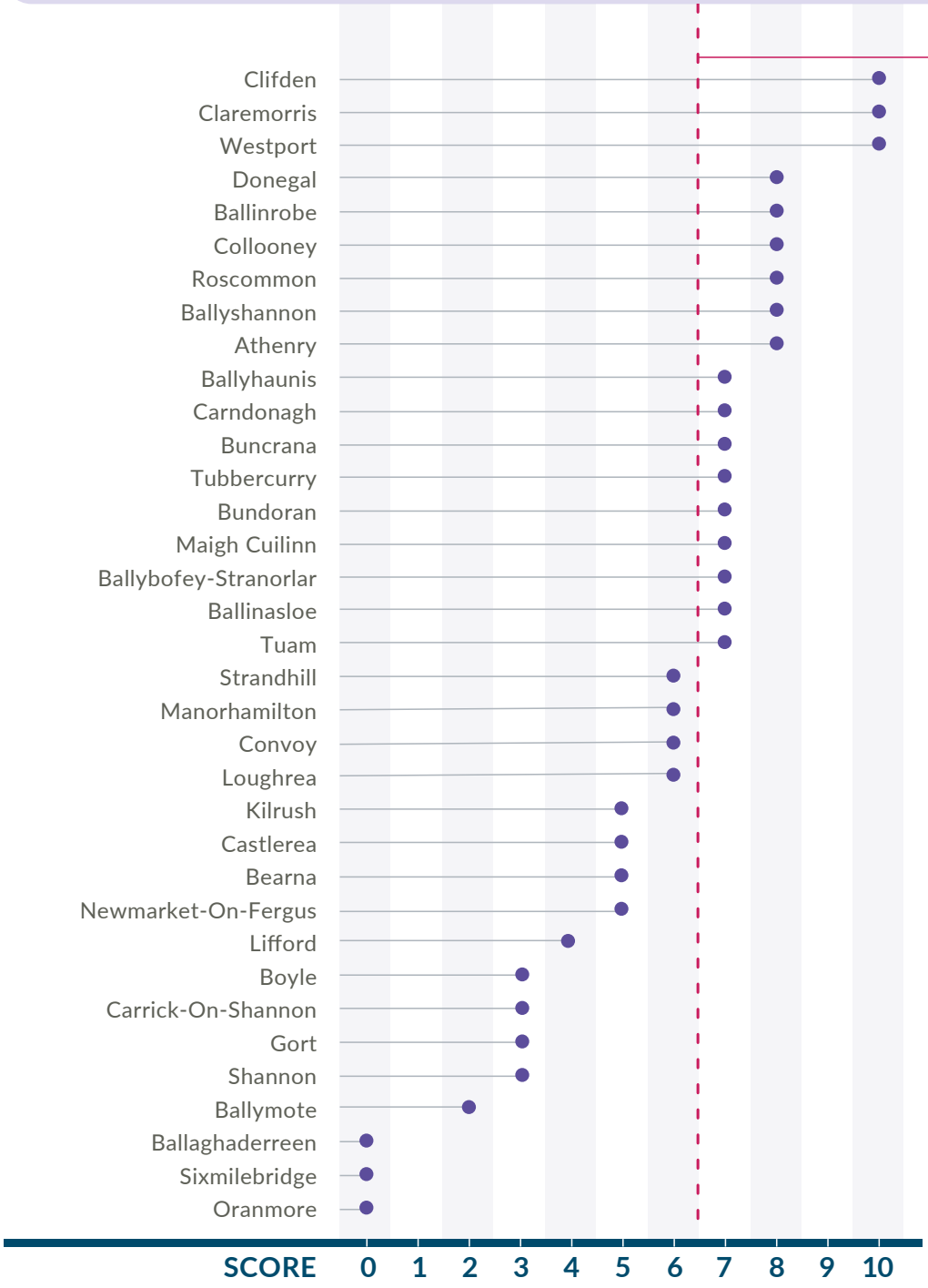
Definition: Ratio of public transport journey time to car journey time to a 50k city. Access/egress & wait time allowance added to PT times (10 min access/egress, 5 min waiting) before ratio calculated. Highest scores where public transport and car time are closest. Lowest when car is considerably quicker (higher ratio)

Source: Car times are using National Transport Model – AM peak journey times. Average of travel time to all relevant zones within the 50,000 city. PT times from Google Maps, based on schedules/timetables not actual travel time

Data collected: January 2022

What does it show? Shows relative difference between car and public transport modes.

Type: Access to Economic and Employment Opportunities (E&E)



AVERAGE SCORE: **6.5**

HIGHEST PT: CAR JOURNEY TIME
3.1:1

LOWEST PT: CAR JOURNEY TIME
1.31:1

AVERAGE RATIO PT: CAR
1.84:1

OUTLIERS ADJUSTED
YES

Car travel time to university

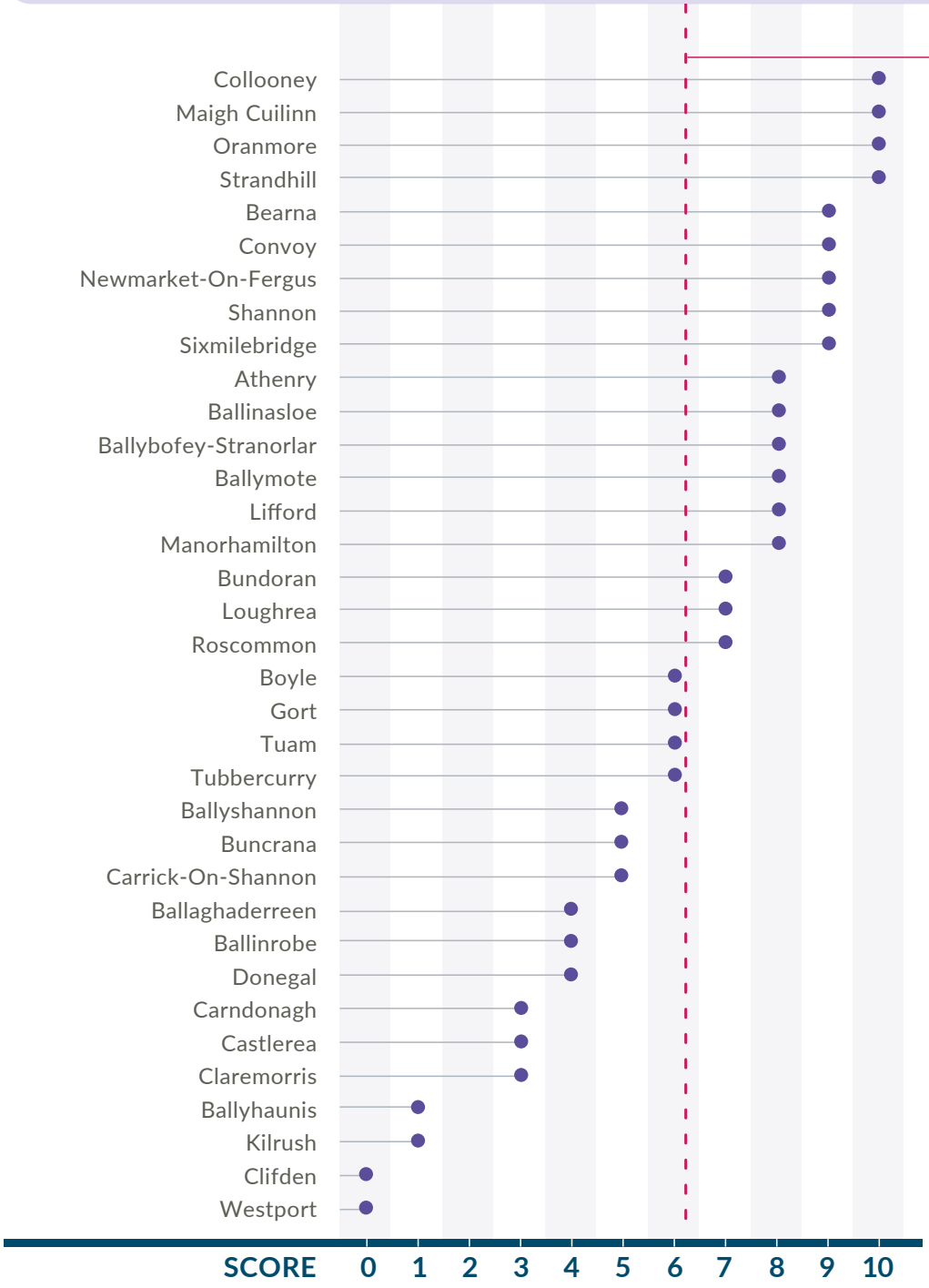
Definition: Car Travel Time to University during morning period.
Main campus only – satellite campus not included

Source: Car times are from Google Journey Time API – average of four departure times in the morning

Data collected: February 2022

What does it show? Shows the travel time for a student who can use a car to travel to university (and so may not need residential accommodation)

Type: Access to Economic and Employment Opportunities (E&E)



AVERAGE SCORE: 6.2

MINIMUM TRAVEL TIME
13
MINUTES

MAXIMUM TRAVEL TIME
76
MINUTES

AVERAGE (MEDIAN) TRAVEL TIME
34
MINUTES

OUTLIERS ADJUSTED
YES

Public transport travel time to university

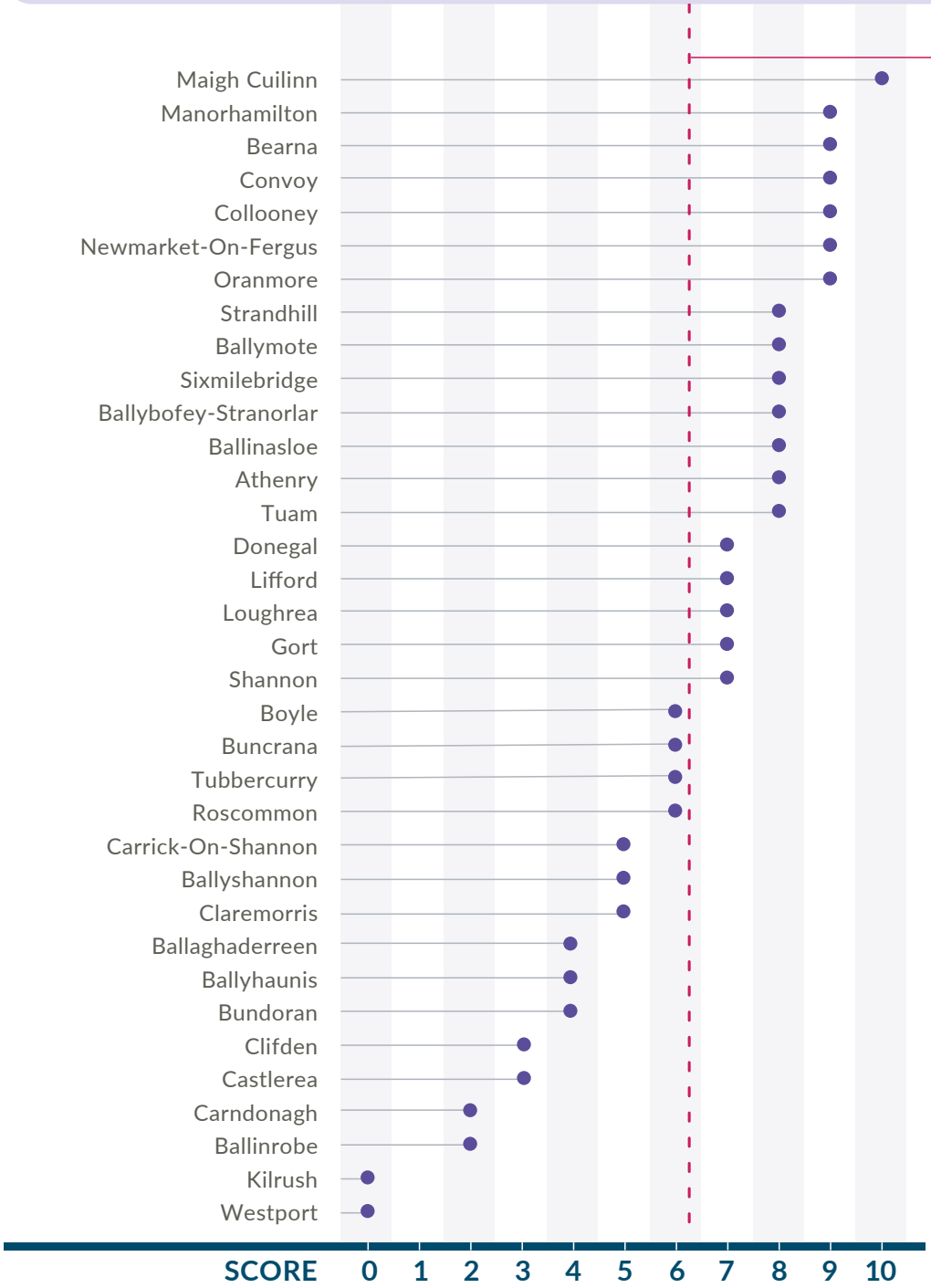
Definition: Public transport travel time to university during morning period. **Main campus only** – satellite campus not included

Source: Google Maps and based on schedules/timetables not actual travel time (morning, based on available public transport)

Data collected: February 2022

What does it show? Many students can't drive, don't have access to a car or can't afford a car so it captures the possibility of getting to 3rd level on a daily basis using public transport for these students

Type: Access to Economic and Employment Opportunities (E&E)



AVERAGE SCORE: **6.2**

MINIMUM TRAVEL TIME **16** MINUTES*

MAXIMUM TRAVEL TIME **142** MINUTES*

AVERAGE (MEDIAN) TRAVEL TIME **52** MINUTES*

OUTLIERS ADJUSTED **YES**

[1] *excl. access & waiting allowance

Percentage using active travel and public transport modes to work

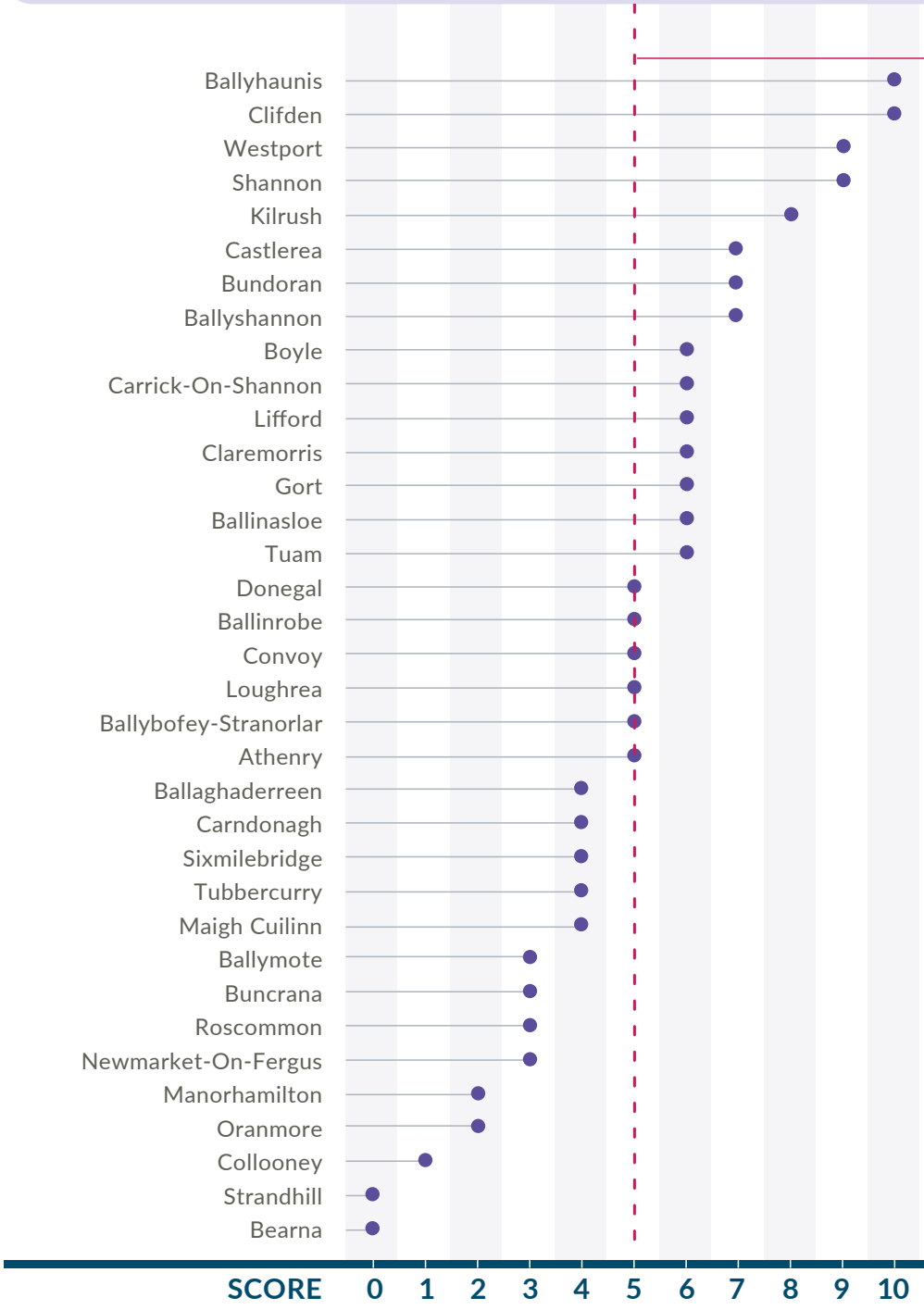
Definition: Combined mode share of public transport and active modes for travel to work among residents of the CSO settlement. 'Not stated' excluded before calculating percentages

Source: Usual mode of travel, Census of Population 2016, Profile 6 Commuting in Ireland

Data collected: April 2016

What does it show? Indicator of levels of public transport and active travel use for work commuting

Type: Access to Economic and Employment Opportunities (E&E)



AVERAGE SCORE: **5.0**

MINIMUM **14%**

MAXIMUM **36%**

AVERAGE **25%**

OUTLIERS ADJUSTED **YES**

WESTERN DEVELOPMENT COMMISSION

A Sustainable Mobility Index for Rural Towns in Ireland's Western Region

PART 3

Town Results

Part 3 provides the results for the 35 towns covered by SMI 2022. There are two-pages for each town (in alphabetical order) showing both contextual indicators for the town and scores for the 30 indicators are shown for each town.

Introduction to Part 3

Creating the Mobility Index involved collecting and analysing data on public transport, how people in the town travel, and local assets and infrastructure, but an understanding of mobility must look beyond these to include consideration of the town's characteristics. Factors like local services and presence of jobs and characteristics of town residents, such as age and income, are important to understanding town mobility patterns and functions.

To provide background we developed a series of town profiles, encompassing 20 different indicators for each town providing information about these characteristics, so that those examining the Sustainable Mobility Index (SMI 2022) have the context in which to understand how different towns have performed.

This section provides the results for the 35 towns covered by SMI 2022. There are two-pages for each town (in alphabetical order) showing both contextual indicators for the town and scores for the 30 indicators are shown for each town.

Definitions used in this section

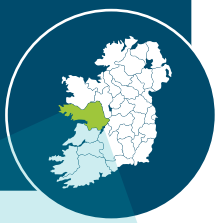
10k town	A town with a population of more than 10,000 in the 2016 Census. These are key services centres
50k city	A city with a population of more than 50,000 in the 2016 Census. These are the largest service centres
PT	Public Transport
N/A	Not applicable

Notes

1. Ulster bank branches are not included unless they are transferring to Permanent TSB
2. Only larger supermarket chains (SuperValu, Tesco, Dunnes, Lidl and Aldi) have been included
3. Only theatres which have regular programming with multiple shows each month have been counted.

A full list of sources is available in Appendix 2.

Athenry
Co. Galway



TOWN POPULATION:
4,445

POPULATION CHANGE 1996-2016:
+175.4%

10% POPULATION OVER 65

31% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY: M6, M17

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD

11% % households without a car

37.7 KM Avg. commuting distance by car for town residents

90% Daytime/nighttime working population

43% At work as % of total population

Median household gross income:
€44,296

1 RETAIL/ SUPERMARKET	1 HEALTH PRIMARY CARE CENTRE	0 CINEMA
0 THEATRE/ ARTS CENTRE	2 BANK (EXCL CREDIT UNION AND AN POST)	0 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

	RANK	SCORE
WDC Mobility Index	**13**	**155**
Readiness for Low Carbon Transition	25	38
Access to Services and Social Facilities	24	40
Access to Employment and Economic Opportunities	2	77

Readiness for Low Carbon Transition

	RANK	SCORE
Use of active travel & public transport to secondary school (%)	4	8
Use of active travel & public transport to 3rd level education (%)	16	7
Lowest car ownership per household	29	3
Car share for work (car passenger/driver ratio)	20	3
Charging points for electric vehicles	16	1
Transport plan and active town strategy	12	3
Cycle parking at public transport and in town	8	6
Cycle paths or marked cycle lanes	11	0
Walkability	28	4
Public realm investment and pedestrian or low traffic area	26	3

Access to Services and Social Facilities

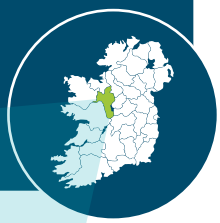
Car travel time to hospital with outpatient services	13	6
Car travel time to international airport	18	5
Car travel time to cinema and theatre	21	5
Public transport travel time to hospital with outpatient services	9	6
Single public transport fare to 10k town	11	7
Evening public transport service to and from 10k town	7	4
Public transport travel time to international airport	18	5
Use of active travel and public transport to primary school (%)	29	2
No. of publicly provided disabled parking spaces	32	0
Best universal design score for bus stop in town	14	0

Access to Employment and Economic Opportunities

Public transport to 10k town by 9am	1	10
Public transport level of service to 10k town	3	5
Public transport level of service to any town (morning)	3	8
Public transport to 50k city by 9am	1	10
Towns in 30k radius reachable by public transport (%)	23	4
Ratio public transport/car journey time to 10k town	1	10
Ratio public transport/car journey time 50k city	4	9
Car travel time to university	10	8
Public transport travel time to university	8	8
Use of active travel & public transport to work (%)	16	5

Ballaghaderreen

Co. Roscommon



TOWN POPULATION:
1,808

POPULATION CHANGE 1996-2016:
+44.9%

17% POPULATION OVER 65

23% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD: N5

NATIONAL SECONDARY ROAD

23% % households without a car

32.2 KM Avg. commuting distance by car for town residents

46% Daytime/nighttime working population

32% At work as % of total population

Median household gross income:
€26,299

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

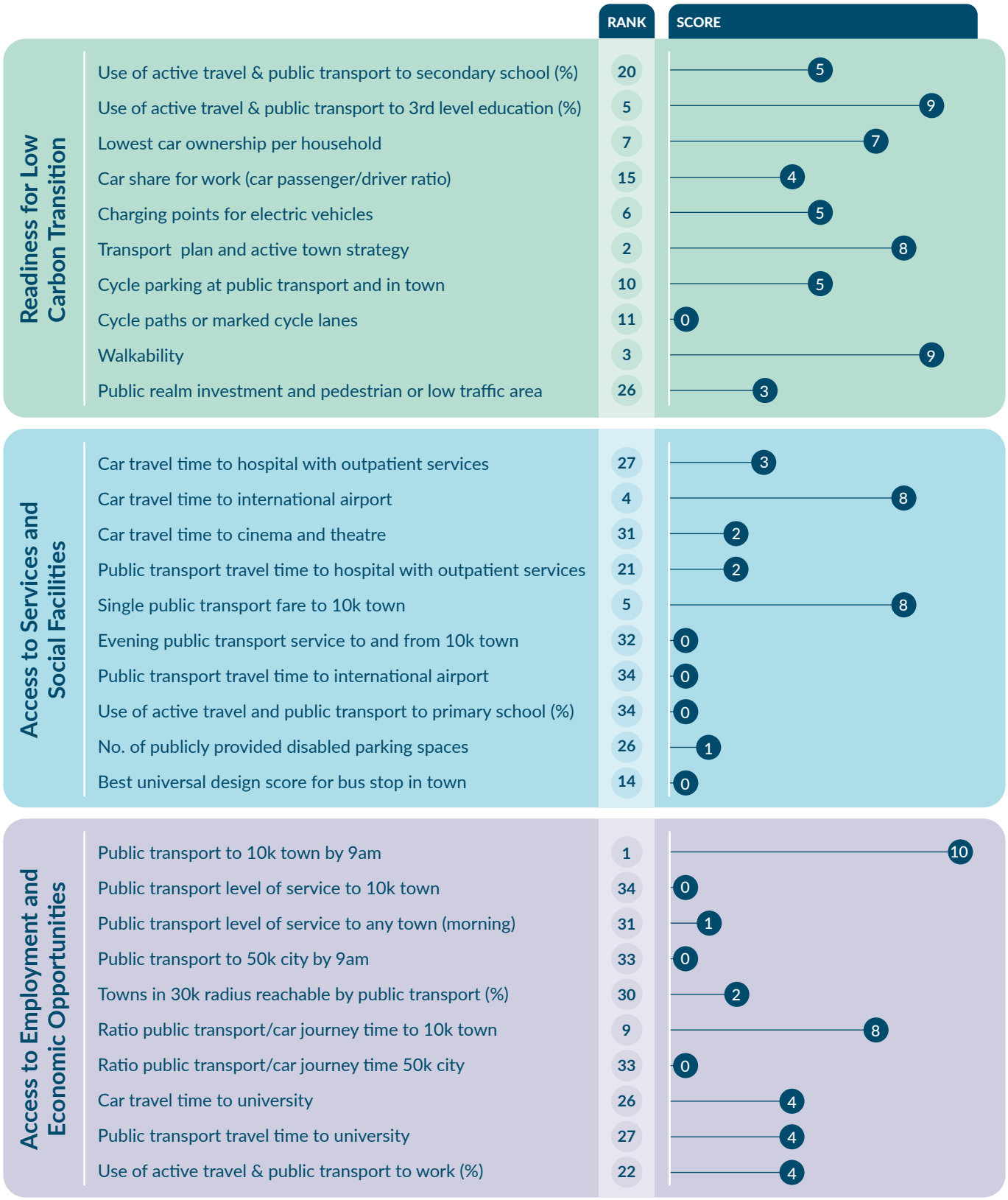
CINEMA

THEATRE/ ARTS CENTRE

BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

	RANK	SCORE
WDC Mobility Index	**34**	**112**
Readiness for Low Carbon Transition	8	55
Access to Services and Social Facilities	33	24
Access to Employment and Economic Opportunities	35	33

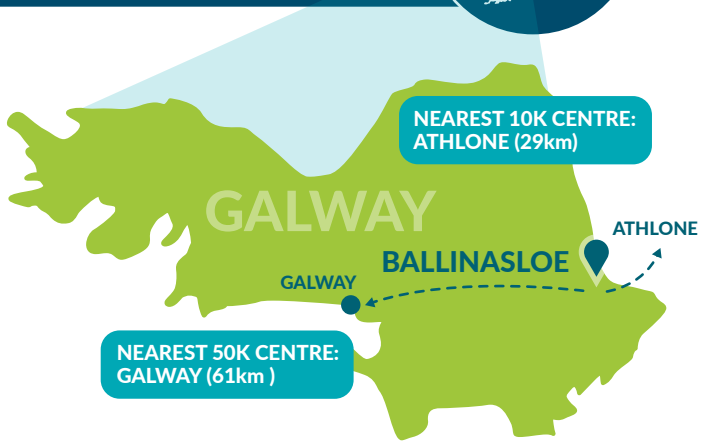


Ballinasloe

Co. Galway

TOWN POPULATION:
6,662

POPULATION CHANGE 1996-2016:
+16.4%*



17% POPULATION OVER 65

26% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY: M6
- NATIONAL PRIMARY ROAD
- NATIONAL SECONDARY ROAD

22% % households without a car

39.7 KM Avg. commuting distance by car for town residents

173% Daytime/nighttime working population

34% At work as % of total population

4 RETAIL/ SUPERMARKET	1 HEALTH PRIMARY CARE CENTRE	0 CINEMA
0 THEATRE/ ARTS CENTRE	2 BANK (EXCL CREDIT UNION AND AN POST)	1 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€36,135

*Changes made to boundary of town for Census 2016 so not directly comparable with 1996 population

	RANK	SCORE
WDC Mobility Index	**2**	**190**
Readiness for Low Carbon Transition	2	63
Access to Services and Social Facilities	8	52
Access to Employment and Economic Opportunities	3	75

Readiness for Low Carbon Transition

	RANK	SCORE
Use of active travel & public transport to secondary school (%)	26	4
Use of active travel & public transport to 3rd level education (%)	9	8
Lowest car ownership per household	7	7
Car share for work (car passenger/driver ratio)	12	5
Charging points for electric vehicles	1	10
Transport plan and active town strategy	9	5
Cycle parking at public transport and in town	1	10
Cycle paths or marked cycle lanes	11	0
Walkability	3	9
Public realm investment and pedestrian or low traffic area	13	5

Access to Services and Social Facilities

	RANK	SCORE
Car travel time to hospital with outpatient services	1	10
Car travel time to international airport	28	3
Car travel time to cinema and theatre	11	7
Public transport travel time to hospital with outpatient services	1	10
Single public transport fare to 10k town	11	7
Evening public transport service to and from 10k town	2	7
Public transport travel time to international airport	31	2
Use of active travel and public transport to primary school (%)	15	4
No. of publicly provided disabled parking spaces	15	3
Best universal design score for bus stop in town	14	0

Access to Employment and Economic Opportunities

	RANK	SCORE
Public transport to 10k town by 9am	1	10
Public transport level of service to 10k town	3	5
Public transport level of service to any town (morning)	8	5
Public transport to 50k city by 9am	1	10
Towns in 30k radius reachable by public transport (%)	9	7
Ratio public transport/car journey time to 10k town	9	8
Ratio public transport/car journey time 50k city	10	8
Car travel time to university	10	8
Public transport travel time to university	8	8
Use of active travel & public transport to work (%)	9	6

Ballinrobe

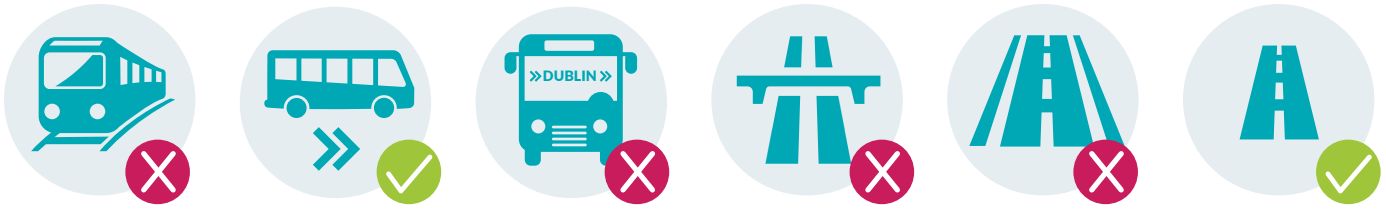
Co. Mayo

TOWN POPULATION:
2,786

POPULATION CHANGE 1996-2016:
+112.8%

13% POPULATION OVER 65

30% POPULATION UNDER 18



RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY (50k)

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD: N84

15% % households without a car

42.3 KM Avg. commuting distance by car for town residents

114% Daytime/nighttime working population

40% At work as % of total population

Median household gross income:
€36,044

3 RETAIL/ SUPERMARKET

1 HEALTH PRIMARY CARE CENTRE

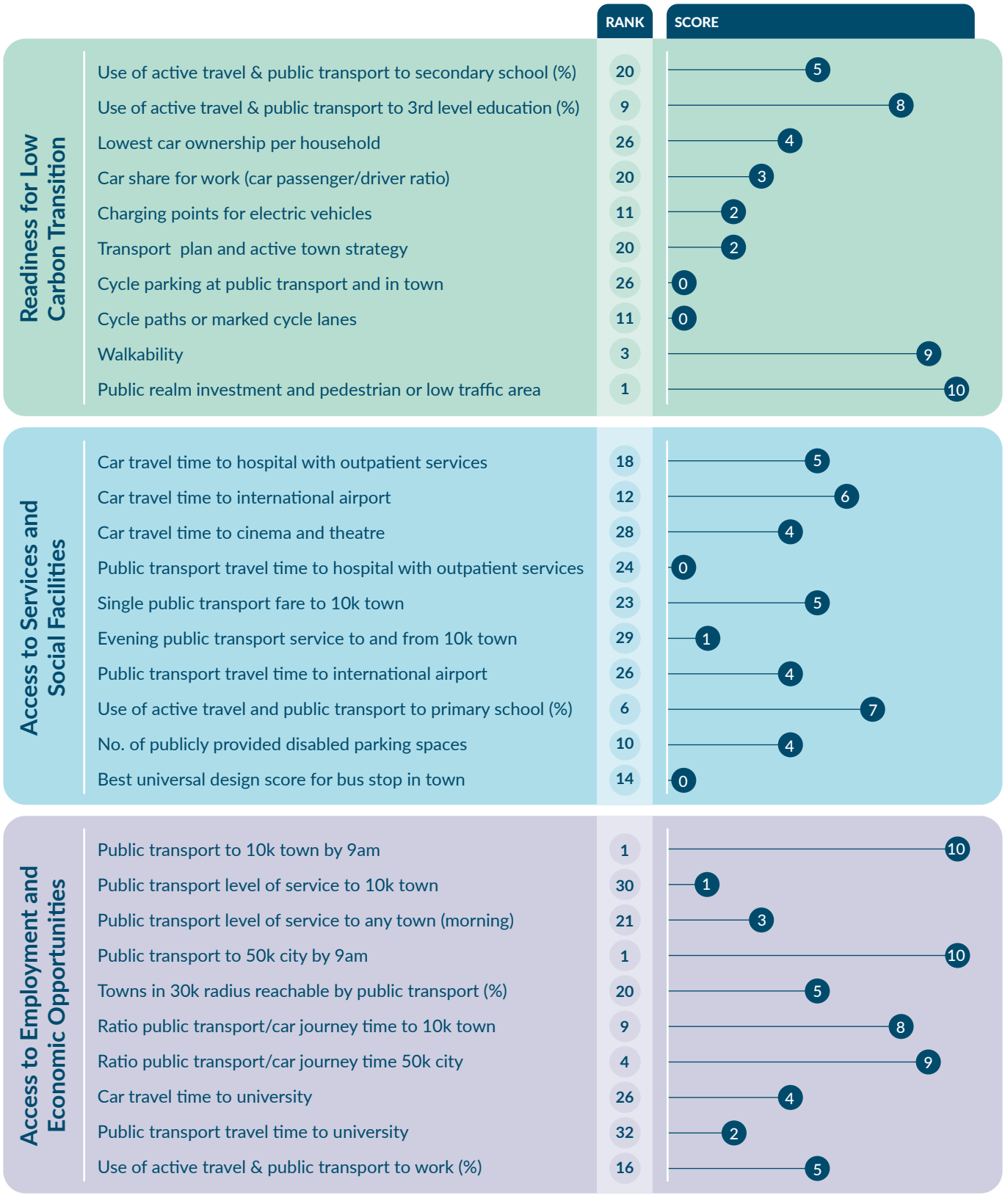
0 CINEMA

0 THEATRE/ ARTS CENTRE

2 BANK (EXCL CREDIT UNION AND AN POST)

0 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

	RANK	SCORE
WDC Mobility Index	24	137
Readiness for Low Carbon Transition	21	43
Access to Services and Social Facilities	27	37
Access to Employment and Economic Opportunities	23	57



Ballybofey-Stranorlar

Co. Donegal

TOWN POPULATION:
4,852

POPULATION CHANGE 1996-2016:
+59.2%

15% POPULATION OVER 65

25% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY
- NATIONAL PRIMARY ROAD: N13, N15
- NATIONAL SECONDARY ROAD

19% % households without a car

30.5 KM Avg. commuting distance by car for town residents

147% Daytime/nighttime working population

34% At work as % of total population

3 RETAIL/ SUPERMARKET	1 HEALTH PRIMARY CARE CENTRE	0 CINEMA
1 THEATRE/ ARTS CENTRE	3 BANK (EXCL CREDIT UNION AND AN POST)	1 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€31,274

	RANK	SCORE
WDC Mobility Index	17	150
Readiness for Low Carbon Transition	24	40
Access to Services and Social Facilities	23	41
Access to Employment and Economic Opportunities	6	69

Readiness for Low Carbon Transition

	RANK	SCORE
Use of active travel & public transport to secondary school (%)	20	5
Use of active travel & public transport to 3rd level education (%)	21	6
Lowest car ownership per household	12	6
Car share for work (car passenger/driver ratio)	15	4
Charging points for electric vehicles	11	2
Transport plan and active town strategy	9	5
Cycle parking at public transport and in town	10	5
Cycle paths or marked cycle lanes	11	0
Walkability	28	4
Public realm investment and pedestrian or low traffic area	26	3

Access to Services and Social Facilities

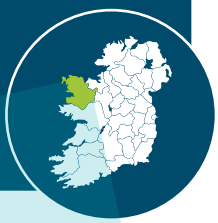
	RANK	SCORE
Car travel time to hospital with outpatient services	13	6
Car travel time to international airport	25	4
Car travel time to cinema and theatre	20	6
Public transport travel time to hospital with outpatient services	13	5
Single public transport fare to 10k town	23	5
Evening public transport service to and from 10k town	18	2
Public transport travel time to international airport	18	5
Use of active travel and public transport to primary school (%)	9	5
No. of publicly provided disabled parking spaces	16	3
Best universal design score for bus stop in town	14	0

Access to Employment and Economic Opportunities

	RANK	SCORE
Public transport to 10k town by 9am	1	10
Public transport level of service to 10k town	13	3
Public transport level of service to any town (morning)	8	5
Public transport to 50k city by 9am	1	10
Towns in 30k radius reachable by public transport (%)	15	6
Ratio public transport/car journey time to 10k town	23	6
Ratio public transport/car journey time 50k city	10	8
Car travel time to university	10	8
Public transport travel time to university	8	8
Use of active travel & public transport to work (%)	16	5

Ballyhaunis

Co. Mayo



TOWN POPULATION:
2,366

POPULATION CHANGE 1996-2016:
+83.8%

11% POPULATION OVER 65

29% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD: N60, N83

28% % households without a car

26.8 KM Avg. commuting distance by car for town residents

180% Daytime/nighttime working population

36% At work as % of total population

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

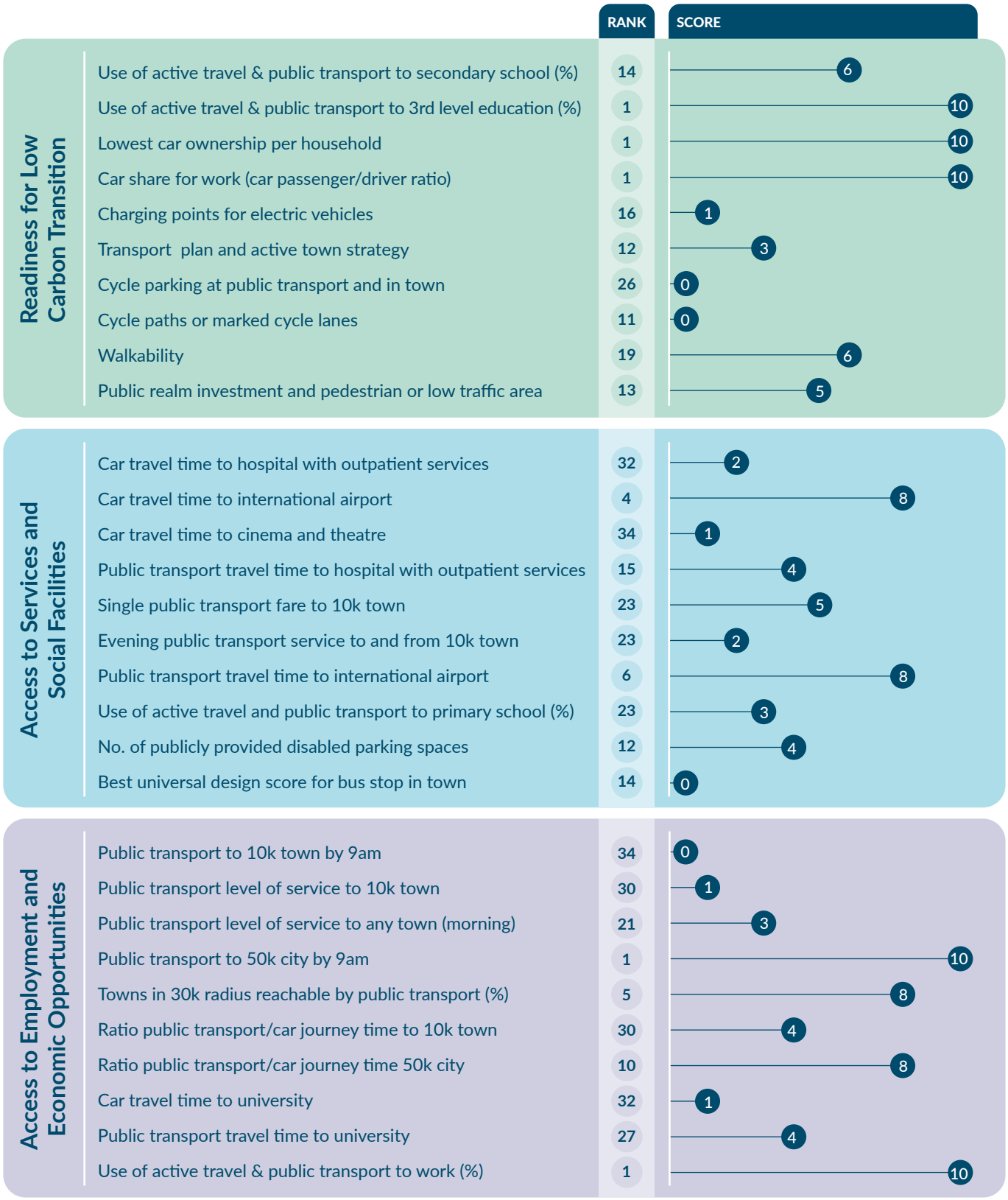
THEATRE/ ARTS CENTRE

BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€32,962

	RANK	SCORE
WDC Mobility Index	**25**	**136**
Readiness for Low Carbon Transition	10	51
Access to Services and Social Facilities	28	36
Access to Employment and Economic Opportunities	30	49



Ballymote

Co. Sligo

TOWN POPULATION:
1,549

POPULATION CHANGE 1996-2016:
+55.8%

18% POPULATION OVER 65

26% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD

22% % households without a car

25.8 KM Avg. commuting distance by car for town residents

117% Daytime/nighttime working population

35% At work as % of total population

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

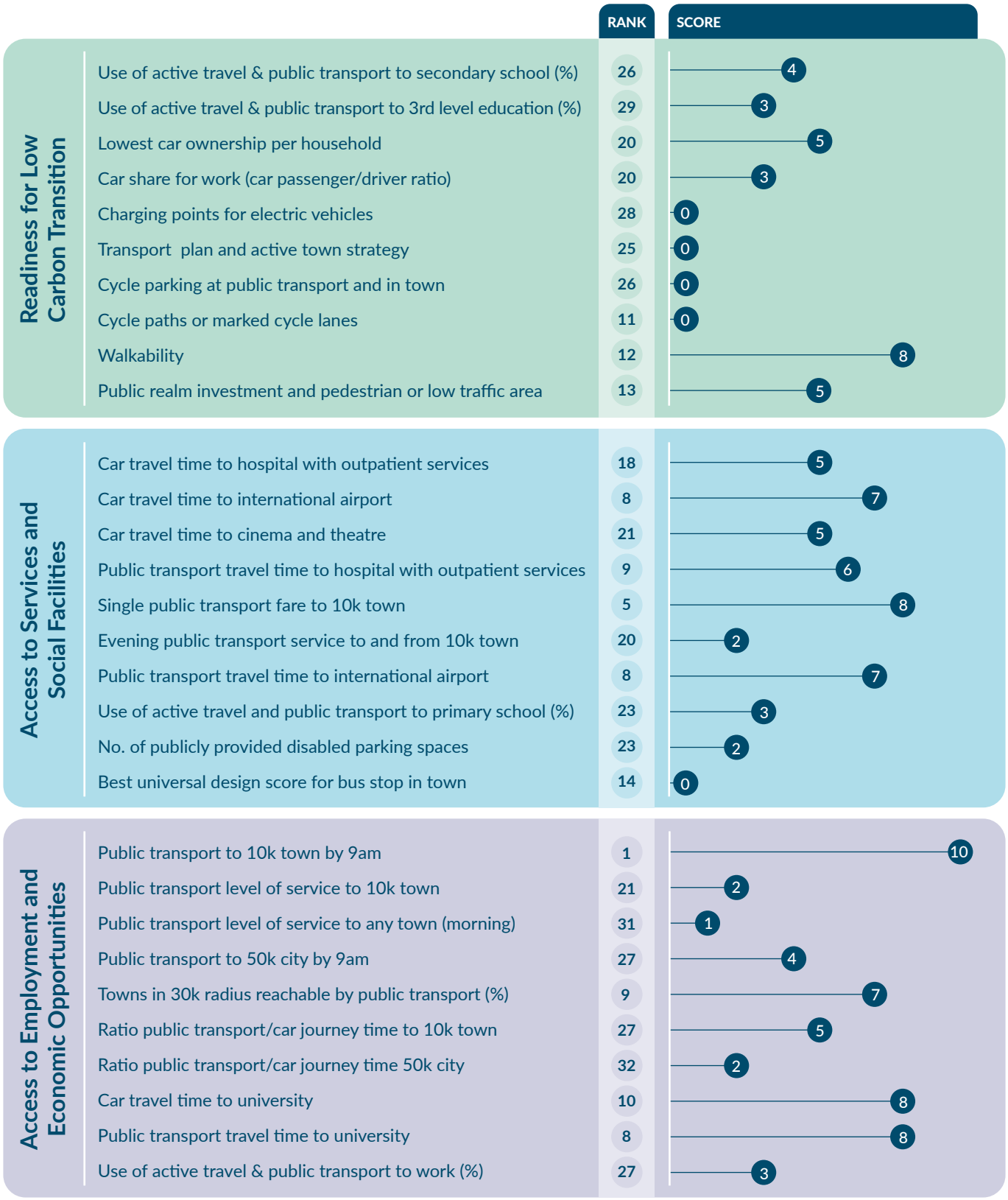
THEATRE/ ARTS CENTRE

BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€28,690

	RANK	SCORE
WDC Mobility Index	31	123
Readiness for Low Carbon Transition	32	28
Access to Services and Social Facilities	16	45
Access to Employment and Economic Opportunities	29	50



Ballyshannon
Co. Donegal

TOWN POPULATION:
2,299

POPULATION CHANGE 1996-2016:
-17.2%*

22% POPULATION OVER 65

19% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD: N3, N15

NATIONAL SECONDARY ROAD

24% % households without a car

36.4 KM Avg. commuting distance by car for town residents

150% Daytime/nighttime working population

35% At work as % of total population

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

THEATRE/ ARTS CENTRE

BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€28,605

*Changes made to boundary of town for Census 2016 so not directly comparable with 1996 population

	RANK	SCORE
WDC Mobility Index	**14**	**153**
Readiness for Low Carbon Transition	11	50
Access to Services and Social Facilities	29	36
Access to Employment and Economic Opportunities	10	67

Readiness for Low Carbon Transition

	RANK	SCORE
Use of active travel & public transport to secondary school (%)	7	7
Use of active travel & public transport to 3rd level education (%)	21	6
Lowest car ownership per household	7	7
Car share for work (car passenger/driver ratio)	5	7
Charging points for electric vehicles	16	1
Transport plan and active town strategy	3	6
Cycle parking at public transport and in town	10	5
Cycle paths or marked cycle lanes	11	0
Walkability	34	3
Public realm investment and pedestrian or low traffic area	9	8

Access to Services and Social Facilities

	RANK	SCORE
Car travel time to hospital with outpatient services	27	3
Car travel time to international airport	33	1
Car travel time to cinema and theatre	5	9
Public transport travel time to hospital with outpatient services	21	2
Single public transport fare to 10k town	34	0
Evening public transport service to and from 10k town	23	2
Public transport travel time to international airport	26	4
Use of active travel and public transport to primary school (%)	9	5
No. of publicly provided disabled parking spaces	1	10
Best universal design score for bus stop in town	14	0

Access to Employment and Economic Opportunities

	RANK	SCORE
Public transport to 10k town by 9am	1	10
Public transport level of service to 10k town	7	4
Public transport level of service to any town (morning)	3	8
Public transport to 50k city by 9am	27	4
Towns in 30k radius reachable by public transport (%)	9	7
Ratio public transport/car journey time to 10k town	9	8
Ratio public transport/car journey time 50k city	4	9
Car travel time to university	23	5
Public transport travel time to university	24	5
Use of active travel & public transport to work (%)	6	7

Bearna
Co. Galway

TOWN POPULATION:
1,998

POPULATION CHANGE 1996-2016:
+77.1%**

12% POPULATION OVER 65

29% POPULATION UNDER 18

RAIL LINK	DIRECT PUBLIC TRANSPORT TO NEAREST CITY	DIRECT PUBLIC TRANSPORT TO DUBLIN	MOTORWAY	NATIONAL PRIMARY ROAD	NATIONAL SECONDARY ROAD
✗	✓	✗	✗	✗	✗

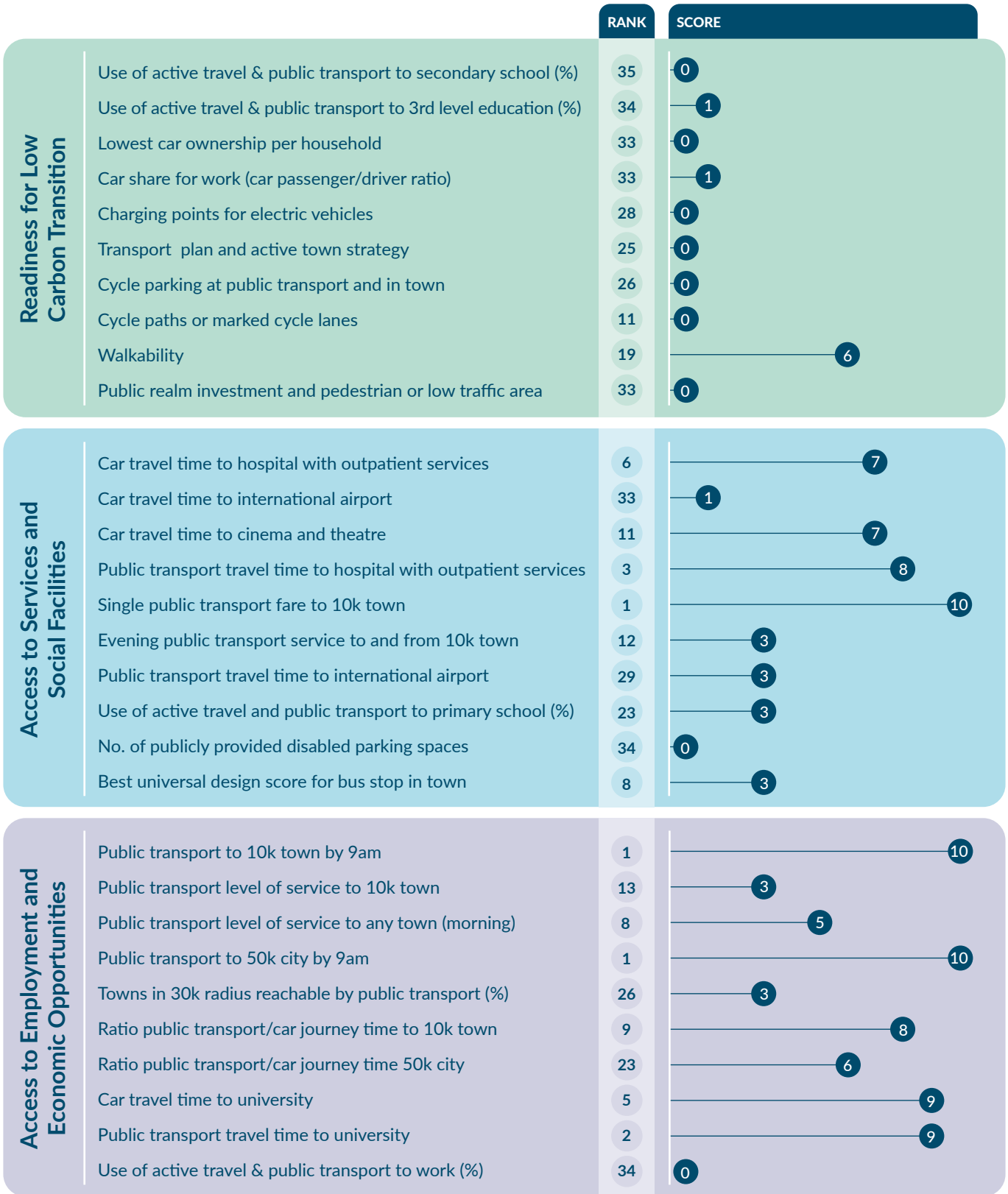
4%	% households without a car
28.5 KM	Avg. commuting distance by car for town residents
51%	Daytime/nighttime working population
45%	At work as % of total population

RETAIL/ SUPERMARKET: 0	HEALTH PRIMARY CARE CENTRE: 0	CINEMA: 0
THEATRE/ ARTS CENTRE: 0	BANK (EXCL CREDIT UNION AND AN POST): 0	REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK): 0

Median household gross income:
€73,154

**ED population change as town population not available 1996

	RANK	SCORE
WDC Mobility Index	**32**	**116**
Readiness for Low Carbon Transition	35	8
Access to Services and Social Facilities	14	45
Access to Employment and Economic Opportunities	18	63



Bearna
Co. na Gaillimhe

DAONRA AN BHAILE:
1,998

ATHRÚ AR AN DAONRA 1996-2016:
+77.1%**

12% DEN DAONRA OS CIONN 65 BHLIAIN D'AOIS

29% DEN DAONRA FAOI BHUN 18 MBLIAIN D'AOIS

- NASC IARNRÓID
- IOMPAR POIBLÍ DÍREACH CHUIG AN gCATHAIR IS GAIRE
- IOMPAR POIBLÍ DÍREACH CHUIG BAILE ÁTHA CLIATH
- MÓTARBHEALACH
- PRÍOMHBHÓTHAR NÁISIÚNTA
- BÓTHAR TÁNAISTEACH NÁISIÚNTA

4% de na teaghlaigh gan carr

28.5 KM meánfhad comaitéireachta do chónaitheoirí an bhaile sa charr

51% den lucht oibre lae/oíche

45% ag obair mar % den daonra iomlán

MIONDÍOL/ OMHARGADH: 0	IONAD PRÍOMHCHÚRAM NA SLÁINTE: 0	CINEMA: 0
AMHARCLANN/ IONAD EALAÍON: 0	BANC (NACH COMHAR CREIDMHEASA NÓ OIFIG AN PHOIST): 0	MOL CIANOIBRE (I LÍONRA MOLANNA CEANGAILTE): 0

Oll-mheánioncam
€73,154
an teaghlaigh

**Athrú ar dhaonra an toghroinn toisc nach bhfuil daonra an bhaile ar fáil 1996

	RANGU	MARC
Innéacs WDC na Soghluaisteachta	**32**	**116**
Leibhéal réidhe leis an Aistriú go dtí an Ísealcharbóin	35	8
Rochtain ar Sheirbhísí agus ar Áiseanna Sóisialta	14	45
Rochtain ar Dheiseanna Eacnamaíochta agus na Fostaíochta	18	63

Leibhéal réidhe leis an Aistriú go dtí an Ísealcharbóin

	RANGU	MARC
% na húsáide bainte as taisteal gníomhach agus as iompar poiblí ar an meánscoil	35	0
% na húsáide bainte as taisteal gníomhach agus as iompar poiblí ar an ardoideachas	34	1
Íosleibhéal úinéireacht chairr in aghaidh an teaghlaigh	33	0
Cóimheas na carr-roinnte ar an obair (paisinéarí/tiománaí)	33	1
Pointí luchtaithe le haghaidh feithiclí leictreacha	28	0
Plean an iompair agus straitéis an bhaile gníomhaigh	25	0
Páirceáil rothair ag iompar poiblí agus sa bhaile	26	0
Rotharbhealaí nó lánaí marcáilte don rothar	11	0
Insiúltacht	19	6
Infheistíocht sa réimse poiblí agus i limistéar na gcoisithe nó na hísealtráchta	33	0

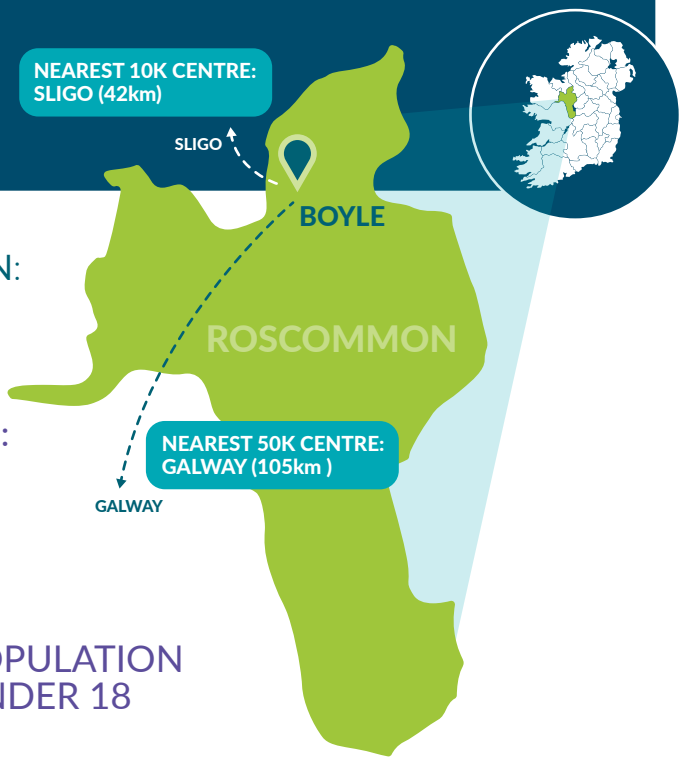
Rochtain ar Sheirbhísí agus ar Áiseanna Sóisialta

	RANGU	MARC
Am taisteal cairr chuig ospidéal le seirbhísí na n-othar seachtrach	6	7
Am taisteal cairr chuig aerfort idirnáisiúnta	33	1
Am taisteal cairr chuig pictiúrlann agus amharclann	11	7
Am taisteal iompair poiblí chuig ospidéal le seirbhísí na n-othar seachtrach	3	8
Táille aonair iompair phoiblí chuig baile 10K	1	10
Seirbhís tráthnóna an iompair poiblí ó agus go dtí baile 10K	12	3
Am taisteal iompair poiblí chuig aerfort idirnáisiúnta	29	3
% na húsáide bainte as taisteal gníomhach agus as iompar poiblí ar an mbunscoil	23	3
Líon na spásanna páirceála ar fáil go poiblí do dhaoine faoi mhíchumas	34	0
Marc an dearaidh uilíoch is fearr do stad bus sa bhaile	8	3

Rochtain ar Dheiseanna Eacnamaíochta agus na Fostaíochta

	RANGU	MARC
Iompar poiblí chuig baile 10k faoi 9rn	1	10
Leibhéal seirbhís an iompair phoiblí chuig baile 10k	13	3
Leibhéal seirbhíse an iompair phoiblí chuig baile ar bith (ar maidin)	8	5
Iompar poiblí chuig cathair 50k faoi 9rn	1	10
% na mbailte laistigh 30km ar féidir teacht orthu ar iompar poiblí	26	3
Ratio public transport/car journey time to 10k town	9	8
Cóimheas iompar poiblí/am turais cairr chuig cathair 50k	23	6
Am taisteal iompair poiblí chuig an ollscoil	5	9
Am taisteal iompair poiblí chuig an ollscoil	2	9
% na húsáide bainte as taisteal gníomhach agus as iompar poiblí ar an obair	34	0

Boyle
Co. Roscommon



TOWN POPULATION:
2,568

POPULATION CHANGE 1996-2016:
+15.6%*

24% POPULATION OVER 65

22% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY
- NATIONAL PRIMARY ROAD: N4
- NATIONAL SECONDARY ROAD: N61

25% % households without a car

37.9 KM Avg. commuting distance by car for town residents

155% Daytime/nighttime working population

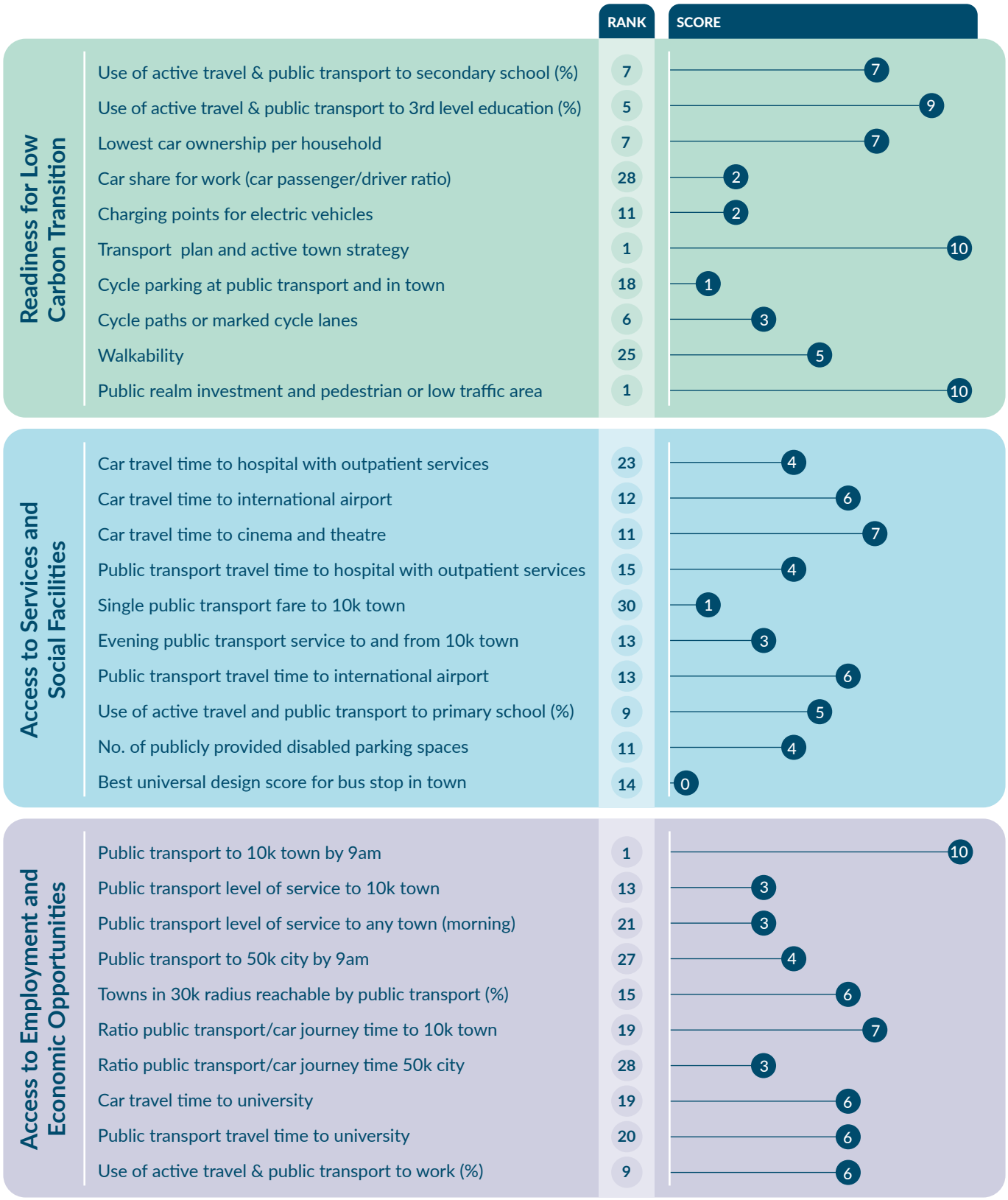
32% At work as % of total population

1 RETAIL/ SUPERMARKET	1 HEALTH PRIMARY CARE CENTRE	0 CINEMA
0 THEATRE/ ARTS CENTRE	1 BANK (EXCL CREDIT UNION AND AN POST)	1 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€28,922

*Changes made to boundary of town for Census 2016 so not directly comparable with 1996 population

	RANK	SCORE
WDC Mobility Index	**18**	**150**
Readiness for Low Carbon Transition	7	56
Access to Services and Social Facilities	25	40
Access to Employment and Economic Opportunities	28	54



Buncrana
Co. Donegal

TOWN POPULATION:
6,785

POPULATION CHANGE 1996-2016:
+41.2%*

14% POPULATION OVER 65

27% POPULATION UNDER 18


RAIL LINK


DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN


MOTORWAY


NATIONAL PRIMARY ROAD


NATIONAL SECONDARY ROAD


19% % households without a car


29.9 KM Avg. commuting distance by car for town residents


110% Daytime/nighttime working population


35% At work as % of total population

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

THEATRE/ ARTS CENTRE

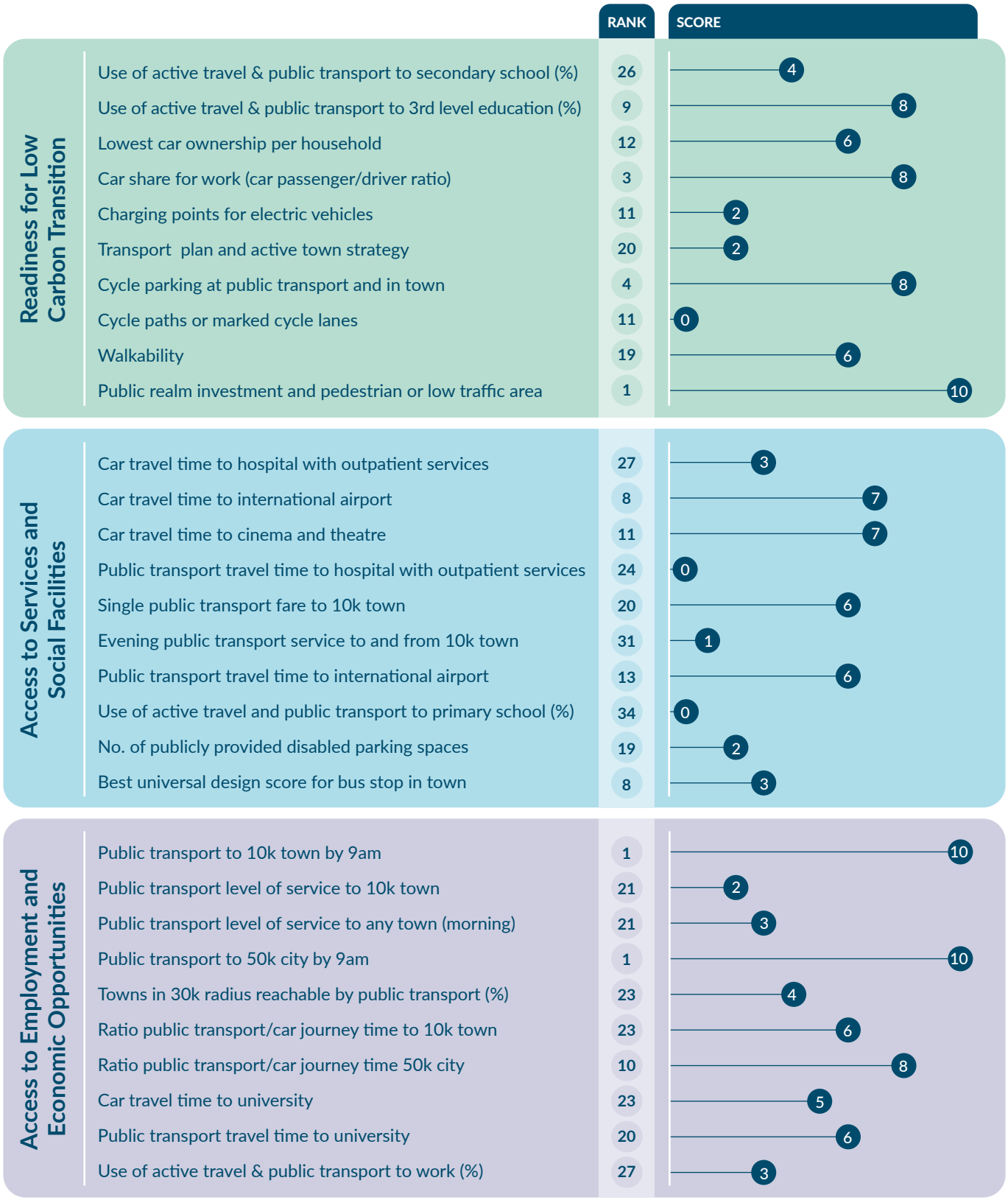
BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€28,458

*Changes made to boundary of town for Census 2016 so not directly comparable with 1996 population

	RANK	SCORE
WDC Mobility Index	**20**	**146**
Readiness for Low Carbon Transition	9	54
Access to Services and Social Facilities	30	35
Access to Employment and Economic Opportunities	23	57



Bundoran
Co. Donegal

TOWN POPULATION:
1,963

POPULATION CHANGE 1996-2016:
+9.3%*

16% POPULATION OVER 65

23% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD: N15

NATIONAL SECONDARY ROAD

23% % households without a car

36.4 KM Avg. commuting distance by car for town residents

111% Daytime/nighttime working population

38% At work as % of total population

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

THEATRE/ ARTS CENTRE

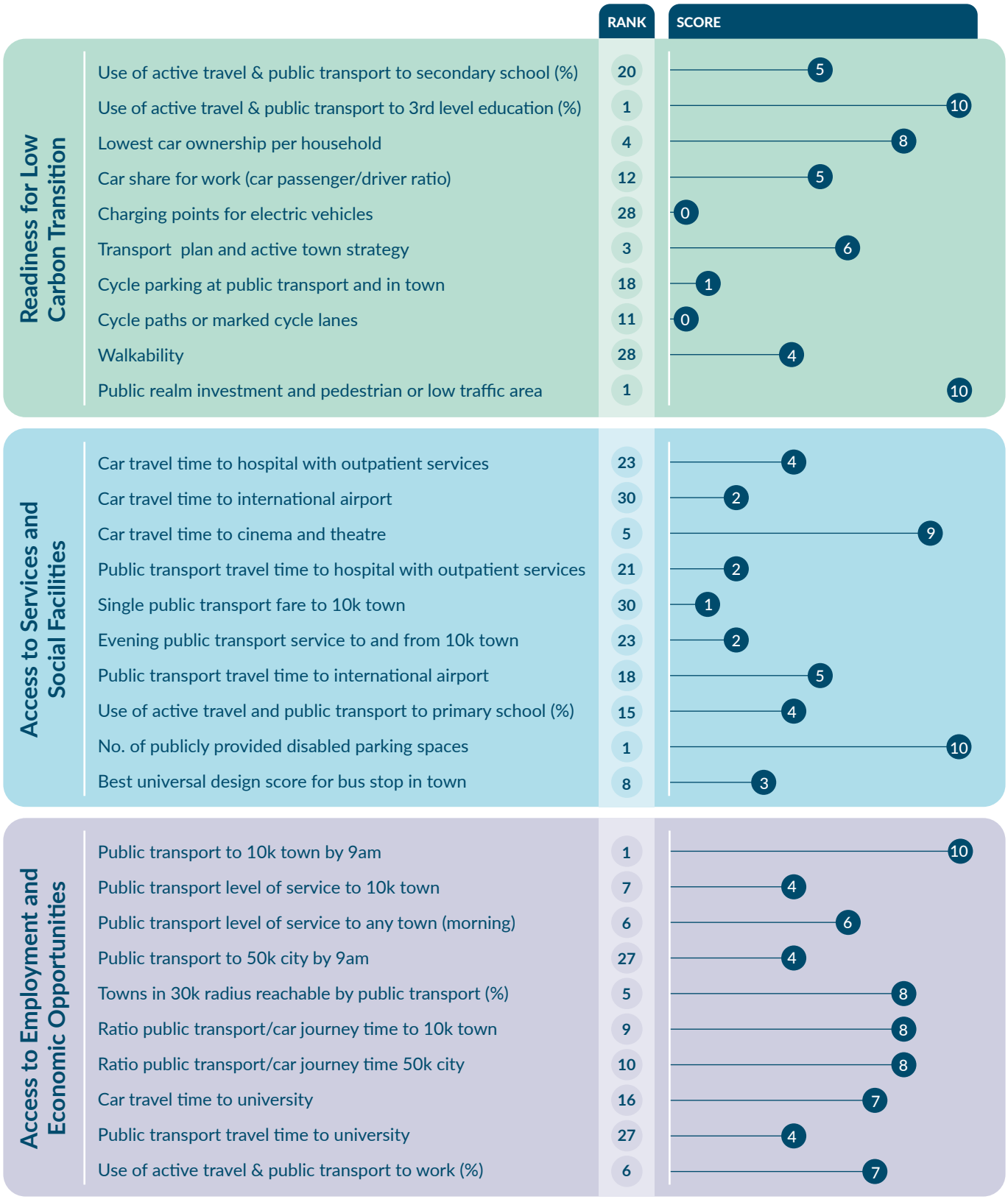
BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€27,461

*Changes made to boundary of town for Census 2016 so not directly comparable with 1996 population

	RANK	SCORE
WDC Mobility Index	**12**	**157**
Readiness for Low Carbon Transition	12	49
Access to Services and Social Facilities	21	42
Access to Employment and Economic Opportunities	14	66



Carndonagh

Co. Donegal

TOWN POPULATION:
2,471

POPULATION CHANGE 1996-2016:
+56.4%

15% POPULATION OVER 65

28% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD

19% % households without a car

39.7 KM Avg. commuting distance by car for town residents

183% Daytime/nighttime working population

32% At work as % of total population

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

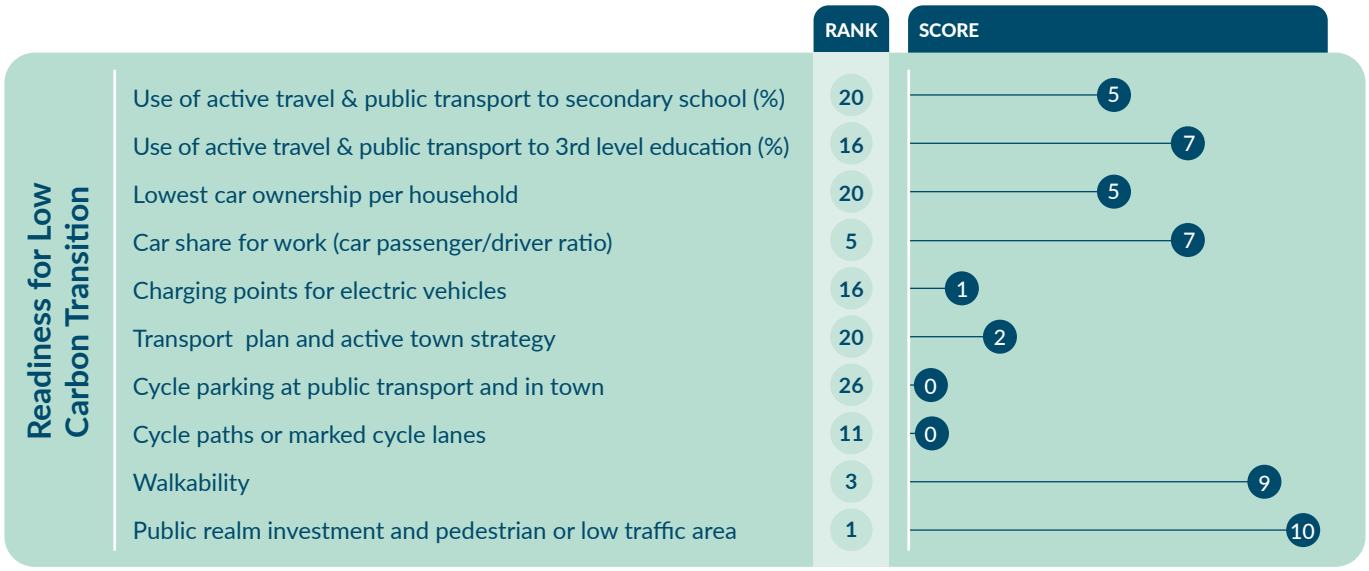
THEATRE/ ARTS CENTRE

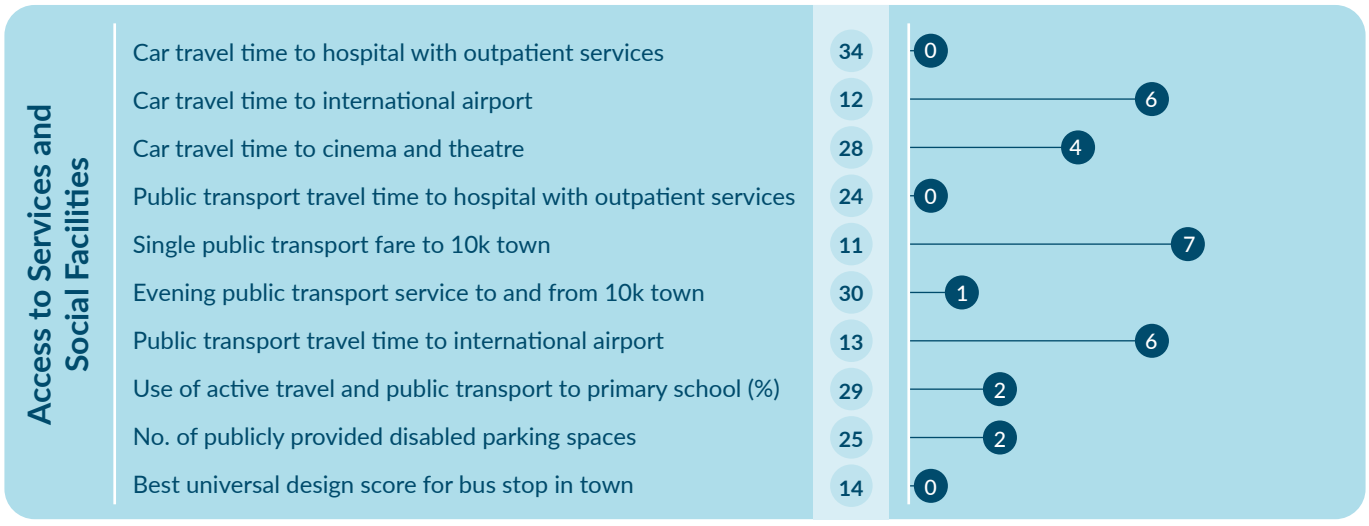
BANK (EXCL CREDIT UNION AND AN POST)

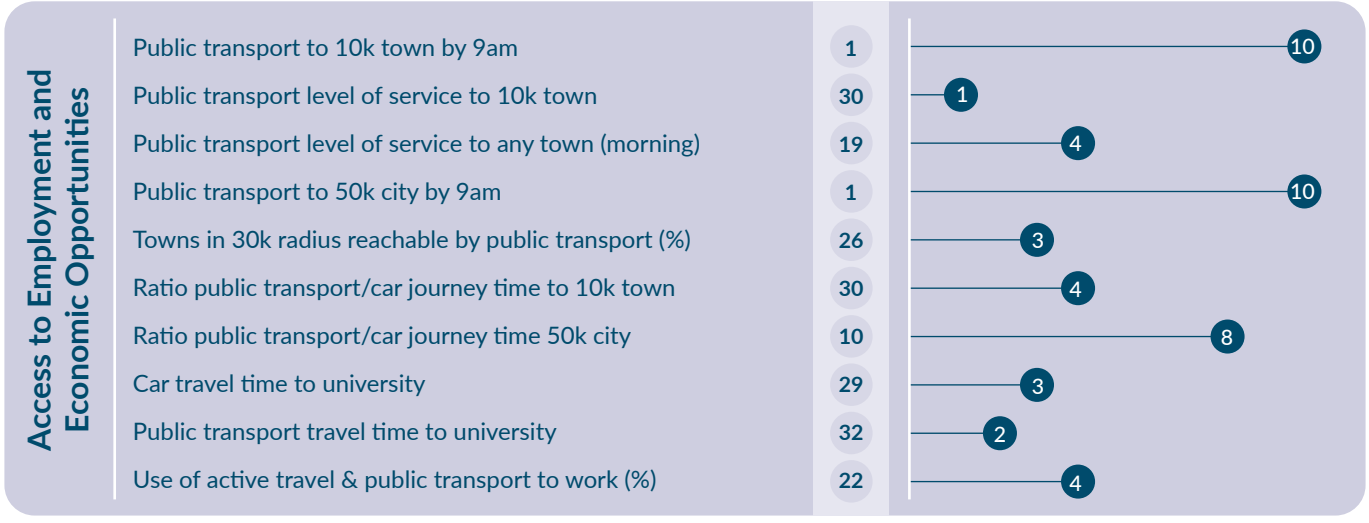
REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€25,496

	RANK	SCORE
WDC Mobility Index	**30**	**123**
Readiness for Low Carbon Transition	17	46
Access to Services and Social Facilities	32	28
Access to Employment and Economic Opportunities	30	49

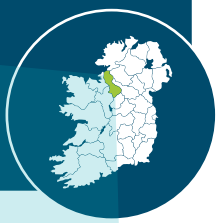






Carrick-On-Shannon

Co. Leitrim



TOWN POPULATION:
4,062

POPULATION CHANGE 1996-2016:
+117.5%

13% POPULATION OVER 65

24% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY
- NATIONAL PRIMARY ROAD: N4
- NATIONAL SECONDARY ROAD

19% % households without a car

35.1 KM Avg. commuting distance by car for town residents

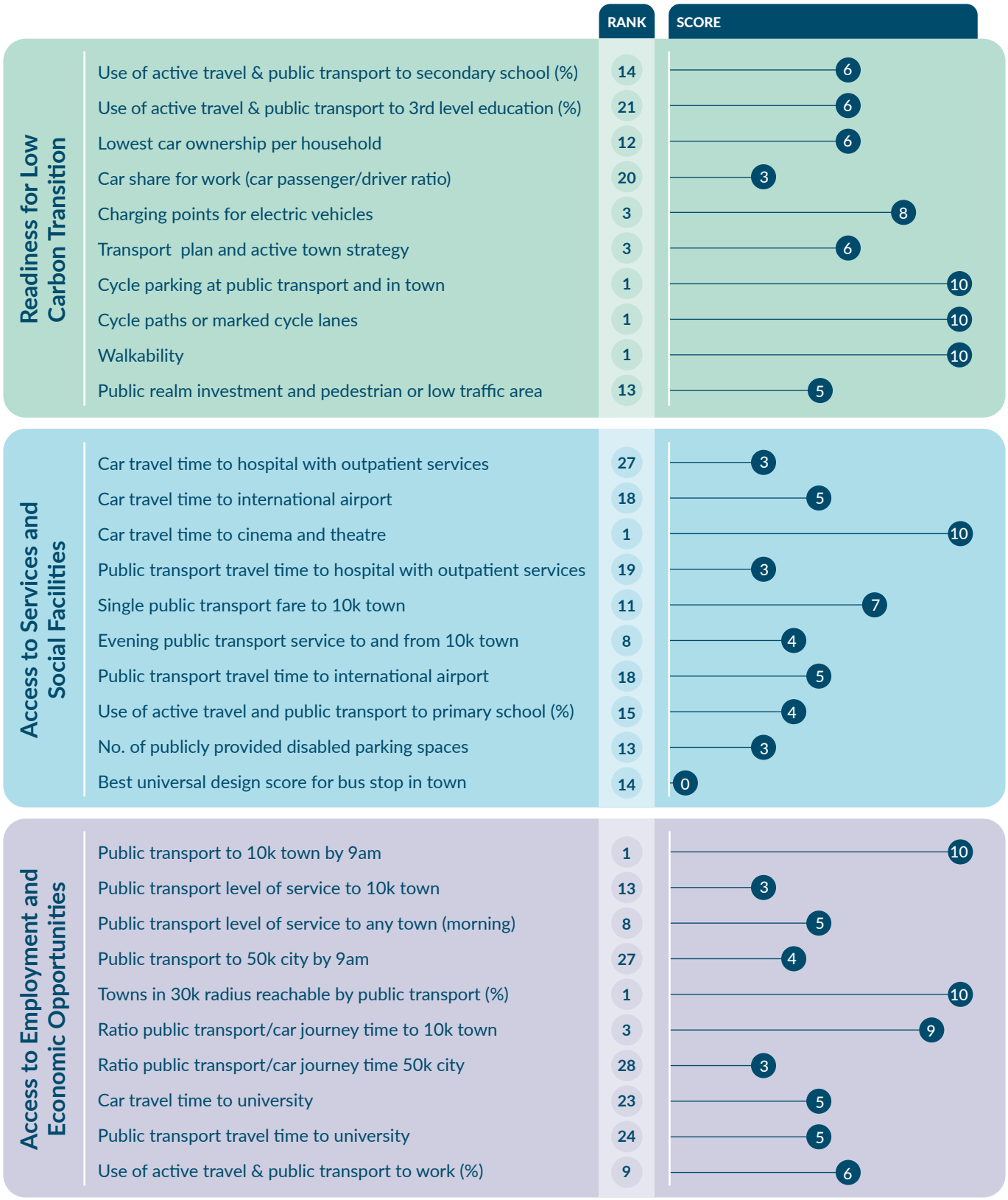
211% Daytime/nighttime working population

43% At work as % of total population

4 RETAIL/ SUPERMARKET	1 HEALTH PRIMARY CARE CENTRE	1 CINEMA
1 THEATRE/ ARTS CENTRE	2 BANK (EXCL CREDIT UNION AND AN POST)	1 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

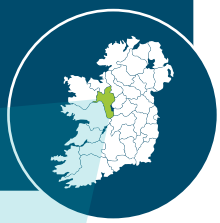
Median household gross income:
€33,636

	RANK	SCORE
WDC Mobility Index	**7**	**174**
Readiness for Low Carbon Transition	1	70
Access to Services and Social Facilities	18	44
Access to Employment and Economic Opportunities	19	60



Castlerea

Co. Roscommon



TOWN POPULATION:
1,992

POPULATION CHANGE 1996-2016:
+11.3%

23% POPULATION OVER 65

19% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD: N60

27% % households without a car

34.0 KM Avg. commuting distance by car for town residents

175% Daytime/nighttime working population

34% At work as % of total population

Median household gross income:
€28,929

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

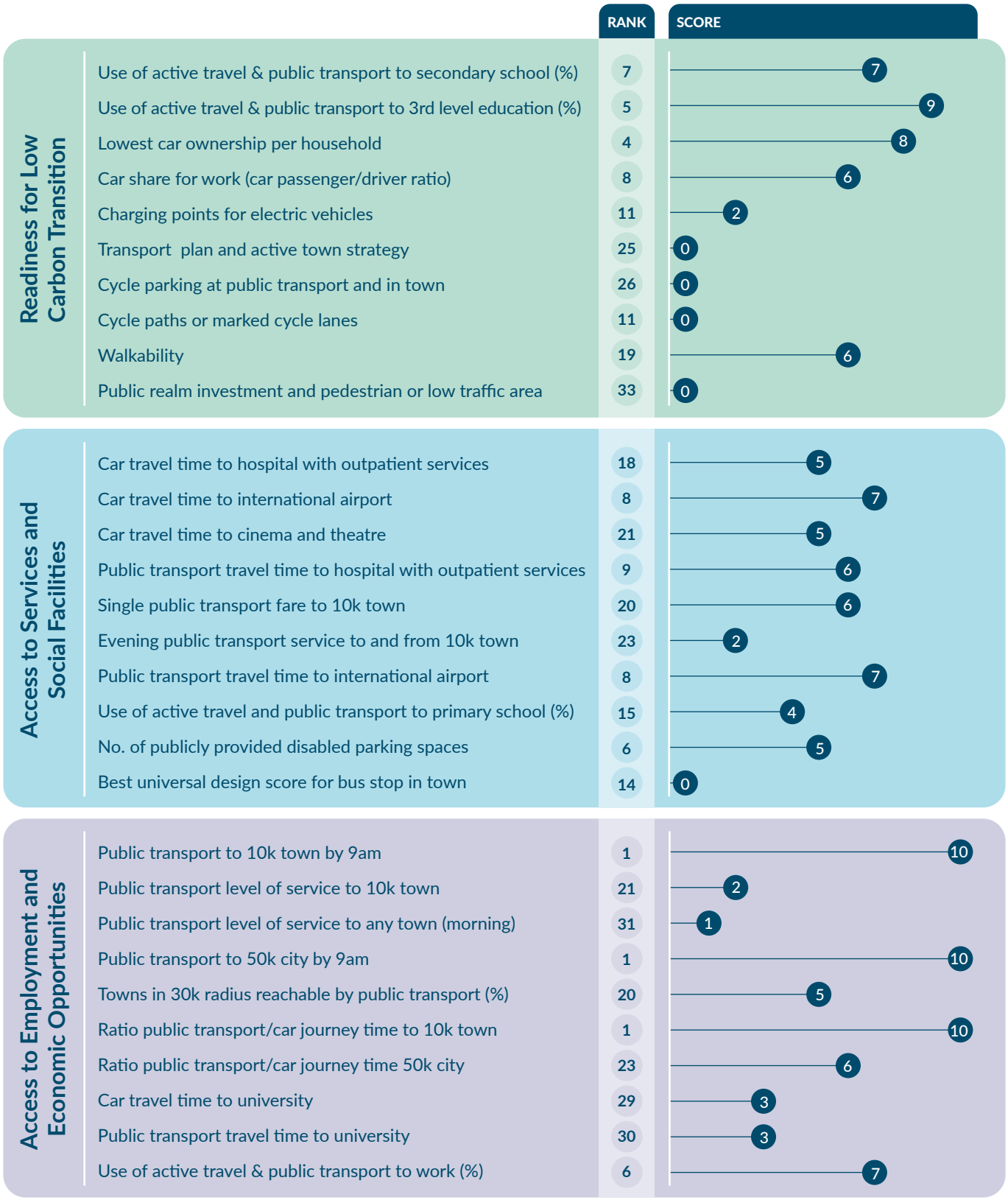
CINEMA

THEATRE/ ARTS CENTRE

BANK (EXCL CREDIT UNION AND AN POST)

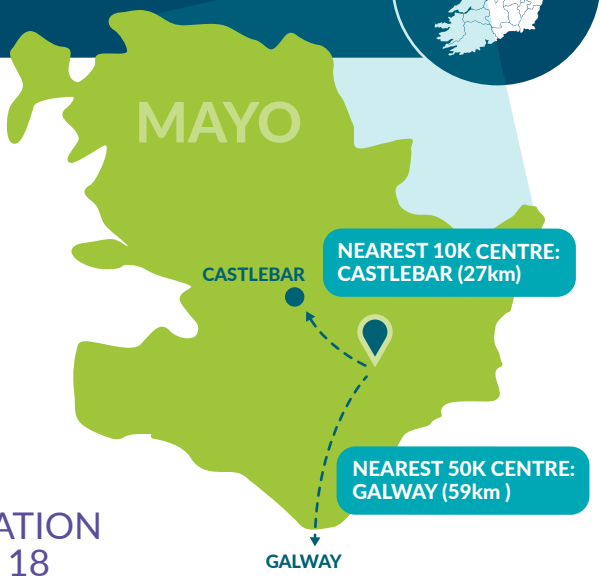
REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

	RANK	SCORE
WDC Mobility Index	**21**	**141**
Readiness for Low Carbon Transition	25	38
Access to Services and Social Facilities	12	46
Access to Employment and Economic Opportunities	23	57



Claremorris

Co. Mayo



TOWN POPULATION:
3,687

POPULATION CHANGE 1996-2016:
+92.6%

13% POPULATION OVER 65

26% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD: N17

NATIONAL SECONDARY ROAD: N60

18% % households without a car

44.1 KM Avg. commuting distance by car for town residents

107% Daytime/nighttime working population

43% At work as % of total population

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

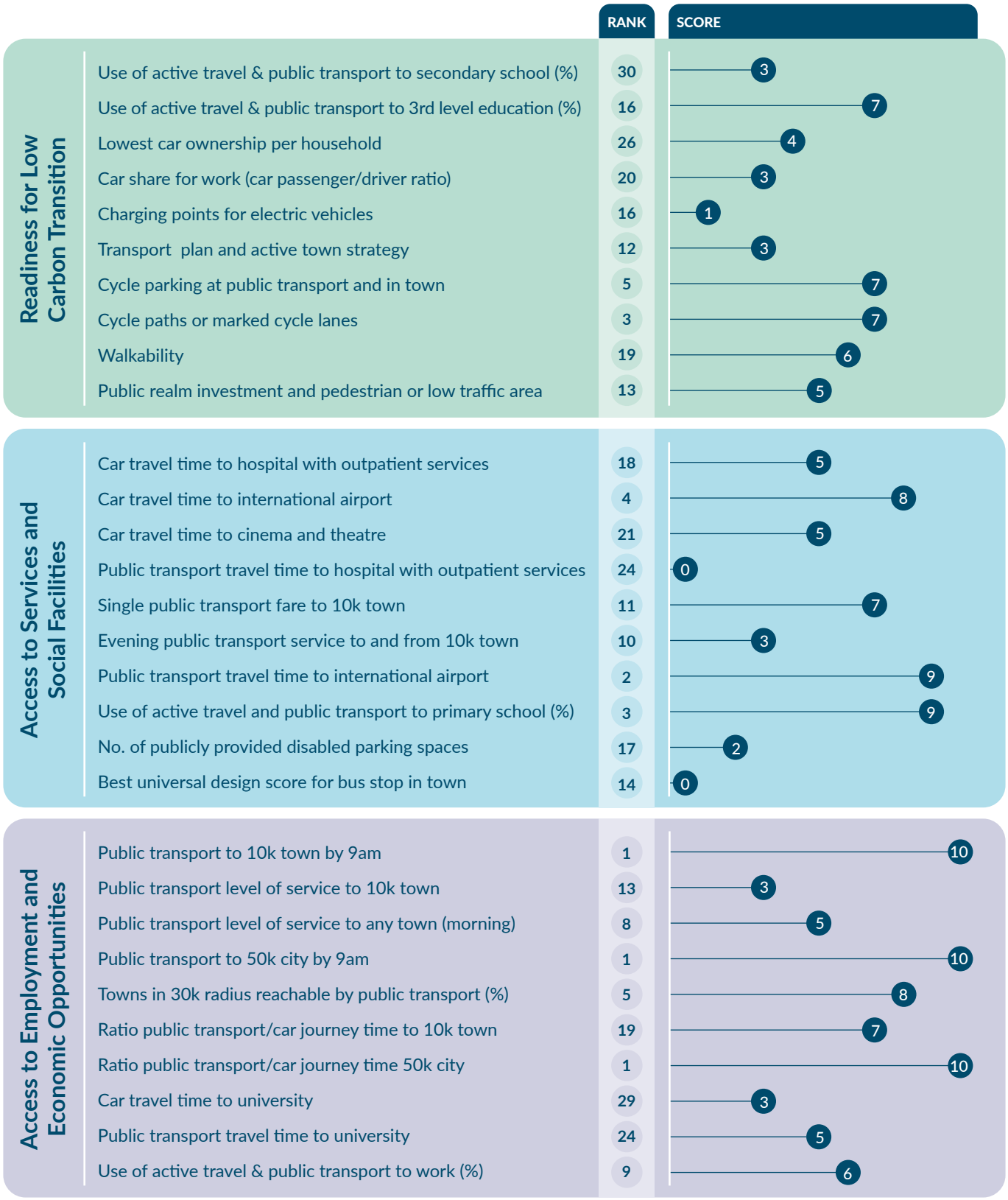
THEATRE/ ARTS CENTRE

BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€37,226

	RANK	SCORE
WDC Mobility Index	**9**	**162**
Readiness for Low Carbon Transition	17	46
Access to Services and Social Facilities	11	49
Access to Employment and Economic Opportunities	10	67



Clifden

Co. Galway

TOWN POPULATION:
1,597

POPULATION CHANGE 1996-2016:
+73.6%

19% POPULATION OVER 65

21% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD: N59

25% % households without a car

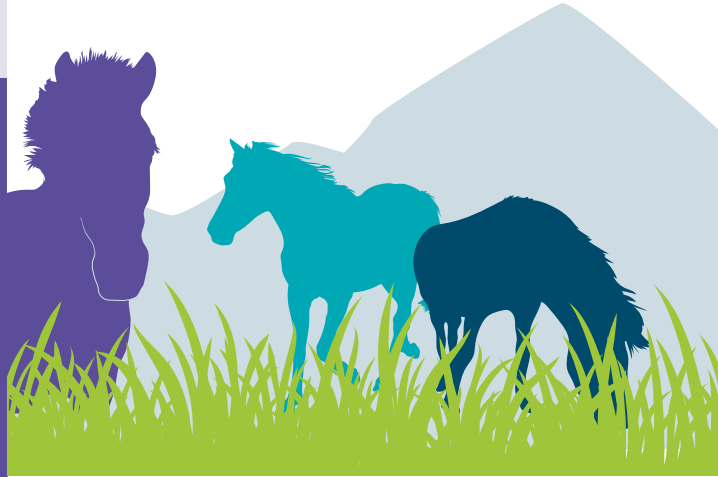
38.6 KM Avg. commuting distance by car for town residents

180% Daytime/nighttime working population

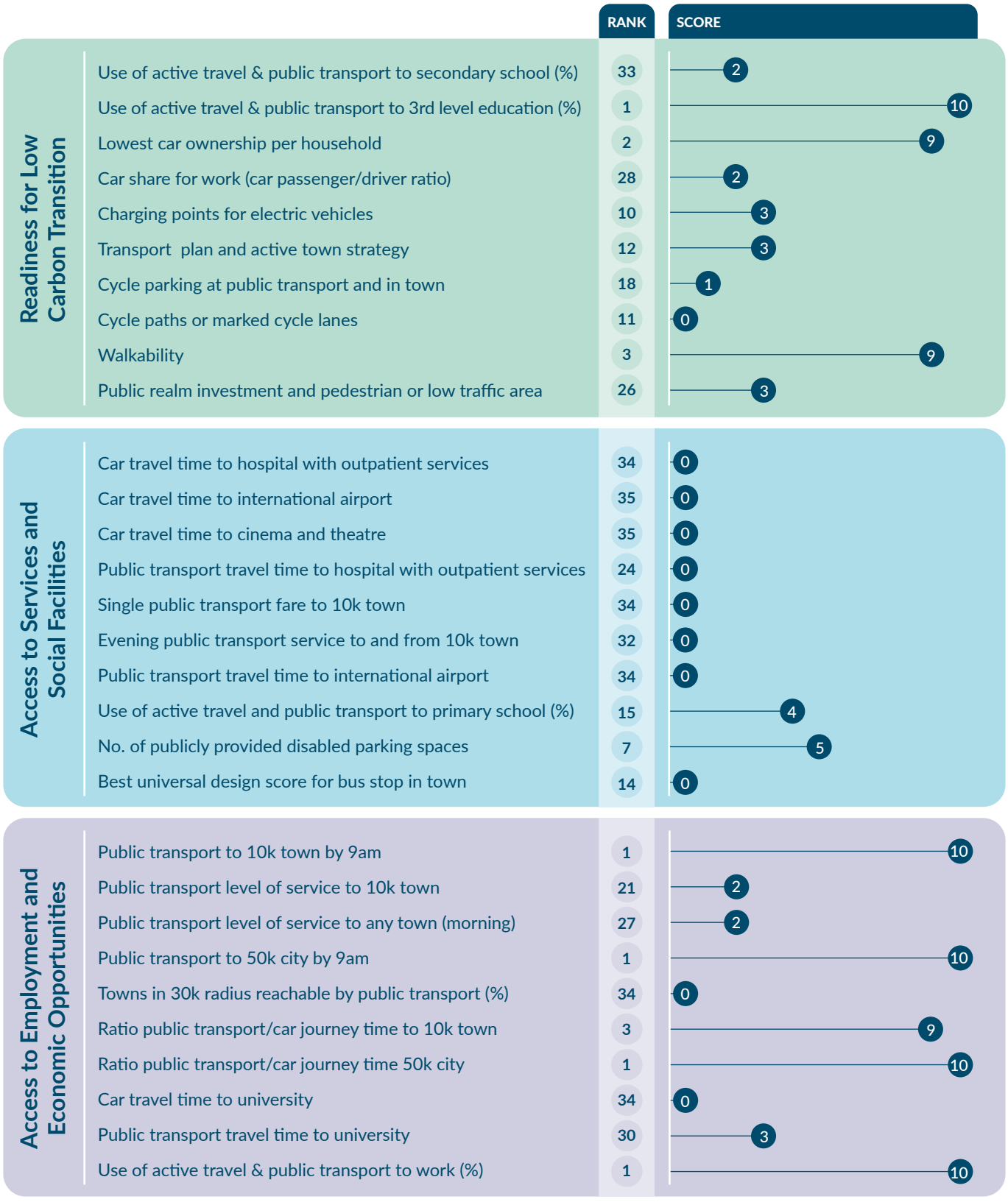
43% At work as % of total population

3 RETAIL/ SUPERMARKET	0 HEALTH PRIMARY CARE CENTRE	0 CINEMA
0 THEATRE/ ARTS CENTRE	2 BANK (EXCL CREDIT UNION AND AN POST)	0 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€30,861



	RANK	SCORE
WDC Mobility Index	35	107
Readiness for Low Carbon Transition	23	42
Access to Services and Social Facilities	35	9
Access to Employment and Economic Opportunities	26	56



Collooney

Co. Sligo

TOWN POPULATION:
1,610

POPULATION CHANGE 1996-2016:
+181.0%

10% POPULATION OVER 65

31% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD: N4, N17

NATIONAL SECONDARY ROAD

14% % households without a car

23.3 KM Avg. commuting distance by car for town residents

123% Daytime/nighttime working population

41% At work as % of total population

Median household gross income:
€35,660

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

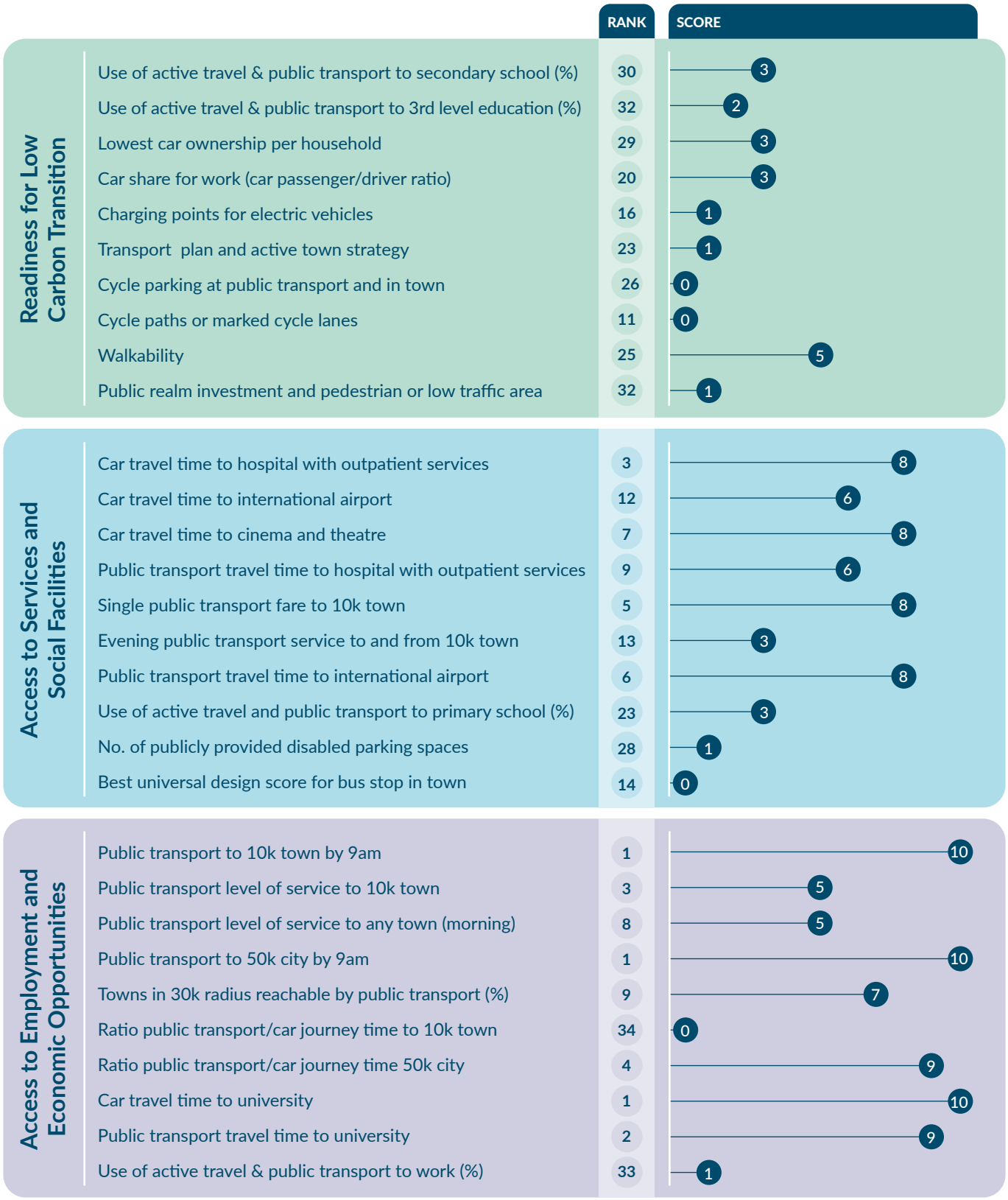
CINEMA

THEATRE/ ARTS CENTRE

BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

	RANK	SCORE
WDC Mobility Index	**26**	**136**
Readiness for Low Carbon Transition	33	19
Access to Services and Social Facilities	9	51
Access to Employment and Economic Opportunities	14	66



Convoy
Co. Donegal

TOWN POPULATION:
1,526

POPULATION CHANGE 1996-2016:
+68.2%

17% POPULATION OVER 65

28% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY
- NATIONAL PRIMARY ROAD
- NATIONAL SECONDARY ROAD

19% % households without a car

29.7 KM Avg. commuting distance by car for town residents

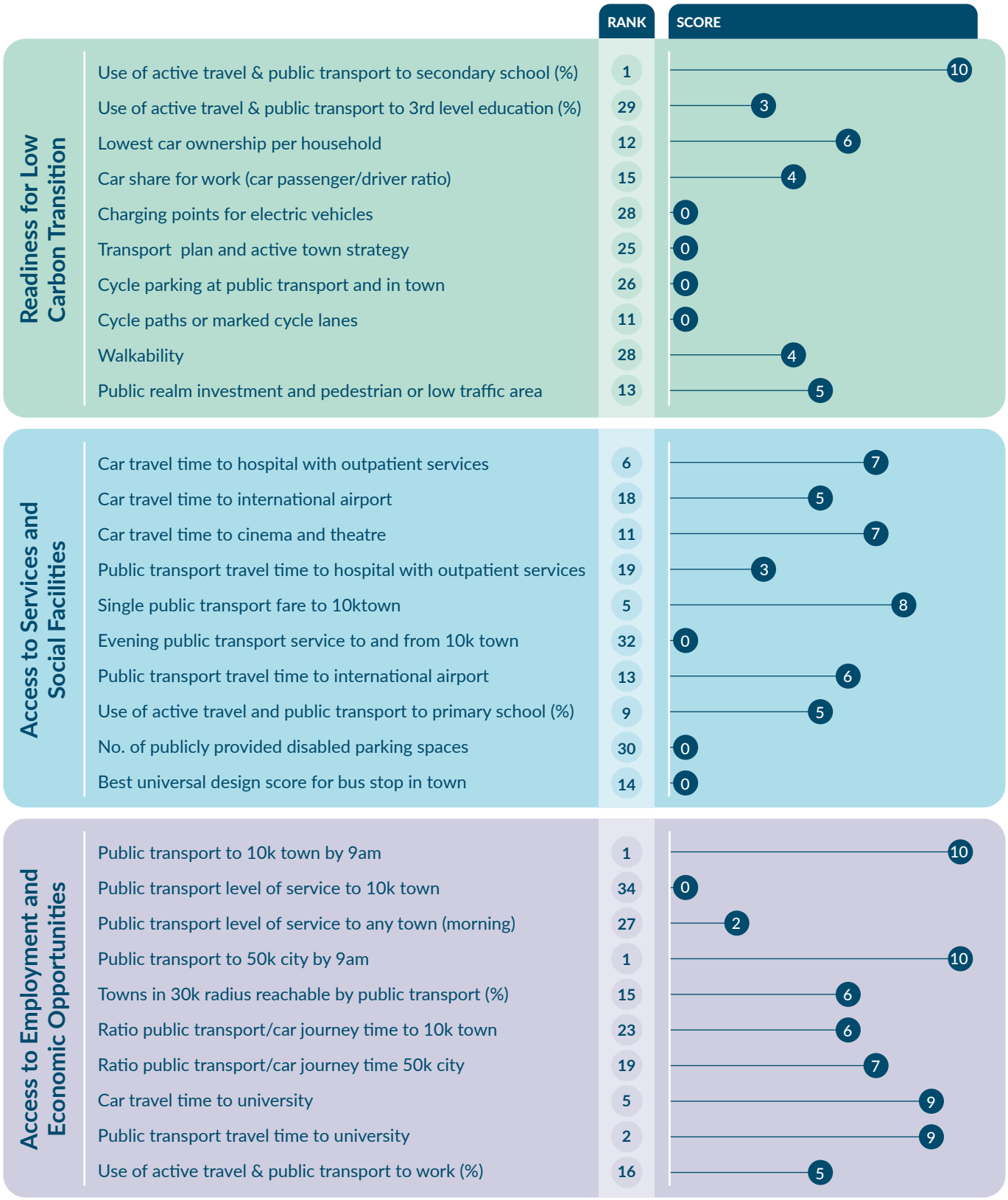
68% Daytime/nighttime working population

31% At work as % of total population

Median household gross income:
€28,252

RETAIL/ SUPERMARKET: 0	HEALTH PRIMARY CARE CENTRE: 0	CINEMA: 0
THEATRE/ ARTS CENTRE: 0	BANK (EXCL CREDIT UNION AND AN POST): 0	REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK): 0

	RANK	SCORE
WDC Mobility Index	**23**	**137**
Readiness for Low Carbon Transition	30	32
Access to Services and Social Facilities	22	41
Access to Employment and Economic Opportunities	17	64



Donegal

Co. Donegal

TOWN POPULATION:
2,618

POPULATION CHANGE 1996-2016:
+14.0%

20% POPULATION OVER 65

21% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY
- NATIONAL PRIMARY ROAD: N15
- NATIONAL SECONDARY ROAD: N56

17% % households without a car

33.7 KM Avg. commuting distance by car for town residents

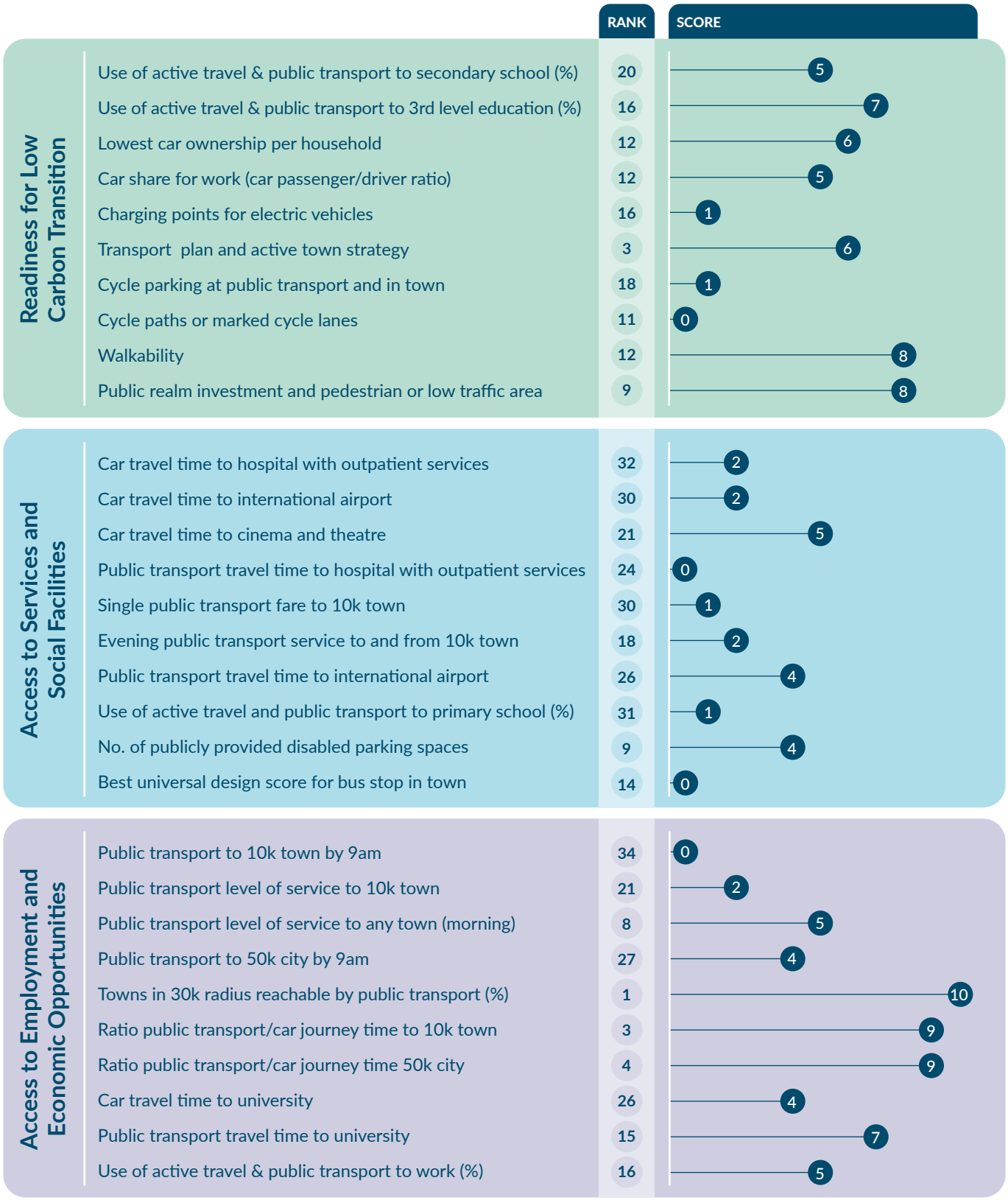
208% Daytime/nighttime working population

41% At work as % of total population

3 RETAIL/ SUPERMARKET	1 HEALTH PRIMARY CARE CENTRE	0 CINEMA
0 THEATRE/ ARTS CENTRE	3 BANK (EXCL CREDIT UNION AND AN POST)	1 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

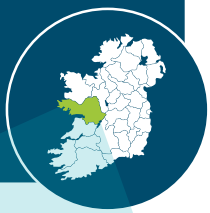
Median household gross income:
€34,306

	RANK	SCORE
WDC Mobility Index	29	124
Readiness for Low Carbon Transition	14	47
Access to Services and Social Facilities	34	22
Access to Employment and Economic Opportunities	27	55



Gort

Co. Galway



TOWN POPULATION:
2,994

POPULATION CHANGE 1996-2016:
+153.3%

13% POPULATION OVER 65

25% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY: M18

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD

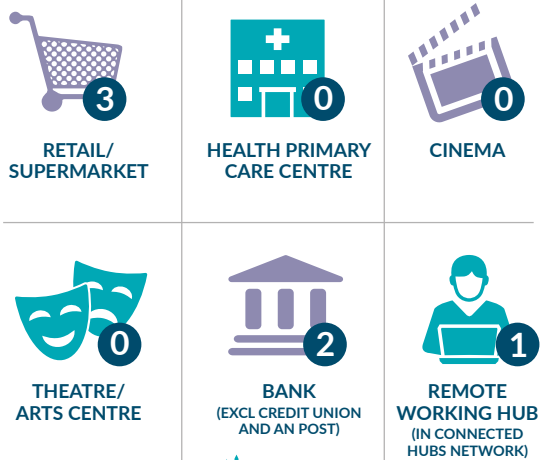
18% % households without a car

42.7 KM Avg. commuting distance by car for town residents

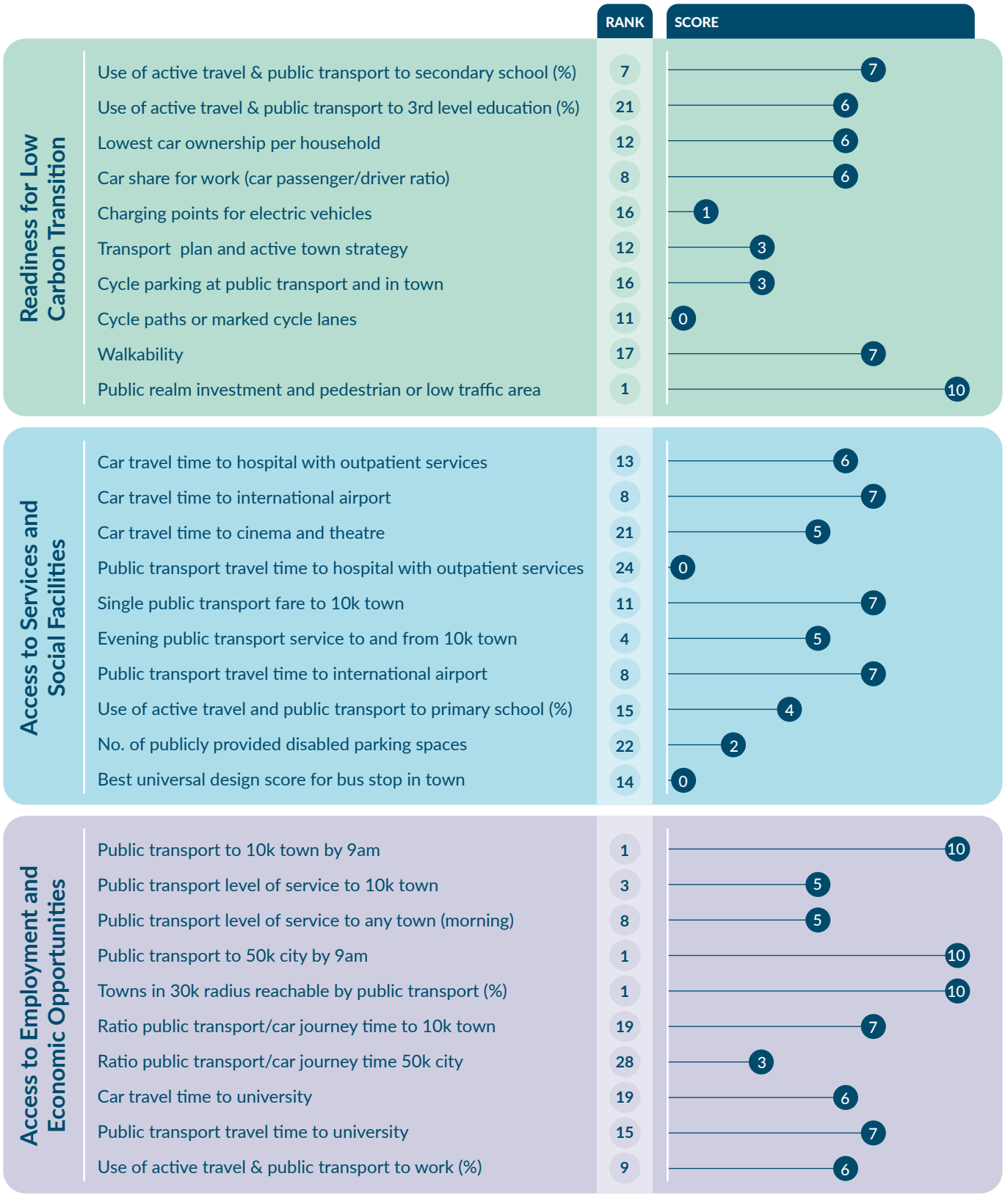
129% Daytime/nighttime working population

42% At work as % of total population

Median household gross income:
€32,009



	RANK	SCORE
WDC Mobility Index	**10**	**161**
Readiness for Low Carbon Transition	12	49
Access to Services and Social Facilities	20	43
Access to Employment and Economic Opportunities	6	69



Kilrush
Co. Clare

TOWN POPULATION:
2,719

POPULATION CHANGE 1996-2016:
+4.8%*

21% POPULATION OVER 65

23% POPULATION UNDER 18

RAIL LINK	DIRECT PUBLIC TRANSPORT TO NEAREST CITY	DIRECT PUBLIC TRANSPORT TO DUBLIN	MOTORWAY	NATIONAL PRIMARY ROAD	NATIONAL SECONDARY ROAD: N67, N68
✗	✗	✗	✗	✗	✓

29% % households without a car

42.0 KM Avg. commuting distance by car for town residents

193% Daytime/nighttime working population

30% At work as % of total population

RETAIL/ SUPERMARKET	HEALTH PRIMARY CARE CENTRE	CINEMA
2	0	0
THEATRE/ ARTS CENTRE	**BANK** (EXCL CREDIT UNION AND AN POST)	**REMOTE WORKING HUB** (IN CONNECTED HUBS NETWORK)
0	2	1

Median household gross income:
€29,887

*Changes made to boundary of town for Census 2016 so not directly comparable with 1996 population

	RANK	SCORE
WDC Mobility Index	33	113
Readiness for Low Carbon Transition	27	37
Access to Services and Social Facilities	31	31
Access to Employment and Economic Opportunities	33	45

		RANK	SCORE
Readiness for Low Carbon Transition	Use of active travel & public transport to secondary school (%)	14	6
	Use of active travel & public transport to 3rd level education (%)	25	5
	Lowest car ownership per household	4	8
	Car share for work (car passenger/driver ratio)	20	3
	Charging points for electric vehicles	16	1
	Transport plan and active town strategy	25	0
	Cycle parking at public transport and in town	26	0
	Cycle paths or marked cycle lanes	11	0
	Walkability	3	9
	Public realm investment and pedestrian or low traffic area	13	5
Access to Services and Social Facilities	Car travel time to hospital with outpatient services	27	3
	Car travel time to international airport	18	5
	Car travel time to cinema and theatre	31	2
	Public transport travel time to hospital with outpatient services	24	0
	Single public transport fare to 10k town	29	2
	Evening public transport service to and from 10k town	22	2
	Public transport travel time to international airport	18	5
	Use of active travel and public transport to primary school (%)	8	6
	No. of publicly provided disabled parking spaces	5	7
	Best universal design score for bus stop in town	14	0
Access to Employment and Economic Opportunities	Public transport to 10k town by 9am	1	10
	Public transport level of service to 10k town	21	2
	Public transport level of service to any town (morning)	27	2
	Public transport to 50k city by 9am	1	10
	Towns in 30k radius reachable by public transport (%)	34	0
	Ratio public transport/car journey time to 10k town	23	6
	Ratio public transport/car journey time 50k city	23	6
	Car travel time to university	32	1
	Public transport travel time to university	34	0
	Use of active travel & public transport to work (%)	5	8

Lifford
Co. Donegal

TOWN POPULATION:
1,626

POPULATION CHANGE 1996-2016:
+27.5%

13% POPULATION OVER 65

27% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY
- NATIONAL PRIMARY ROAD: N14, N15
- NATIONAL SECONDARY ROAD

25% % households without a car

36.8 KM Avg. commuting distance by car for town residents

226% Daytime/nighttime working population

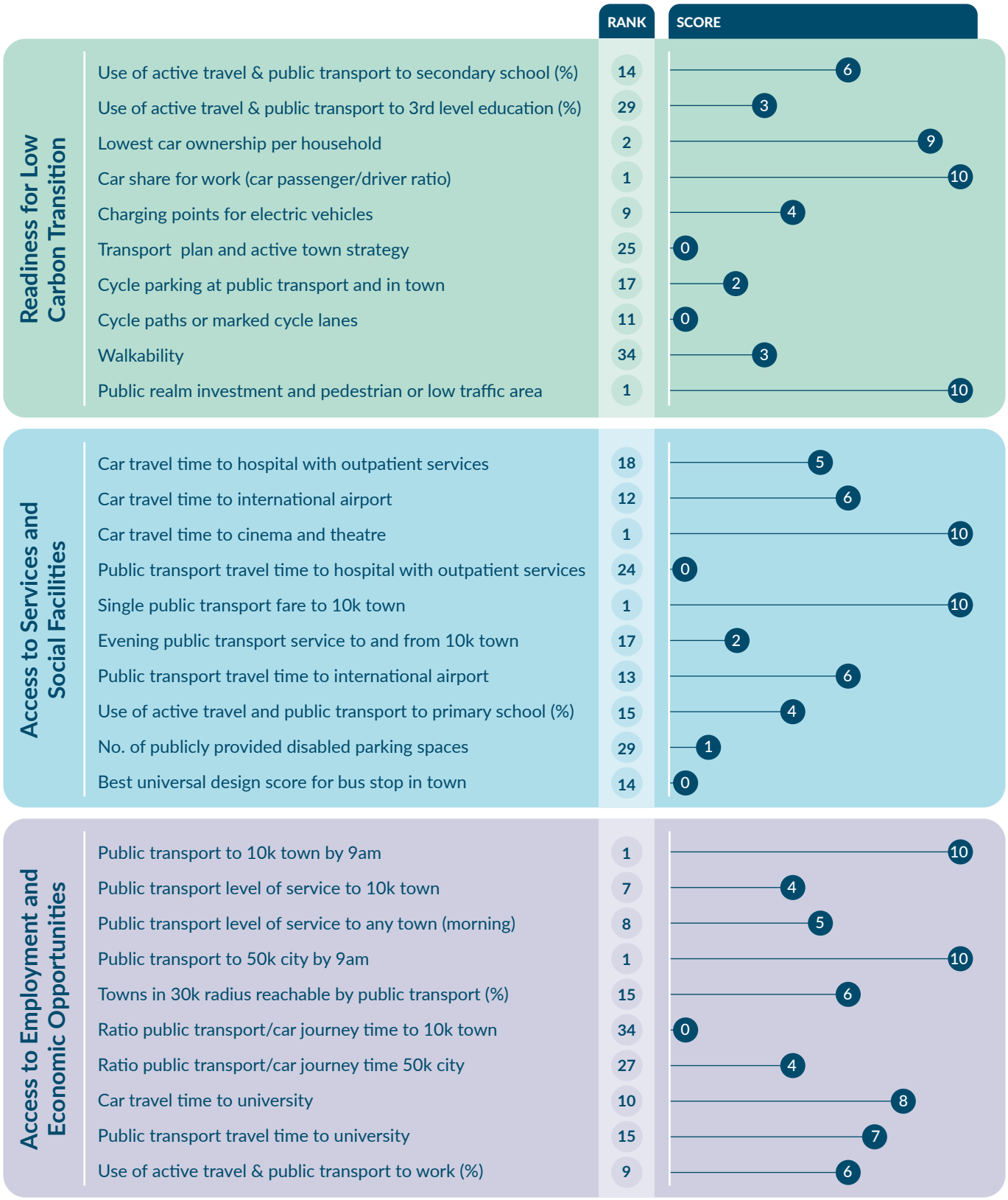
29% At work as % of total population

0 RETAIL/ SUPERMARKET	0 HEALTH PRIMARY CARE CENTRE	1 CINEMA
1 THEATRE/ ARTS CENTRE	0 BANK (EXCL CREDIT UNION AND AN POST)	0 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€26,087

*Changes made to boundary of town for Census 2016 so not directly comparable with 1996 population

	RANK	SCORE
WDC Mobility Index	**16**	**151**
Readiness for Low Carbon Transition	14	47
Access to Services and Social Facilities	17	44
Access to Employment and Economic Opportunities	19	60



Loughrea
Co. Galway

TOWN POPULATION:
5,556

POPULATION CHANGE 1996-2016:
+66.6%*

14% POPULATION OVER 65

26% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD: N65

18% % households without a car

42.5 KM Avg. commuting distance by car for town residents

122% Daytime/nighttime working population

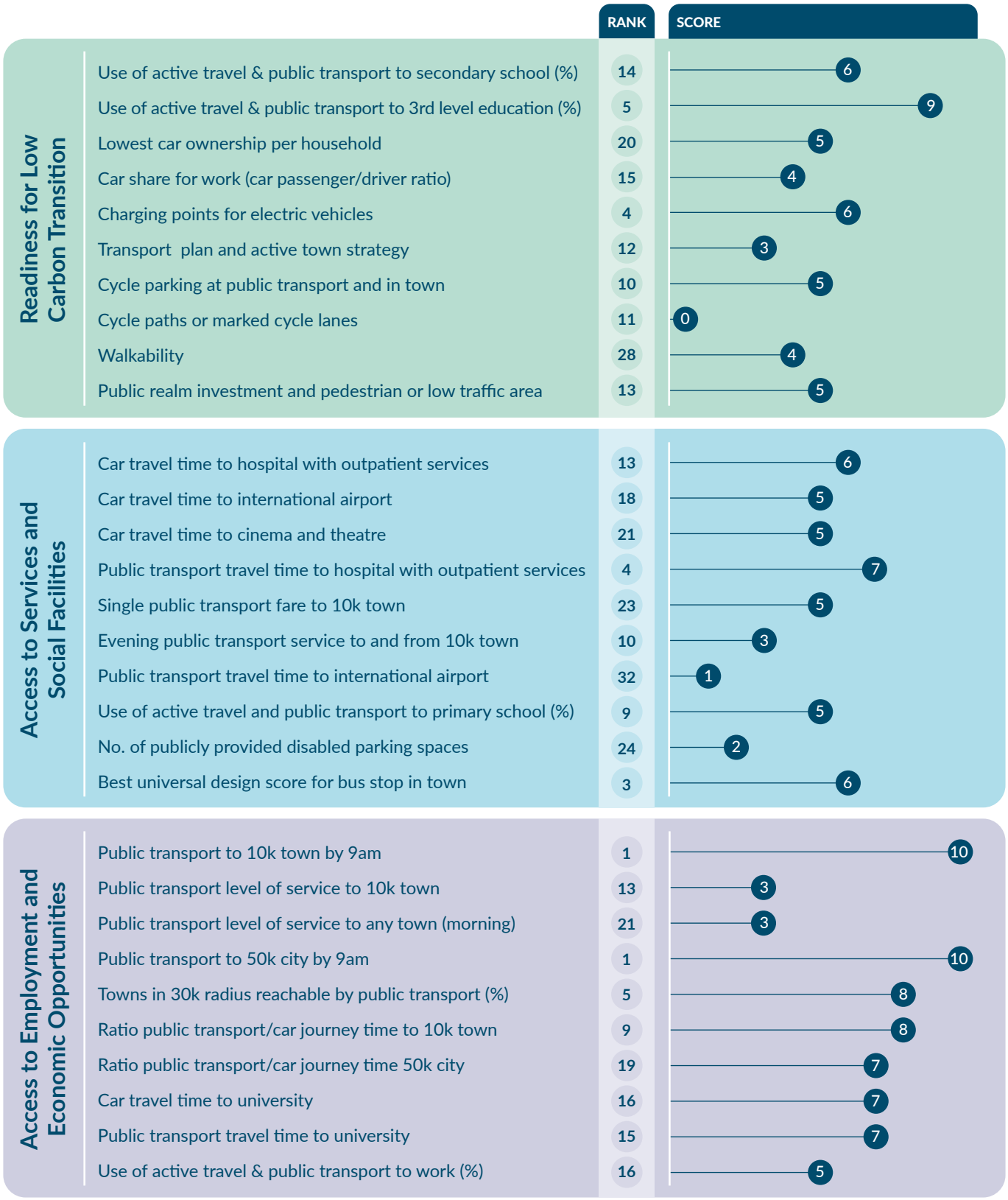
42% At work as % of total population

2 RETAIL/ SUPERMARKET	1 HEALTH PRIMARY CARE CENTRE	0 CINEMA
0 THEATRE/ ARTS CENTRE	2 BANK (EXCL CREDIT UNION AND AN POST)	0 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€36,101

*Changes made to boundary of town for Census 2016 so not directly comparable with 1996 population'

	RANK	SCORE
WDC Mobility Index	**11**	**160**
Readiness for Low Carbon Transition	14	47
Access to Services and Social Facilities	15	45
Access to Employment and Economic Opportunities	8	68



Maigh Cuilinn

Co. Galway

TOWN POPULATION:
1,704

POPULATION CHANGE 1996-2016:
+183.5%

12% POPULATION OVER 65

29% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY
- NATIONAL PRIMARY ROAD
- NATIONAL SECONDARY ROAD: N59

6% % households without a car

32.6 KM Avg. commuting distance by car for town residents

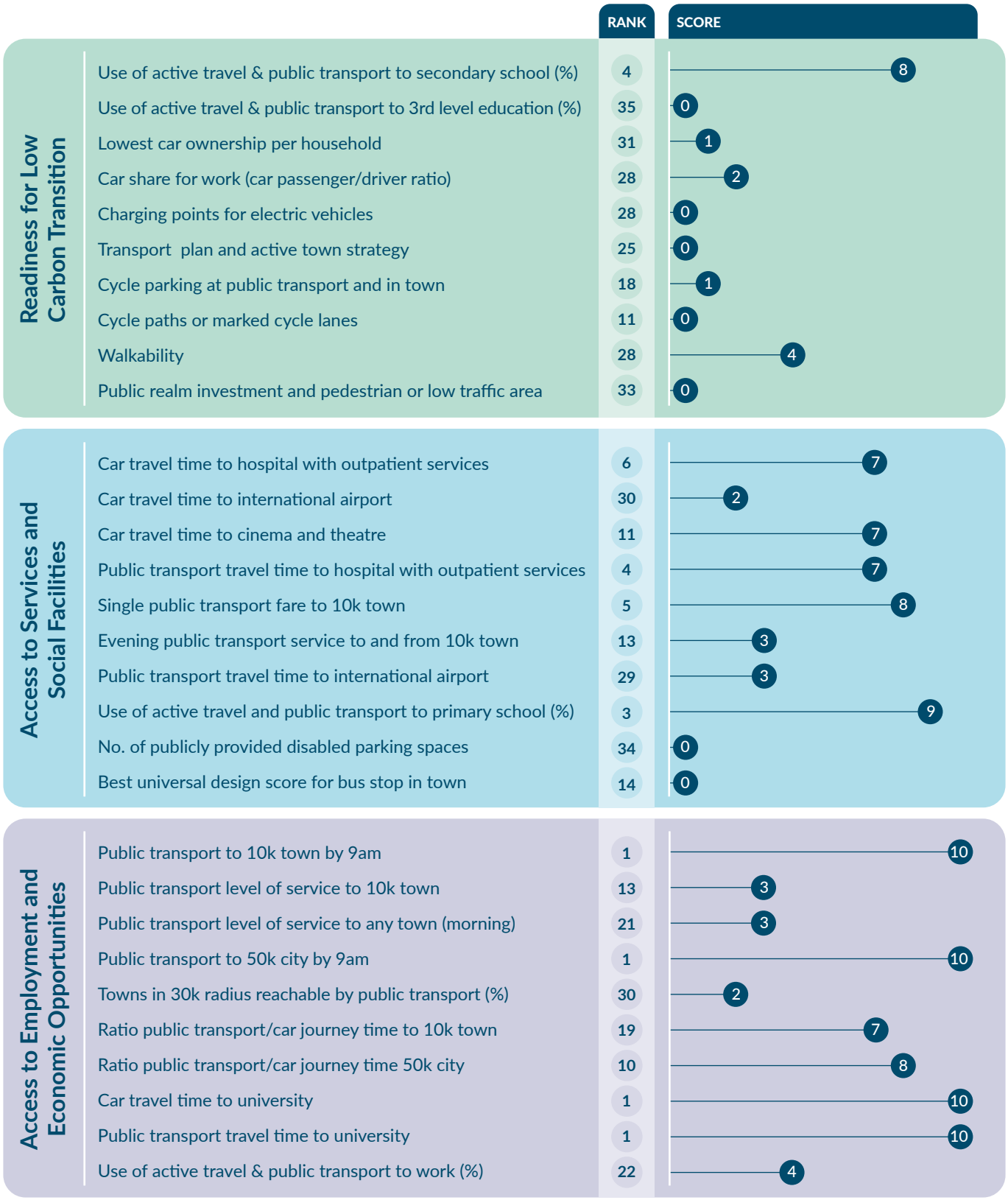
62% Daytime/nighttime working population

44% At work as % of total population

0 RETAIL/ SUPERMARKET	1 HEALTH PRIMARY CARE CENTRE	0 CINEMA
0 THEATRE/ ARTS CENTRE	0 BANK (EXCL CREDIT UNION AND AN POST)	0 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€54,153

	RANK	SCORE
WDC Mobility Index	**28**	**129**
Readiness for Low Carbon Transition	34	16
Access to Services and Social Facilities	13	46
Access to Employment and Economic Opportunities	10	67



Maigh Cuilinn

Co. na Gaillimhe

DAONRA AN BHAILE:
1,704

ATHRÚ AR AN DAONRA 1996-2016:
+183.5%

12% DEN DAONRA OS CIONN 65 BHLIAIN D'AOIS

29% DEN DAONRA FAOI BHUN 18 MBLIAIN D'AOIS

NASC IARNRÓID | IOMPAR POIBLÍ DÍREACH CHUIG AN gCATHAIR IS GAIRE | IOMPAR POIBLÍ DÍREACH CHUIG BAILE ÁTHA CLIATH | MÓTARBHEALACH | PRÍOMHBHÓTHAR NÁISIÚNTA | BÓTHAR TÁNAISTEACH NÁISIÚNTA

6% de na teaghlaigh gan carr

32.6 KM meánfhad comaitéireachta do chónaitheoirí an bhaile sa charr

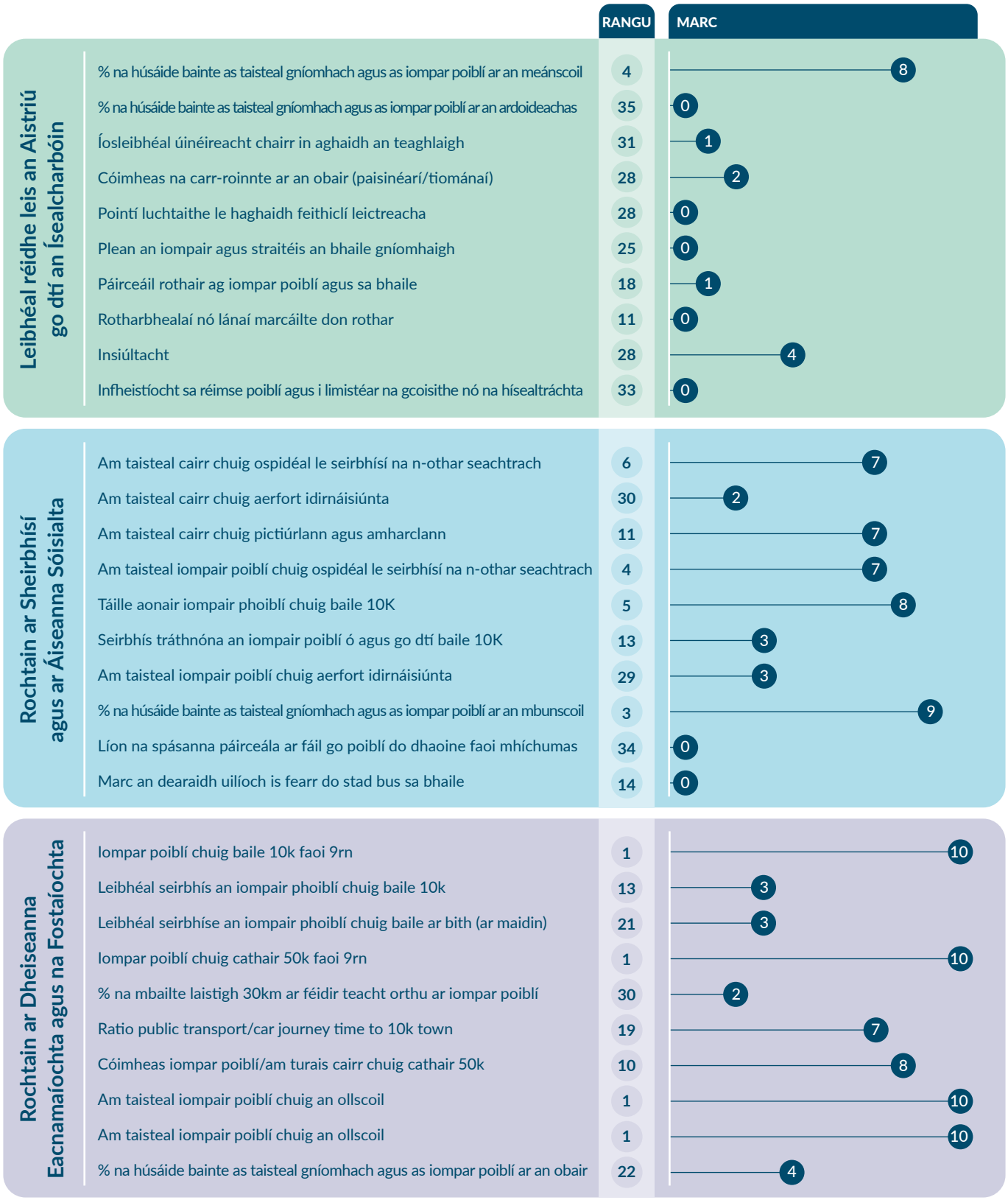
62% den lucht oibre lae/oíche

44% ag obair mar % den daonra iomlán

0 MIONDÍOL/ OMHARGADH	1 IONAD PRÍOMHCHÚRAM NA SLÁINTE	0 CINEMA
0 AMHARCLANN/ IONAD EALAÍON	0 BANC (BANC (NACH COMHAR CREIDMHEASA NÓ OIFIG AN PHOIST))	0 MOL CIANOIBRE (I LÍONRA MOLANNA CEANGAILTE)

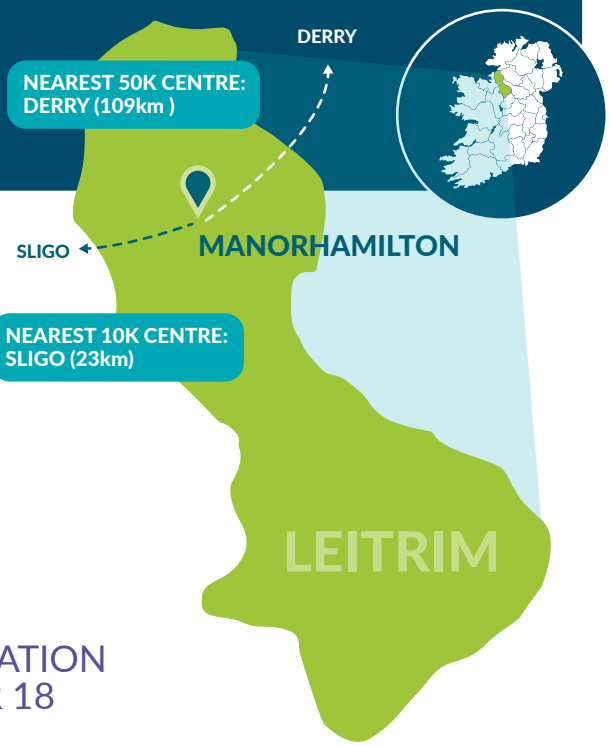
Oll-mheánioncam
€54,153
an teaghlaigh

	RANGÚ	MARC
Innéacs WDC na Soghluaisteachta	**28**	**129**
Leibhéal réidhe leis an Aistriú go dtí an Ísealcharbóin	34	16
Rochtain ar Sheirbhísí agus ar Áiseanna Sóisialta	13	46
Rochtain ar Dheiseanna Eacnamaíochta agus na Fostaíochta	10	67



Manorhamilton

Co. Leitrim



TOWN POPULATION:
1,466

POPULATION CHANGE 1996-2016:
+45.4%

18% POPULATION OVER 65

26% POPULATION UNDER 18

RAIL LINK	DIRECT PUBLIC TRANSPORT TO NEAREST CITY	DIRECT PUBLIC TRANSPORT TO DUBLIN	MOTORWAY	NATIONAL PRIMARY ROAD: N16	NATIONAL SECONDARY ROAD
✗	✗	✗	✗	✓	✗

20% % households without a car

38.1 KM Avg. commuting distance by car for town residents

N/A Daytime/nighttime working population

37% At work as % of total population

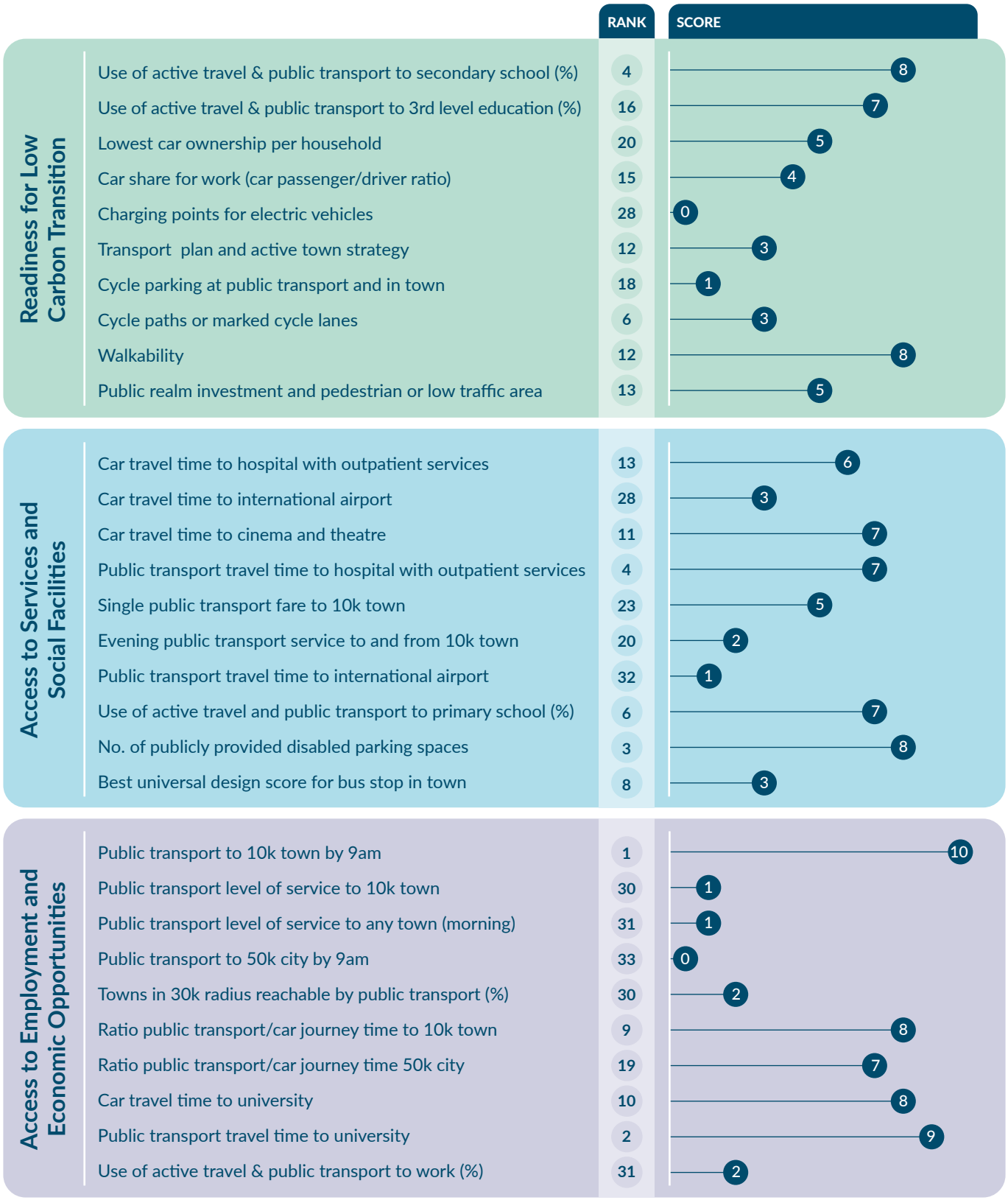
RETAIL/ SUPERMARKET	HEALTH PRIMARY CARE CENTRE	CINEMA
1	1	0

THEATRE/ ARTS CENTRE	BANK (EXCL CREDIT UNION AND AN POST)	REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)
1	1	2

Median household gross income

Note: Not available as under 1,500 population in 2016

	RANK	SCORE
WDC Mobility Index	**22**	**141**
Readiness for Low Carbon Transition	19	44
Access to Services and Social Facilities	10	49
Access to Employment and Economic Opportunities	32	48



Newmarket-On-Fergus

Co. Clare

TOWN POPULATION:
1,784

POPULATION CHANGE 1996-2016:
+15.7%

15% POPULATION OVER 65

23% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY: M18
- NATIONAL PRIMARY ROAD
- NATIONAL SECONDARY ROAD

17% % households without a car

25.2 KM Avg. commuting distance by car for town residents

31% Daytime/nighttime working population

45% At work as % of total population

RETAIL/ SUPERMARKET: 0	HEALTH PRIMARY CARE CENTRE: 0	CINEMA: 0
THEATRE/ ARTS CENTRE: 0	BANK (EXCL CREDIT UNION AND AN POST): 0	REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK): 0

Median household gross income:
€42,322

	RANK	SCORE
WDC Mobility Index	6	174
Readiness for Low Carbon Transition	19	44
Access to Services and Social Facilities	2	63
Access to Employment and Economic Opportunities	10	67

Readiness for Low Carbon Transition

	RANK	SCORE
Use of active travel & public transport to secondary school (%)	7	7
Use of active travel & public transport to 3rd level education (%)	25	5
Lowest car ownership per household	26	4
Car share for work (car passenger/driver ratio)	5	7
Charging points for electric vehicles	16	1
Transport plan and active town strategy	25	0
Cycle parking at public transport and in town	26	0
Cycle paths or marked cycle lanes	6	3
Walkability	3	9
Public realm investment and pedestrian or low traffic area	9	8

Access to Services and Social Facilities

	RANK	SCORE
Car travel time to hospital with outpatient services	6	7
Car travel time to international airport	1	10
Car travel time to cinema and theatre	11	7
Public transport travel time to hospital with outpatient services	24	0
Single public transport fare to 10k town	5	8
Evening public transport service to and from 10k town	5	5
Public transport travel time to international airport	2	9
Use of active travel and public transport to primary school (%)	1	10
No. of publicly provided disabled parking spaces	21	2
Best universal design score for bus stop in town	3	6

Access to Employment and Economic Opportunities

	RANK	SCORE
Public transport to 10k town by 9am	1	10
Public transport level of service to 10k town	7	4
Public transport level of service to any town (morning)	8	5
Public transport to 50k city by 9am	1	10
Towns in 30k radius reachable by public transport (%)	9	7
Ratio public transport/car journey time to 10k town	30	4
Ratio public transport/car journey time 50k city	23	6
Car travel time to university	5	9
Public transport travel time to university	2	9
Use of active travel & public transport to work (%)	27	3

Oranmore

Co. Galway

TOWN POPULATION:
4,990

POPULATION CHANGE 1996-2016:
+253.9%

7% POPULATION OVER 65

29% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY
- NATIONAL PRIMARY ROAD
- NATIONAL SECONDARY ROAD: N67

6% % households without a car

28.4 KM Avg. commuting distance by car for town residents

50% Daytime/nighttime working population

52% At work as % of total population

4 RETAIL/ SUPERMARKET	0 HEALTH PRIMARY CARE CENTRE	1 CINEMA
0 THEATRE/ ARTS CENTRE	2 BANK (EXCL CREDIT UNION AND AN POST)	0 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€60,985

	RANK	SCORE
WDC Mobility Index	8	170
Readiness for Low Carbon Transition	29	36
Access to Services and Social Facilities	3	62
Access to Employment and Economic Opportunities	4	72

Readiness for Low Carbon Transition

	RANK	SCORE
Use of active travel & public transport to secondary school (%)	7	7
Use of active travel & public transport to 3rd level education (%)	28	4
Lowest car ownership per household	33	0
Car share for work (car passenger/driver ratio)	33	1
Charging points for electric vehicles	28	0
Transport plan and active town strategy	3	6
Cycle parking at public transport and in town	5	7
Cycle paths or marked cycle lanes	6	3
Walkability	25	5
Public realm investment and pedestrian or low traffic area	26	3

Access to Services and Social Facilities

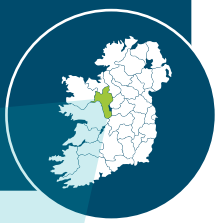
	RANK	SCORE
Car travel time to hospital with outpatient services	3	8
Car travel time to international airport	18	5
Car travel time to cinema and theatre	7	8
Public transport travel time to hospital with outpatient services	4	7
Single public transport fare to 10k town	1	10
Evening public transport service to and from 10k town	1	10
Public transport travel time to international airport	18	5
Use of active travel and public transport to primary school (%)	23	3
No. of publicly provided disabled parking spaces	33	0
Best universal design score for bus stop in town	3	6

Access to Employment and Economic Opportunities

	RANK	SCORE
Public transport to 10k town by 9am	1	10
Public transport level of service to 10k town	1	10
Public transport level of service to any town (morning)	1	10
Public transport to 50k city by 9am	1	10
Towns in 30k radius reachable by public transport (%)	15	6
Ratio public transport/car journey time to 10k town	27	5
Ratio public transport/car journey time 50k city	33	0
Car travel time to university	1	10
Public transport travel time to university	2	9
Use of active travel & public transport to work (%)	31	2

Roscommon

Co. Roscommon



TOWN POPULATION:
5,876

POPULATION CHANGE 1996-2016:
+50.1%

16% POPULATION OVER 65

27% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY
- NATIONAL PRIMARY ROAD
- NATIONAL SECONDARY ROAD: N60, N61, N63

18% % households without a car

30 KM Avg. commuting distance by car for town residents

215% Daytime/nighttime working population

39% At work as % of total population

Median household gross income:
€39,066

- **5** RETAIL/ SUPERMARKET
- **1** HEALTH PRIMARY CARE CENTRE
- **1** CINEMA
- **1** THEATRE/ ARTS CENTRE
- **2** BANK (EXCL CREDIT UNION AND AN POST)
- **0** REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

	RANK	SCORE
WDC Mobility Index	3	184
Readiness for Low Carbon Transition	4	57
Access to Services and Social Facilities	4	61
Access to Employment and Economic Opportunities	14	66

Readiness for Low Carbon Transition

	RANK	SCORE
Use of active travel & public transport to secondary school (%)	30	3
Use of active travel & public transport to 3rd level education (%)	1	10
Lowest car ownership per household	20	5
Car share for work (car passenger/driver ratio)	8	6
Charging points for electric vehicles	4	6
Transport plan and active town strategy	3	6
Cycle parking at public transport and in town	14	4
Cycle paths or marked cycle lanes	11	0
Walkability	17	7
Public realm investment and pedestrian or low traffic area	1	10

Access to Services and Social Facilities

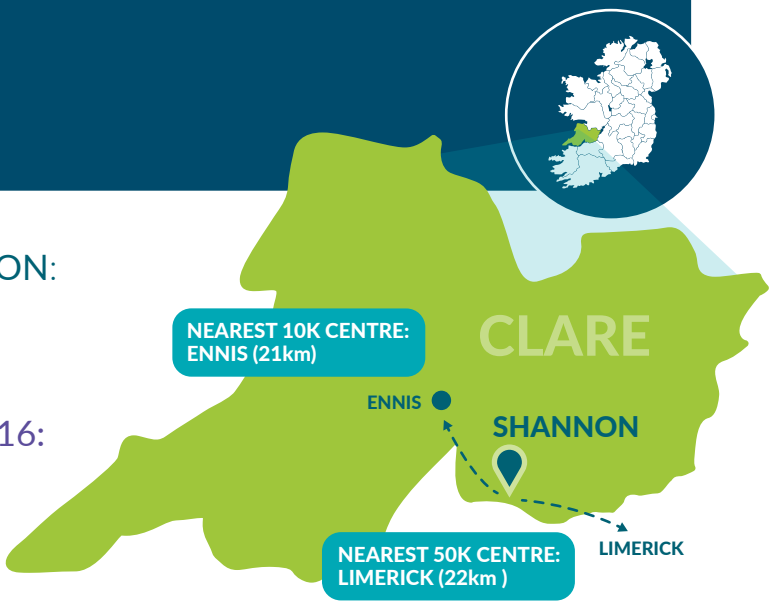
	RANK	SCORE
Car travel time to hospital with outpatient services	1	10
Car travel time to international airport	25	4
Car travel time to cinema and theatre	1	10
Public transport travel time to hospital with outpatient services	1	10
Single public transport fare to 10k town	11	7
Evening public transport service to and from 10k town	23	2
Public transport travel time to international airport	18	5
Use of active travel and public transport to primary school (%)	31	1
No. of publicly provided disabled parking spaces	18	2
Best universal design score for bus stop in town	1	10

Access to Employment and Economic Opportunities

	RANK	SCORE
Public transport to 10k town by 9am	1	10
Public transport level of service to 10k town	21	2
Public transport level of service to any town (morning)	8	5
Public transport to 50k city by 9am	1	10
Towns in 30k radius reachable by public transport (%)	20	5
Ratio public transport/car journey time to 10k town	3	9
Ratio public transport/car journey time 50k city	4	9
Car travel time to university	16	7
Public transport travel time to university	20	6
Use of active travel & public transport to work (%)	27	3

Shannon

Co. Clare



TOWN POPULATION:
9,729

POPULATION CHANGE 1996-2016:
+22.5%*

12% POPULATION OVER 65

25% POPULATION UNDER 18

- RAIL LINK
- DIRECT PUBLIC TRANSPORT TO NEAREST CITY
- DIRECT PUBLIC TRANSPORT TO DUBLIN
- MOTORWAY
- NATIONAL PRIMARY ROAD: N18, N19
- NATIONAL SECONDARY ROAD

18% % households without a car

20.4 KM Avg. commuting distance by car for town residents

125% Daytime/nighttime working population

43% At work as % of total population

2 RETAIL/ SUPERMARKET	0 HEALTH PRIMARY CARE CENTRE	1 CINEMA
0 THEATRE/ ARTS CENTRE	3 BANK (EXCL CREDIT UNION AND AN POST)	1 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€41,841

*Changes made to boundary of town for Census 2016 so not directly comparable with 1996 population

	RANK	SCORE
WDC Mobility Index	1	195
Readiness for Low Carbon Transition	4	57
Access to Services and Social Facilities	1	66
Access to Employment and Economic Opportunities	4	72

Readiness for Low Carbon Transition

	RANK	SCORE
Use of active travel & public transport to secondary school (%)	2	9
Use of active travel & public transport to 3rd level education (%)	25	5
Lowest car ownership per household	12	6
Car share for work (car passenger/driver ratio)	3	8
Charging points for electric vehicles	6	5
Transport plan and active town strategy	25	0
Cycle parking at public transport and in town	18	1
Cycle paths or marked cycle lanes	5	5
Walkability	1	10
Public realm investment and pedestrian or low traffic area	9	8

Access to Services and Social Facilities

	RANK	SCORE
Car travel time to hospital with outpatient services	6	7
Car travel time to international airport	1	10
Car travel time to cinema and theatre	7	8
Public transport travel time to hospital with outpatient services	24	0
Single public transport fare to 10k town	20	6
Evening public transport service to and from 10k town	5	5
Public transport travel time to international airport	1	10
Use of active travel and public transport to primary school (%)	1	10
No. of publicly provided disabled parking spaces	31	0
Best universal design score for bus stop in town	1	10

Access to Employment and Economic Opportunities

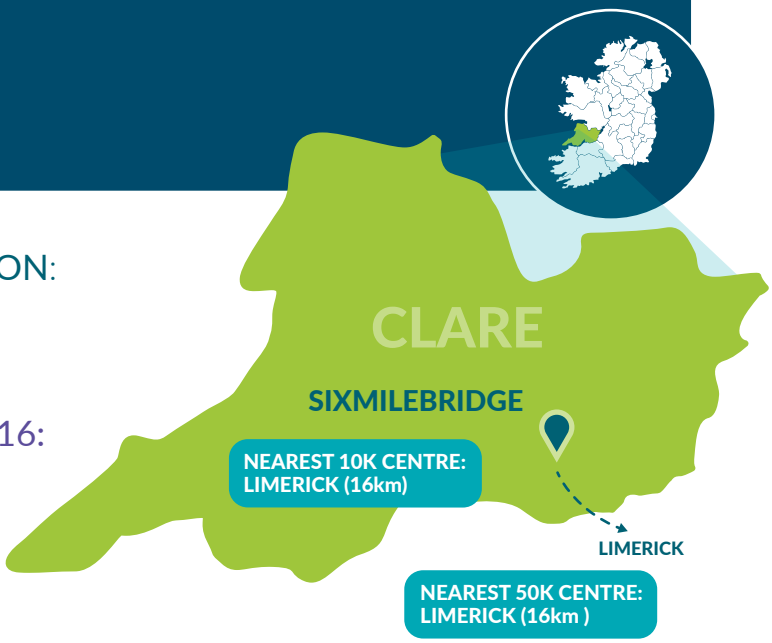
	RANK	SCORE
Public transport to 10k town by 9am	1	10
Public transport level of service to 10k town	7	4
Public transport level of service to any town (morning)	3	8
Public transport to 50k city by 9am	1	10
Towns in 30k radius reachable by public transport (%)	9	7
Ratio public transport/car journey time to 10k town	27	5
Ratio public transport/car journey time 50k city	28	3
Car travel time to university	5	9
Public transport travel time to university	15	7
Use of active travel & public transport to work (%)	3	9

Sixmilebridge

Co. Clare

TOWN POPULATION:
2,625

POPULATION CHANGE 1996-2016:
+129.5%



6% POPULATION OVER 65

33% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD

8% % households without a car

28.2 KM Avg. commuting distance by car for town residents

23% Daytime/nighttime working population

44% At work as % of total population

0 RETAIL/ SUPERMARKET	0 HEALTH PRIMARY CARE CENTRE	0 CINEMA
0 THEATRE/ ARTS CENTRE	0 BANK (EXCL CREDIT UNION AND AN POST)	0 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€48,672

	RANK	SCORE
WDC Mobility Index	15	153
Readiness for Low Carbon Transition	27	37
Access to Services and Social Facilities	5	58
Access to Employment and Economic Opportunities	22	58

Readiness for Low Carbon Transition

	RANK	SCORE
Use of active travel & public transport to secondary school (%)	2	9
Use of active travel & public transport to 3rd level education (%)	32	2
Lowest car ownership per household	31	1
Car share for work (car passenger/driver ratio)	8	6
Charging points for electric vehicles	16	1
Transport plan and active town strategy	25	0
Cycle parking at public transport and in town	14	4
Cycle paths or marked cycle lanes	11	0
Walkability	3	9
Public realm investment and pedestrian or low traffic area	13	5

Access to Services and Social Facilities

	RANK	SCORE
Car travel time to hospital with outpatient services	6	7
Car travel time to international airport	3	9
Car travel time to cinema and theatre	11	7
Public transport travel time to hospital with outpatient services	15	4
Single public transport fare to 10k town	11	7
Evening public transport service to and from 10k town	23	2
Public transport travel time to international airport	2	9
Use of active travel and public transport to primary school (%)	5	8
No. of publicly provided disabled parking spaces	20	2
Best universal design score for bus stop in town	8	3

Access to Employment and Economic Opportunities

	RANK	SCORE
Public transport to 10k town by 9am	1	10
Public transport level of service to 10k town	21	2
Public transport level of service to any town (morning)	19	4
Public transport to 50k city by 9am	1	10
Towns in 30k radius reachable by public transport (%)	26	3
Ratio public transport/car journey time to 10k town	9	8
Ratio public transport/car journey time 50k city	33	0
Car travel time to university	5	9
Public transport travel time to university	8	8
Use of active travel & public transport to work (%)	22	4

Strandhill

Co. Sligo

TOWN POPULATION:
1,753

POPULATION CHANGE 1996-2016:
129.5%

14% POPULATION OVER 65

27% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD

7% % households without a car

24.0 KM Avg. commuting distance by car for town residents

42% Daytime/nighttime working population

46% At work as % of total population

0 RETAIL/ SUPERMARKET

0 HEALTH PRIMARY CARE CENTRE

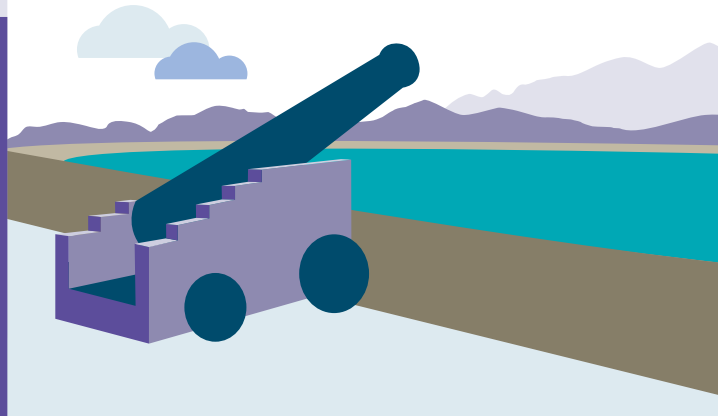
0 CINEMA

0 THEATRE/ ARTS CENTRE

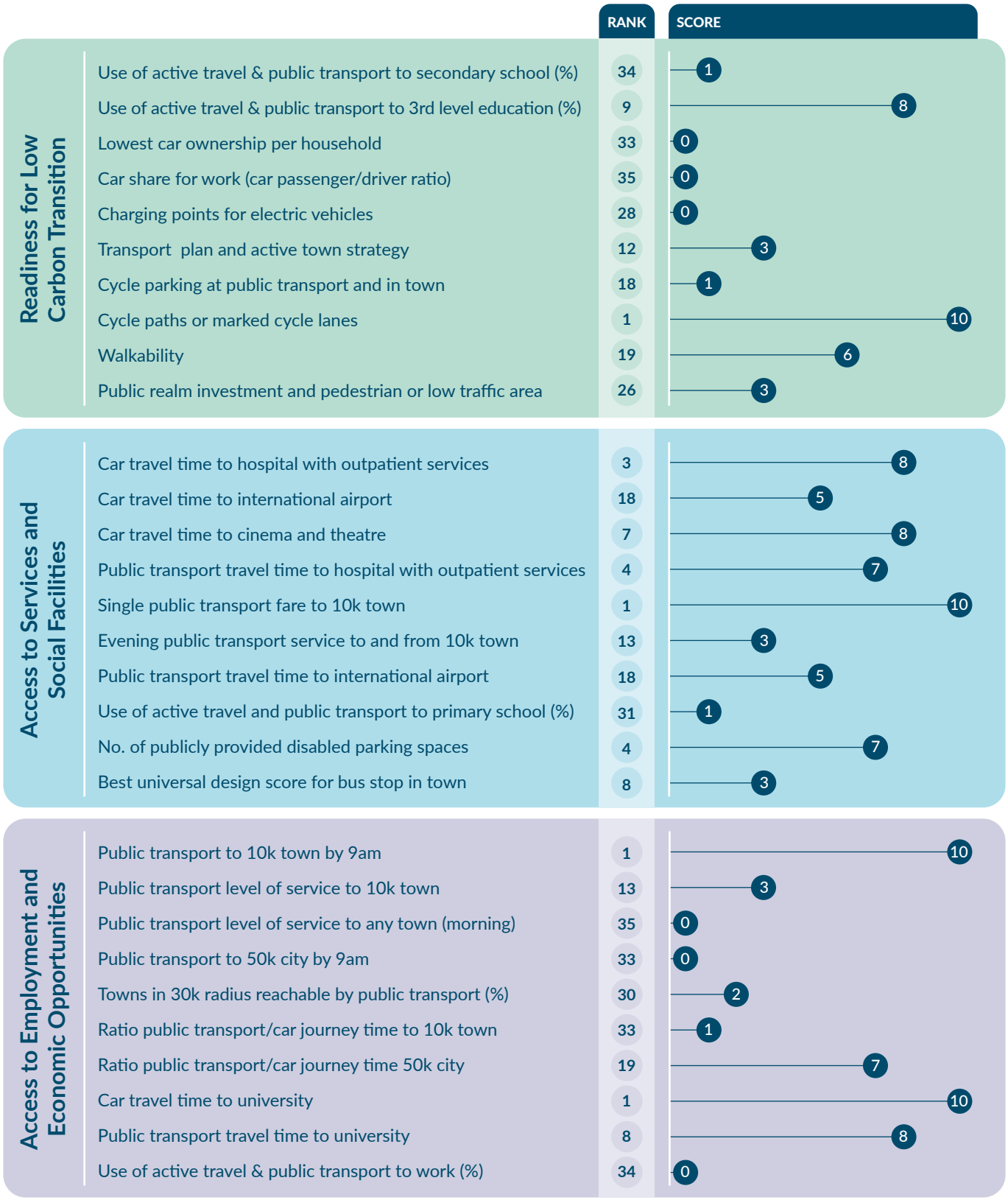
0 BANK (EXCL CREDIT UNION AND AN POST)

1 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€52,060



	RANK	SCORE
WDC Mobility Index	27	130
Readiness for Low Carbon Transition	30	32
Access to Services and Social Facilities	6	57
Access to Employment and Economic Opportunities	34	41



Tuam
Co. Galway

TOWN POPULATION:
8,767

POPULATION CHANGE 1996-2016:
+55.8%*

13% POPULATION OVER 65

28% POPULATION UNDER 18

- **RAIL LINK**
- **DIRECT PUBLIC TRANSPORT TO NEAREST CITY**
- **DIRECT PUBLIC TRANSPORT TO DUBLIN**
- **MOTORWAY:** M17
- **NATIONAL PRIMARY ROAD:** N17
- **NATIONAL SECONDARY ROAD:** N83

18% % households without a car

36.0 KM Avg. commuting distance by car for town residents

140% Daytime/nighttime working population

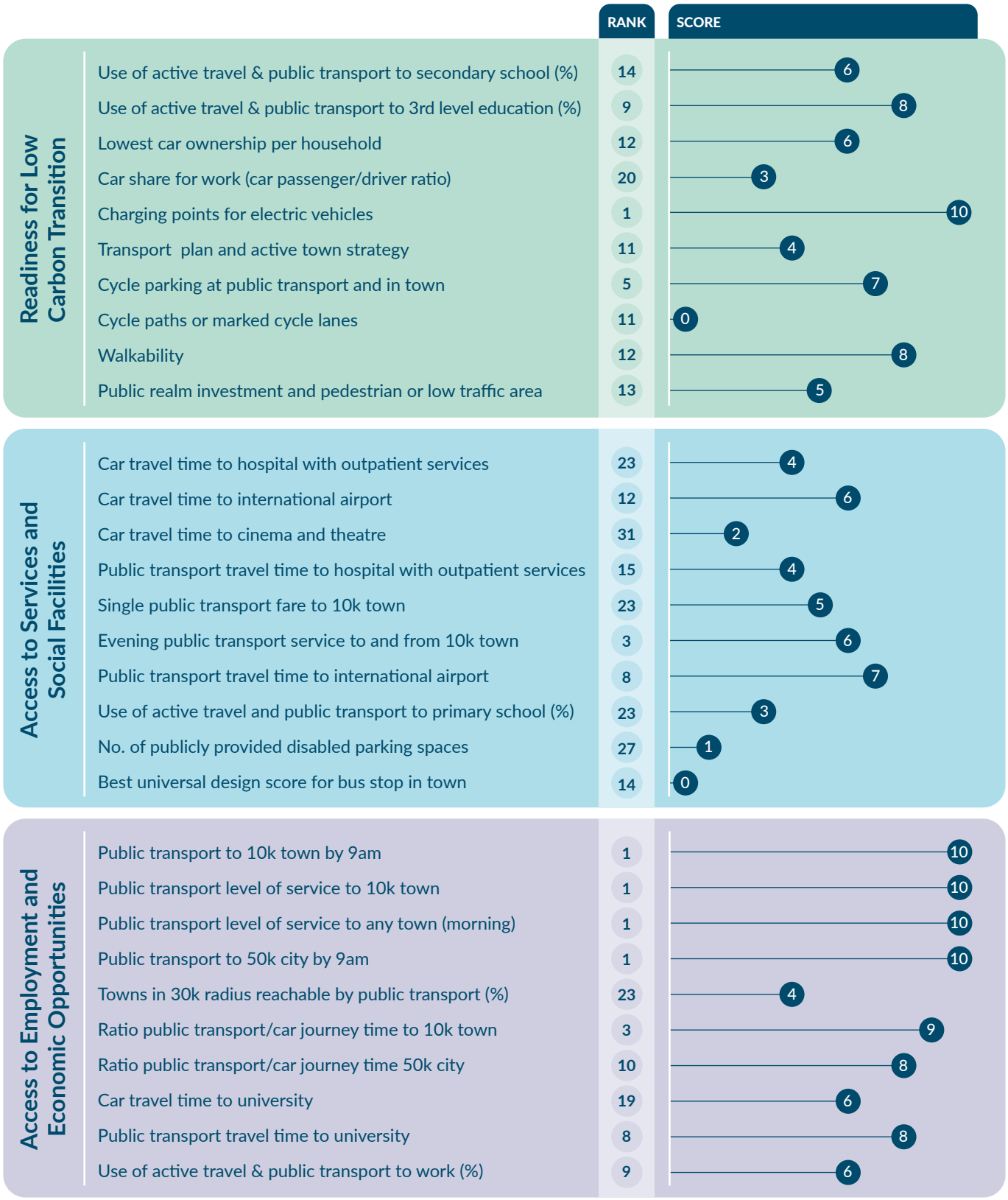
38% At work as % of total population

Median household gross income:
€35,174

*Changes made to boundary of town for Census 2016 so not directly comparable with 1996 population

4 RETAIL/ SUPERMARKET	1 HEALTH PRIMARY CARE CENTRE	0 CINEMA
0 THEATRE/ ARTS CENTRE	3 BANK (EXCL CREDIT UNION AND AN POST)	1 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

	RANK	SCORE
WDC Mobility Index	**5**	**176**
Readiness for Low Carbon Transition	4	57
Access to Services and Social Facilities	26	38
Access to Employment and Economic Opportunities	1	81



Tubbercurry

Co. Sligo

TOWN POPULATION:
1,986

POPULATION CHANGE 1996-2016:
+82.4%

14% POPULATION OVER 65

28% POPULATION UNDER 18

RAIL LINK	DIRECT PUBLIC TRANSPORT TO NEAREST CITY	DIRECT PUBLIC TRANSPORT TO DUBLIN	MOTORWAY	NATIONAL PRIMARY ROAD: N17	NATIONAL SECONDARY ROAD
✗	✓	✗	✗	✓	✗

21% % households without a car

38.2 KM Avg. commuting distance by car for town residents

112% Daytime/nighttime working population

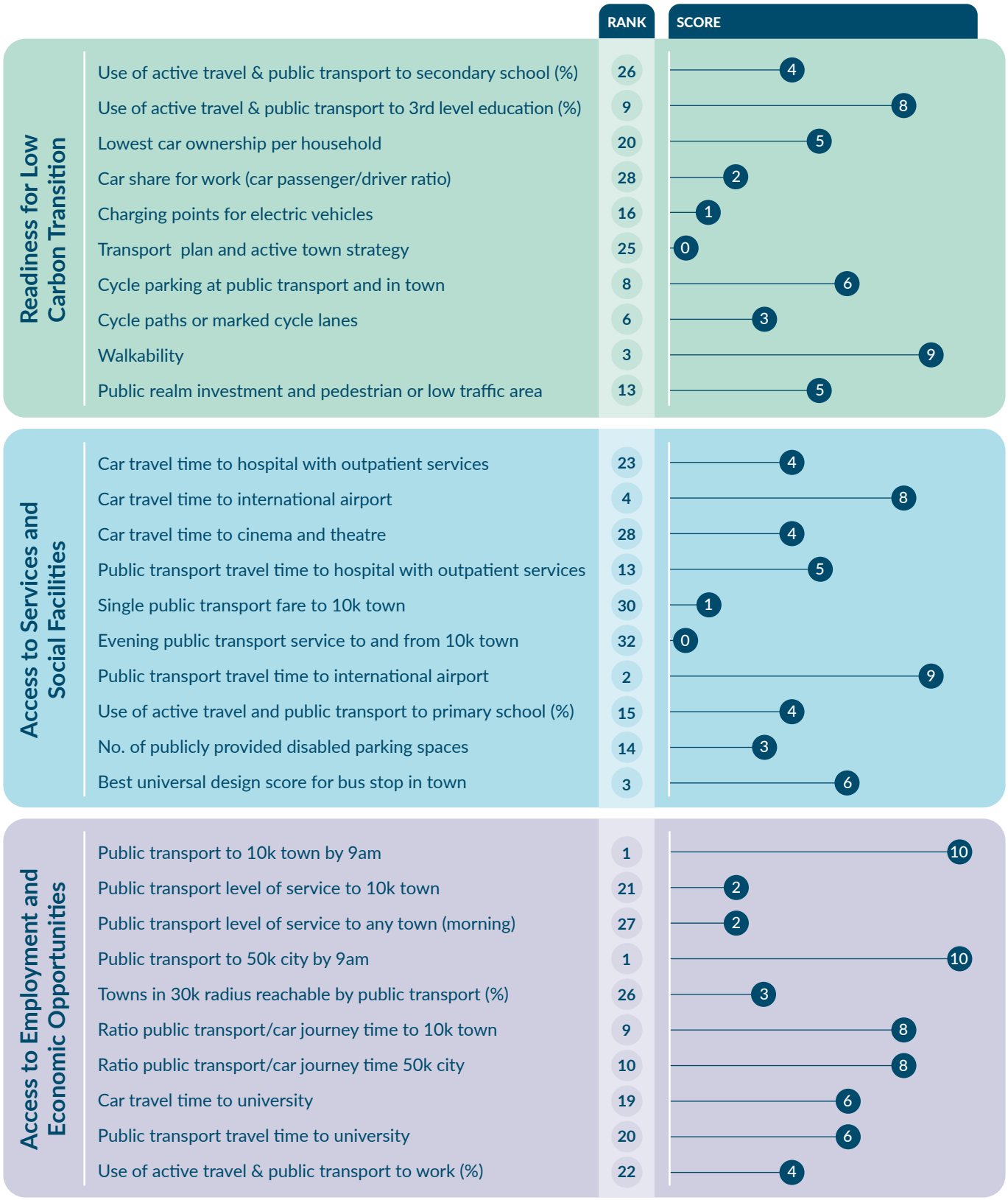
35% At work as % of total population

RETAIL/ SUPERMARKET	HEALTH PRIMARY CARE CENTRE	CINEMA
1	0	0

THEATRE/ ARTS CENTRE	BANK (EXCL CREDIT UNION AND AN POST)	REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)
0	1	1

Median household gross income:
€29,562

	RANK	SCORE
WDC Mobility Index	**19**	**146**
Readiness for Low Carbon Transition	21	43
Access to Services and Social Facilities	19	44
Access to Employment and Economic Opportunities	21	59



Westport

Co. Mayo

TOWN POPULATION:
6,198

POPULATION CHANGE 1996-2016:
+37.1%*

18% POPULATION OVER 65

20% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD: N5

NATIONAL SECONDARY ROAD: N59

19% % households without a car

26.7 KM Avg. commuting distance by car for town residents

195% Daytime/nighttime working population

46% At work as % of total population

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

THEATRE/ ARTS CENTRE

BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income:
€36,906

*Changes made to boundary of town for Census 2016 so not directly comparable with 1996 population

	RANK	SCORE
WDC Mobility Index	**4**	**182**
Readiness for Low Carbon Transition	3	60
Access to Services and Social Facilities	7	54
Access to Employment and Economic Opportunities	8	68

Readiness for Low Carbon Transition

	RANK	SCORE
Use of active travel & public transport to secondary school (%)	7	7
Use of active travel & public transport to 3rd level education (%)	9	8
Lowest car ownership per household	7	7
Car share for work (car passenger/driver ratio)	28	2
Charging points for electric vehicles	6	5
Transport plan and active town strategy	23	1
Cycle parking at public transport and in town	1	10
Cycle paths or marked cycle lanes	3	7
Walkability	12	8
Public realm investment and pedestrian or low traffic area	13	5

Access to Services and Social Facilities

	RANK	SCORE
Car travel time to hospital with outpatient services	6	7
Car travel time to international airport	25	4
Car travel time to cinema and theatre	1	10
Public transport travel time to hospital with outpatient services	24	0
Single public transport fare to 10k town	11	7
Evening public transport service to and from 10k town	9	3
Public transport travel time to international airport	8	7
Use of active travel and public transport to primary school (%)	9	5
No. of publicly provided disabled parking spaces	8	5
Best universal design score for bus stop in town	3	6

Access to Employment and Economic Opportunities

	RANK	SCORE
Public transport to 10k town by 9am	1	10
Public transport level of service to 10k town	7	4
Public transport level of service to any town (morning)	6	6
Public transport to 50k city by 9am	1	10
Towns in 30k radius reachable by public transport (%)	1	10
Ratio public transport/car journey time to 10k town	3	9
Ratio public transport/car journey time 50k city	1	10
Car travel time to university	34	0
Public transport travel time to university	34	0
Use of active travel & public transport to work (%)	3	9

Appendix 1
Sources for Town Profiles

	Town population	cso.ie/en/census/census2016reports/
	Population change 1996-2016	CSO Census of Population, Reports 1996, 2002 and 2016 & own calculations
	Nearest 50k centre:	google.ie
	Population over 65	cso.ie/en/census/census2016reports/ & own calculations
	Population under 18	cso.ie/en/census/census2016reports/ & own calculations
	Rail link	irishrail.ie/en-ie/travel-information/station-and-route-maps/ireland-rail-map
	Direct public transport to nearest city	transportforireland.ie/plan-a-journey/, google.ie & rome2rio.com
	Direct public transport to Dublin	transportforireland.ie/plan-a-journey/, google.ie & rome2rio.com
	Motorway	tii.ie/roads-tolling/our-road-network/
	National primary road	tii.ie/roads-tolling/our-road-network/
	National secondary road	tii.ie/roads-tolling/our-road-network/

	% households without a car	cso.ie/en/census/census2016reports/
	Avg. commuting distance by car for town residents (km)	cso.ie/en/census/census2016reports/
	Daytime/ nighttime working population	cso.ie/en/census/census2016reports/ &own calculations
	At work as % of total population	cso.ie/en/census/census2016reports/ &own calculations
	Median household gross income	https://www.cso.ie/en/statistics/generalstatisticalpublications/geographicalprofilesofincomeinireland/
	Retail/ supermarket	Supermarket websites and google.ie
	Health primary care centre	Various including HSE, local info and google.ie (no good central data source available).
	Cinema	Individual cinema websites and google.ie
	Theatre/ arts centre	https://www.artscouncil.ie/arts-in-ireland/arts-centres/links/, individual theatre websites and google.ie
	Bank (excl Ulster Banks, Credit Union and An Post)	Bank websites, local info and google.ie
	Remote working hub (in connected hubs network)	https://connectedhubs.ie/

Appendix 2
Sources for Indicators

Public transport to 10k town by 9am	Google Maps Service information
Public transport level of service to 10k town	Google Maps Service information
Public transport level of service to any town (morning)	Google Maps Service information
Public transport to 50k city by 9am	Google Maps Service information
Towns in 30k radius reachable by public transport (%)	Google Maps Service information
Ratio public transport/ car journey time 10k town	Car times from Google Journey Time API, public transport times Google Maps Service information
Ratio public transport/ car journey time 50k city	Car times are using National Transport Model – AM peak journey times. PT times from Google Maps,
Car travel time to university	Google Journey Time API
Public transport travel time to university	Google Maps
Use of active travel & public transport to work (%)	Census of Population 2016, Profile 6 Commuting in Ireland & own calculations
Car travel time to hospital with outpatient services	Google Journey Time API
Car travel time to international airport	Google Journey Time API
Car travel time to cinema and theatre	Google Journey Time API
Public transport travel time to hospital with outpatient services	Google Maps
Single public transport fare to 10,000 town	Data collected by WDC from Transport providers
Evening public transport service to and from 10k town	Google Maps
Public transport travel time to international airport	Google Maps
Use of active travel and public transport to primary school (%)	Census of Population 2016, Profile 6 Commuting in Ireland & own calculations
Lowest car ownership per household	CSO Census 2016 & own calculations
Car share for work (car passenger/ driver ratio)	CSO Census 2016 & own calculations
Charging points for electric vehicles	ESB Charge point map
Transport plan and active town strategy	Provided by Local Authority
Cycle parking at public transport and in town	WDC survey
Cycle paths or marked cycle lanes	WDC survey
Walkability	WDC survey
Public realm investment and pedestrian or low traffic area	Provided by Local Authority

WESTERN
DEVELOPMENT
COMMISSION

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Dillon House, Ballaghaderreen, Co. Roscommon, F45 WY26, Ireland

www.westerndevelopment.ie