WESTERN DEVELOPMENT COMMISSION

Sustainable Mobility Index 2024

for Rural Towns in Ireland's Western Region

An Roinn Forbartha Tuaithe agus Pobail
Department of Rural and Community Development

Rialtas na hÉireann
Government of Ireland

Ár dTodhchaí Tuaithe
Our Rural Future

March 2025

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Contents

Foreword

by the CEO of the Western Development Commission

The Western Development Commission (WDC) is proud to present the Sustainable Mobility Index 2024 (SMI 24), a vital tool for shaping a low-carbon, inclusive, and connected future for Ireland's Western Region. This report reflects our unwavering commitment to fostering vibrant communities by improving how people live, work, and travel throughout the region. The Western Development Commission is an agency of the Irish Government, reporting into the Department of Rural and Community Development. Our work aligns closely with the ambitions set out in Our Rural Future, the Government's rural development strategy, which is driving sustainable growth and regional development.

Sustainable mobility is more than a goal; it is the foundation for creating thriving, resilient towns that connect people to opportunity while reducing environmental impact. The findings of SMI 24 provide a roadmap for achieving this vision, offering actionable insights grounded in data and focused on solutions.

The Sustainable Mobility Index is built on 30 indicators across three key themes: Readiness for the Low-Carbon Transition, Access to Services and Social Facilities, and Access to Employment and Economic Opportunities. These indicators offer a comprehensive understanding of the challenges and opportunities faced by the 40 towns included in the Index. Importantly, the report highlights how investments in active travel, public transport, and innovative planning can transform these towns into models of sustainable living.

The insights provided in this report are a call to action. They remind us that the choices we make today, will shape the future of the region. From early-stage investments in infrastructure to fostering greater collaboration among stakeholders, the findings underscore the importance of regional investment as a driver of growth.

This report is a testament to the power of partnerships and collaboration. It would not have been possible without the dedication of the SMI Working Group and the many contributors who share our vision for a more connected and sustainable region. I extend my deepest gratitude to all those involved.

As we look to the future, the SMI 24 offers not only a measure of where we stand today but a beacon for where we can go together. With bold action, shared ambition, and a commitment to innovation, the Western Region can lead Ireland in building a sustainable, inclusive, and prosperous future for generations to come.

Allan Mulrooney
CEO, Western Development Commission

Foreword

by the Chair of the Sustainable Mobility Index 2024 Working Group

Mobility is vital for rural communities where essential services are not nearby, while good transport connections and facilities for active travel are key attractions of town living. Rural mobility today is often car-dependent, expensive, and limits social and economic development. Accessing healthcare, education, employment, and social activities can be challenging without private car transport. Limited public transport options force reliance on private cars, increasing travel costs and reducing sustainable alternatives.

Yet things are changing. Our Rural Future, the government's rural development policy, aims to enhance the quality of life for rural dwellers, including a focus on mobility, which is also crucial for the Town Centre First policy. Significant changes are underway, with Connecting Ireland Rural Mobility Plan, a major national public transport initiative by the National Transport Authority to enhance public transport and connectivity, especially for those outside major cities and towns. Local investment in public realm and active travel infrastructure makes walking and cycling a more attractive, safer option in our towns. Ireland's journey to net zero has seen significant advancements, driven by the ambitious targets in the Climate Action Plan.

This updated Sustainable Mobility Index (SMI 24) measures the changes in various aspects of sustainable mobility which have occurred since the publication of SMI 22. With thirty different indicators across a range of different aspects of sustainable mobility SMI 24 provides valuable insights into the mobility situation in our towns. It covers areas including public transport services, active travel, access to services, local investments, electric vehicle charging as well as an understanding of the journeys people are making. Using robust data, we provide detailed insights into sustainable mobility in forty rural towns and measure how low-carbon travel options are developing through improved public transport services, more EV charging, cycle paths, and pedestrian-friendly environments. All of these are vital steps towards a sustainable future.

The Programme for Government 2025 'Securing Ireland Future' reinforces the commitment to sustainable mobility, emphasising sustainable transport and rural connectivity. We look forward to seeing how the effect of these becomes visible in future iterations of the SMI.

I'd like to compliment to Western Development Commission on its commitment to fostering a greener, more sustainable region, in line with Ireland's Climate Action Plan. SMI 24 is an important element of its work in this area. Together, we can achieve a cleaner, healthier environment for all.

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, Transport Infrastructure Ireland along with the CSO and Pobal who provided special tabulations of data.

I am delighted to have, once again, chaired this committed and effective SMI Working Group. The members brought deep understanding of towns and mobility to this project. They were enthusiastic and encouraging and ensured that we effectively updated the Sustainable Mobility Index making changes as appropriate while maintaining its integrity and continuing to 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 on SMI 24.

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

ACKNOWLEDGEMENTS

The Western Development Commission (WDC) would particularly like to thank Michael Nolan, Chair of the Working Group, for his unfailing support, and the Chair and Members of the Sustainable Mobility Index Working Group for their guidance on the project, their help with developing indicators, identifying priorities and data sources and their 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 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 John Nott — National Transport Authority (NTA)
- Mr John Boylan — Department of Transport (member until July 2024)
- Ms Cathy Bryan — Department of Transport (member from August 2024)
- Mr Allan Mulrooney — CEO Western Development Commission (WDC)

We would also like to thank the Central Statistics Office (CSO) Census team for a number of special data tabulations, the National Transport Authority (NTA) for providing data on bus stops and Pobal for town level scores for the Pobal HP Deprivation Index.

I am very grateful to the staff of the WDC who volunteered to carry out detailed town surveys in their locality and would also like to particularly thank Cathriona Towey (WDC) for data collection support and Andrea Kavanagh (Resonate) for her design work.

The project was funded by the Western Development Commission and managed by Dr Helen McHenry.

Please refer to this report as follows: McHenry, H.L., 2025, *Sustainable Mobility Index 2024 for Rural Towns in Ireland's Western Region*. A Western Development Commission Report

Helen McHenry
March 2025

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 50,000 which are key large centres for the towns in the SMI
ATU	Atlantic Technological University
EV	Electric Vehicle
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
SMI 22	The first and baseline version of the SMI using available data collected in 2022 (and Census 2016)
SMI 24	The updated version using data collected in 2024 (and Census 2022)
TII	Transport Infrastructure Ireland
WDC	Western Development Commission

Executive Summary

The Western Development Commission (WDC) Sustainable Mobility Index for Rural Towns in Ireland's Western Region[1] (SMI 24) updates the first Sustainable Mobility Index (SMI 22) and uses 2024 data along with data from Census 2022. It covers 40 rural towns in the seven county Western Region. 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 to identify good practices. SMI 24 provides us with an opportunity to examine changes in sustainable mobility patterns in the region and to compare results with those in SMI 22. This helps improve our knowledge of Western Region town residents' current mobility needs and how they align with developing policy.

Many Western Region towns have a historic reliance on private vehicles, a legacy of poorly connected street networks and insufficient pedestrian and cyclist facilities. As a result, people may drive short journeys which could otherwise be undertaken by foot or bicycle. 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 in recent years towards more sustainable travel, with a particular focus on public transport, active travel (cycling and walking) and the necessity of reducing carbon emissions from personal transport.

SMI 24 uses data on current mobility options, services and infrastructure updating the baseline index (SMI 22). It shows what has since developed or been achieved and highlights areas for improvement. The Index is based on 30 specific indicators covering different modes, infrastructures and services for people in the 40 towns. There are five additional towns in SMI 24 following population increases shown in Census 2022 which brought the towns into the 1,500-10,000 population category.

To provide better insights and comparisons the Index is broken down into three themes. Each of these themes is each based on 10 indicators reflecting key areas for which good mobility is essential. These are:

These three themes allow for comprehensive comparative analysis across the various towns and show changes since SMI 22. LCT 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 under S&S and E&E.

The SMI gives useful insights into mobility in rural towns in the Western Region. It also provides a starting point for examining many wider questions about mobility in these towns and offers a wealth of detail on patterns of travel and the current availability of services[2] and facilities.

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 At the time of data collection. This is noted for each indicator in Part 2.

What does the Sustainable Mobility Index show?

The scores show a wide range of results among the 40 towns. There has been change in the top performing towns since SMI 22. Westport is No. 1 with a score of 200 in SMI 24 (out of a maximum possible 300), climbing 3 places from SMI 22 when it ranked 4th. Shannon dropped one place to 2nd in the Index while Oranmore and Claremorris climbed into the top 5, with Oranmore in 3rd place, up 5 from SMI 22 and Claremorris ranked 5th, up 4 places.

Some key findings include:

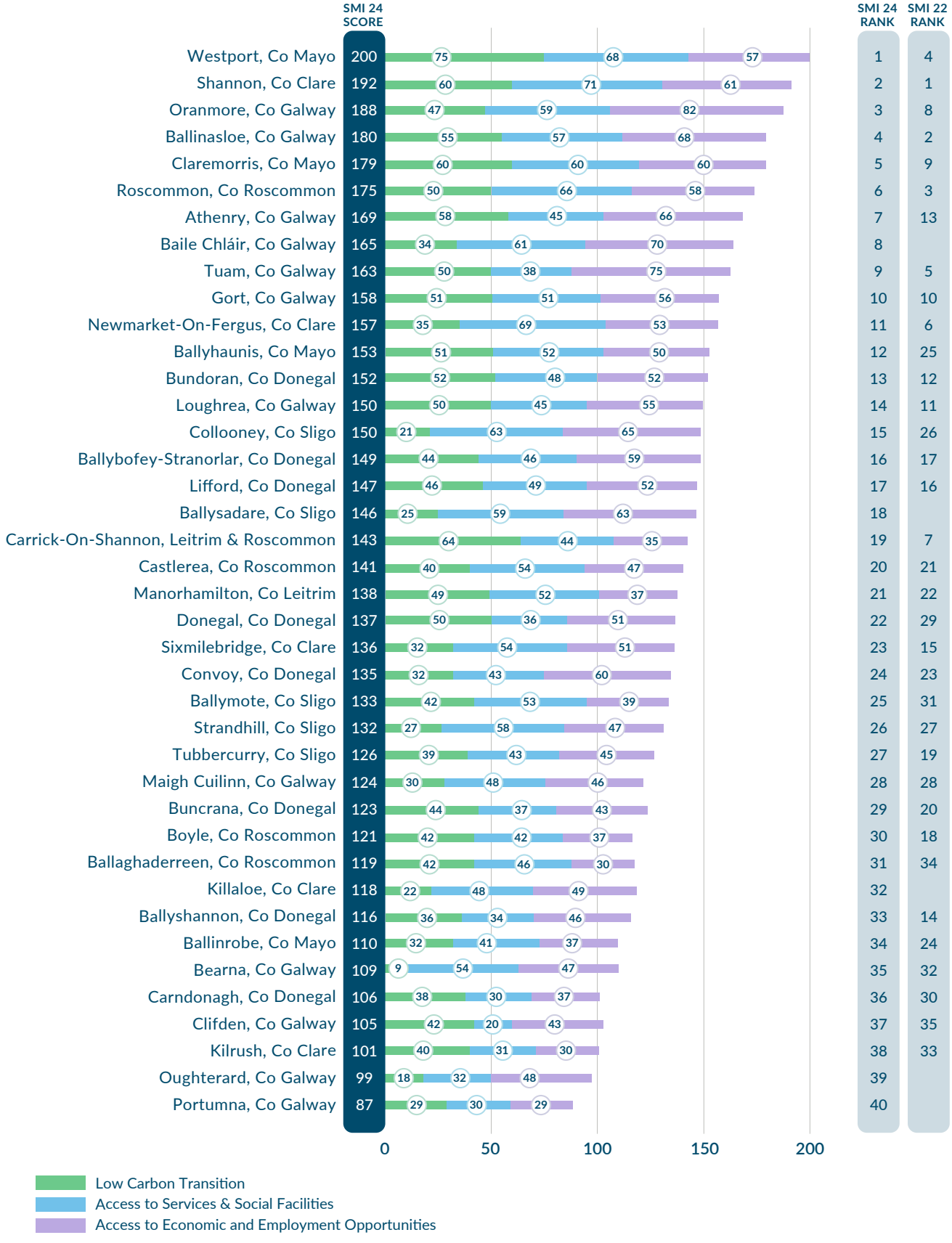
- Towns score well not just because of their location, but also because of investments made, and effective planning and good public transport provision.
- Improvements in public transport (including better services to hospitals and universities) have helped some towns climb the rankings.
- Often the highest income towns tended to show less public transport use and had higher car ownership.
- Some of the best scoring towns are key service centres for a large hinterland or are local centres of employment with high job to population ratios.
- The cost of using public transport to access to 10k towns varies substantially, this 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, in particular in relation to public transport services, and local investment and efforts to address reduce emissions from transport. Given the emphasis on encouraging more people to live and work in rural towns, policy formation around improving mobility options are is an important areas for planning and investment in future.

Greater investment in town mobility such as better cycling facilities, better interconnection of modes, improved townscapes and planning for walkability should reduce the differences among towns in their access to sustainable mobility options. These areas have all seen increases in funding in recent years, but it takes time for the effects to be seen.

SMI 24 is a practical tool for assessing mobility in the Western Region. However, the methodology and findings of this Index have broader applicability, across rural towns throughout the country. The concept, and many of the elements of its construction, are transferrable and could be used to improve understanding of the commonalities of problems, solutions and to guide future investment plans.

WDC Sustainable Mobility Index 2024 (SMI 24)



Areas for Improvement

1. The Connecting Ireland Rural Mobility Plan is working to advance public transport provision throughout rural Ireland, but continued investment in and enhancement of public transport services is needed in many towns to improve connections to the larger centres and provide key services at convenient times.

2. There are some active travel improvements which could bring immediate benefits to the towns 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. This along with public realm improvements makes active travel a more enticing option.

3. 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. In future some form of accreditation for towns could highlight their successes in developing active travel options and encourage other towns to improve.

4. Further investment in infrastructure which improves access for those with disabilities is important, alongside collection of the relevant data necessary to plan better services and monitor their implementation.

5. For national policy development it may be useful to gather similar data for similar urban centres outside the Western Region and expand the SMI.

How to use this report

SMI 24 presents a snapshot of sustainable mobility in our rural towns and an opportunity to examine wider questions about mobility and rural towns. The SMI also allow us to see what has changed and how towns are improving relative to each other.

The 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 24 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 methodology 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

SMI 24

Sustainable Mobility Index 2024 for Rural Towns in Ireland's Western Region

PART 1

The Sustainable Mobility Index 2024

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

This Sustainable Mobility Index 2024 for Rural Towns in Ireland's Western Region (SMI 24), is the latest version of the Western Development Commission (WDC) Sustainable Mobility Index. SMI 22, published in 2022 for 35 towns, was the first Mobility Index focusing on rural travel and sustainable mobility in Ireland. It provided a baseline against which we can measure change and development in rural sustainable mobility. SMI 24 updates previous data and covers 40 rural towns in the seven counties in the Western Region[3]. Data for SMI 24 was collected by the WDC in 2024 and used along with data from Census 2022 (SMI 22 used data from Census 2016).

The SMI provides a better understanding of public transport provision, infrastructure for active modes and how they compare across rural towns. SMI 24 gives us the opportunity to track changes across the towns since SMI 22 and to understand where key developments have taken place.

The SMI reflects the shift in transport policy to more sustainable travel modes, which has a particular focus on public transport and active travel (cycling and walking) and recognition of the necessity of reducing carbon emissions and tackling climate change through sustainable responses. The Index was developed to provide a rural lens for transport policy, as there is a tendency for policy on sustainable transport and low carbon transport, both nationally and internationally, to be more focussed on urban centres. 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 highlight gaps and deficits in sustainable mobility options for small towns. Rural mobility is complex, there is significant reliance on car travel; distances travelled per journey are relatively long, and there are variations in public transport provision and costs across the region. 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 on foot or by bicycle.

There is, therefore, a need to consider mobility and accessibility issues for small towns and their surrounding rural areas and understand where improvement 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 SMI 24 allows us to show relative change and improvements over time. The SMI represents an innovative approach to measuring transport services and accessibility in rural centres. While improved rural connectivity and accessibility is part of a multifaceted challenge, understanding the existing patterns of mobility in rural areas is the first step in achieving these goals.

The Index has a focus on public transport and active travel as well as other indicators of sustainable mobility[4]. It allows for comparison between towns in the region, among similar towns and with SMI 24 we can measure mobility changes that take place and how towns improve in relation each other. It provides valuable evidence to inform key transport investment decisions at national and local level. The SMI is focused on personal mobility rather than the movement of goods and services and while the focus is on sustainability we recognise the importance of quality road provision (which takes account of the needs of pedestrians and cyclists and other vulnerable road users) for public transport and freight services and throughout rural areas.

3 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.
4 There are also a number of indicators for car travel journey time to key services.

The WDC Sustainable Mobility Index for Rural Towns

Rural areas, with lower population density and longer distances between residences and services, have traditionally had lower levels of public transport service provision compared to urban areas. 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. The rollout of the Connecting Ireland Rural Mobility Plan has led to substantial improvements in this area. However, it remains the case that the legacy of low provision levels has had an impact 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[5]. 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. The 'rural mobility problem' has enormous implications for transport disadvantage[6] as those without a car are unable to fully participate in society[7]. Long travel distance, reliance on cars, infrequent public transport and poorer EV charging infrastructure can all make transitioning to low carbon transport more difficult.

For towns to function, be competitive and 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 design a Sustainable Mobility Index which shows what has been done well and what needs to happen, and which shows progress in the mobility transformation.

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, places need targeted improvements, and which are in the best position for low carbon transition. The SMI 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 their progress towards national and international sustainability objectives.

It is a practical, useful tool for improving our understanding of mobility issues for these rural towns.

- SMI 24 updates SMI 22 which set a baseline of 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 transition)
- Helps improve understanding of mobility and accessibility issues for different places
- Highlights those towns that are best positioned and places that need attention
- Makes the information easily available in accessible form to stakeholders and policy makers.

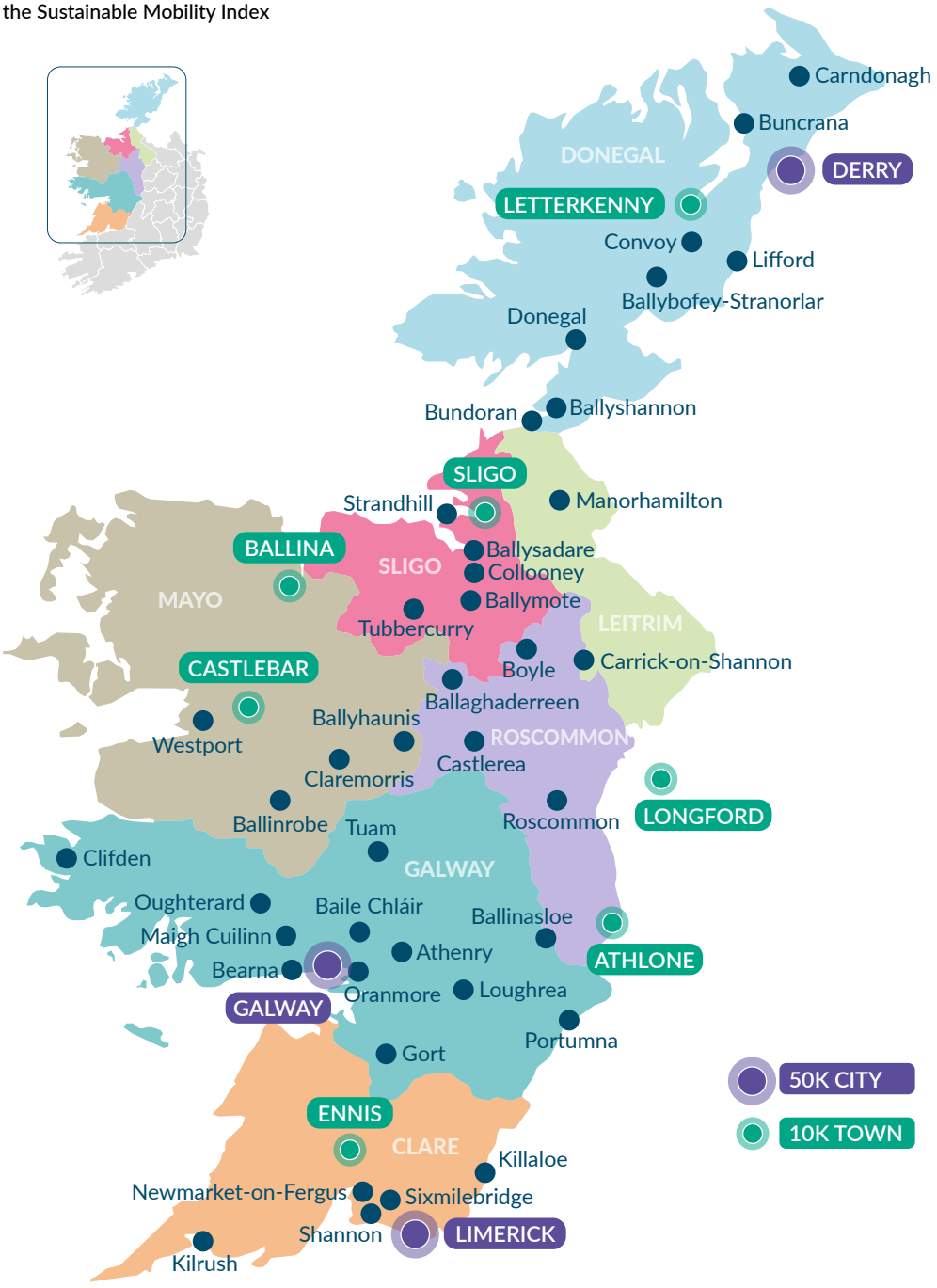
While the focus is on comparison among towns, SMI 24 also provides valuable insight into the detail of individual towns and their particular strengths and weaknesses. It will allow towns to learn from each other and to track progress over time and inform investment decisions. The results have highlighted areas needing attention, contrasts in approach among the different local authorities, and examples of what can work well.

5 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.
6 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
7 Rau, H., A. Vega Spatial (Im)mobility and accessibility in Ireland: implications for transport policy Growth Change, 43 (4) (2012), pp. 667-696

Areas Covered

This initiative 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 overlooked, considered neither truly rural nor truly urban. Recognition of these towns' role in mobility for all rural areas prompted the development of the SMI. 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 towns with a population between 1,500 and 10,000[8] as shown in Figure 1 below. As a result of population growth measured in Census 2022 five more towns have been included in SMI 24 (Baile Chláir (Claregalway), Ballysadare, Killaloe, Oughterard and Portumna). There are 40 towns in SMI 24 although two of these are outside of the population category (Clifden, which now has a population less than 1,500 and Shannon which is larger than 10,000 people)[9]. Both were retained in the Index to allow for comparison with SMI 22.

Figure 1: Key towns in the Sustainable Mobility Index



8 All population data quoted in this report are from the Census of Population 2022, unless otherwise stated.
9 Clifden population was 1,259 in Census 2022 (using the new 'Built Up Are' (BUA) classification while the population of Shannon grew to 10,256

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 SMI 24. 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)

These three themes allow for various comparisons and shows how different places can do well in relation to different issues or objectives. 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.

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 SMI scores and ranks in Part 3 of this report.

Sustainable Mobility Index Working Group

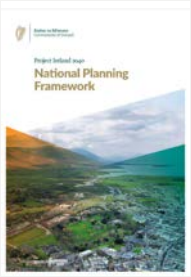
In 2021 the WDC established a working group to support the development of the SMI. The members of the group returned for SMI 24, with the addition of new members from the Department of Transport and the National Transport Authority (NTA). The group had an oversight role in the Project and helped refine and update indicators, identify data sources and priorities for the Index. Members of the working group (see Acknowledgements on page 6) also provided insights on towns' Index scores and recommendations and policy proposals for towns that need to improve mobility and access.

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 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 National and EU policy

EU and National Policy is committed to tackling climate change and taking action to ensure the transition to a low carbon society. SMI 24 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.
At the European level, there have been significant policy efforts to promote sustainable mobility solutions in urban and metropolitan areas. However, these efforts have been less intense in the case of rural mobility, although 30.6% of the EU's population live in rural areas (European Commission, 2021). 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 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).

The Climate Action Plan 2024 (CAP24) is the third annual update to Ireland's Climate Action Plan. The purpose of the Climate Action Plan is to lay out a roadmap of actions which will ultimately lead us to meeting our national climate objective of pursuing and achieving, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy. It aligns with the legally binding economy-wide carbon budgets and sectoral emissions ceilings that were agreed by Government in July 2022.
It builds upon CAP 23 by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings. The Plan provides a roadmap for taking decisive action to halve Ireland's emissions by 2030 and reach net zero by no later than 2050, as committed to in the Climate Action and Low Carbon Development (Amendment) Act 2021.

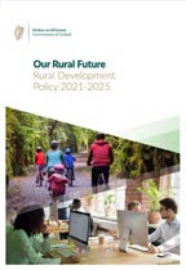


Since 2018, the National Planning Framework (NPF), is the national planning policy document providing overall strategic policy for the future development of Ireland. The NPF created a set of ten goals expressed as National Strategic Outcomes (NSOs) and this project aligns with six of these: NSO 1 Compact 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 2021- 2030 (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.

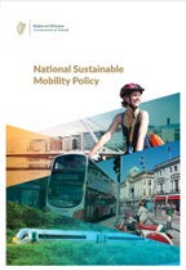
The SMI aligns with the UN Sustainable Development Goals (SDGs), in particular SDG 11 Sustainable Cities and Communities and SDG 13 Climate Action.

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 framework is the Department of Transport's contribution to Project Ireland 2040, Government's long-term strategy for accommodating population growth in a sustainable manner and making Ireland a better country for all its people. 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 is investment in high-quality walking and cycling infrastructure specifically targeted at towns and villages across the country and in the local and regional road network to maintain roads to a proper standard and improve regional accessibility. 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 Rural Mobility Plan 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 does 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. It includes demand management and behavioural change measures to manage daily travel demand and to reduce the journeys taken by private car. 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. It will make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.

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 report by the OECD, 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 Sustainable Mobility Index and Rural Towns

The Sustainable Mobility Index was developed for towns in the 'Western Region'[10], which covers the seven counties in the northwest and west of Ireland under the remit of the Western Development Commission (WDC). The Western Region comprises many of the more remote, less developed and most rural parts of Ireland. Almost two thirds (63%) of the population live in very rural areas (outside settlements of 1,500[11]). The seven counties in the Western Region vary considerably in rurality, by this definition, from almost 84% in Co Leitrim (which has only two urban centres over 1,500) to 53% in Galway (city and county). Using both the EU[12] and the OECD[13] definitions the entire region would be classified as rural.

The small percentage of the population (23%) 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 (defined here as settlements with population more than 50,000) are key measures in SMI 24. Galway is the only city (85,910) and there are six other 'large' towns (Ennis, Letterkenny, Sligo, Castlebar, Ballina and Shannon) all of which have a population of more than 10,000. The largest of these is Ennis with a population of 27,923.

In order to understand issues of mobility in rural towns it is necessary to first understand the towns themselves. These small towns are a key element of the Irish urban system yet are intrinsically part of rural areas. 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 in 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)[14].

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 in the last few decades, in particular the growth in car ownership and accompanying increase in personal mobility, and developments in information and communications technology have affected 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 Sustainable Mobility Index has been constructed for rural towns in the Western Region, with a population of between 1,500 and 10,000. SMI 2022 covered 35 towns and SMI 24 covers 40 towns. Two Leitrim towns are included, four each in Mayo and Roscommon, five in Clare and Sligo, eight in Donegal and twelve in Galway. They are shown on the map above (Figure 1) and listed in Table 5 below.

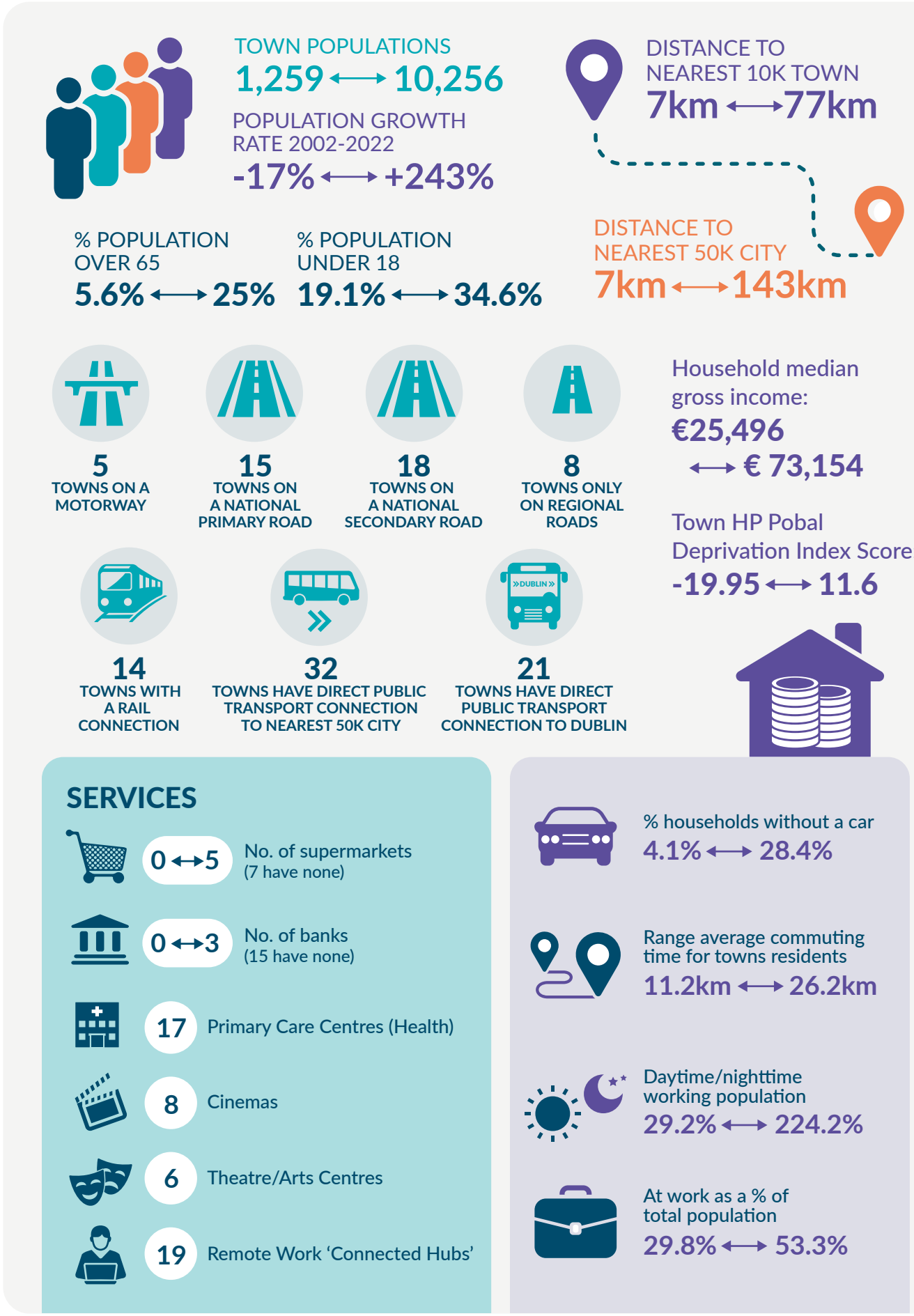
10 It should be noted that is not a 'Region' in a legal sense, it covers three different regional authority areas (NUTS III) and one of the counties (Clare) is outside the Northern and Western (NUTS II) Region.
11 All population statistics in this report are from Census 2016, the most recent published Census at the time of publication.
12 https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Glossary:Rural_area
13 https://read.oecd-ilibrary.org/urban-rural-and-regional-development/oecd-regional-outlook-2016_9789264260245-en#page152
14 See Policy Discussion Box above.

Characteristics of Towns in the Mobility Index

Creating the Mobility Index involved collecting and analysing data on public transport, on how people in the town travel, and local assets and infrastructure, but to understand mobility we must look beyond at each 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 them so that those looking at 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.

We developed a series of town profiles encompassing 20 different indicators for each town providing information about them so that those looking at the Index have the context in which to understand how different towns have performed.

Figure 2: Characteristics of Towns in the Sustainable Mobility Index



Fourteen of the towns in the Index are served by rail, which, for the most part links the towns to Dublin and to other towns along the route. 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 closer towns and cities, where the first services (which usually originate in Dublin) tend to arrive later. There have been improvements in rail services since SMI 22 and trains arrive in Galway, Westport and Limerick from Western Region towns before 9 am providing better public transport options for work and education commuters. The earliest train into Sligo arrives at 10:16 reducing commuting options for towns on this line (Carrick on Shannon, Boyle, Ballymote and Collooney). There is potential for the development 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. It is likely, however, that single tracks and the requirement for passing places restrict options here.

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 (Roscommon and Ballinasloe). Likewise, a number are key centres of employment having much higher 'daytime' populations as they draw in workers from elsewhere (e.g. Donegal Town), and of course some of them are 'commuter towns' with smaller daytime populations (e.g. Newmarket on Fergus).

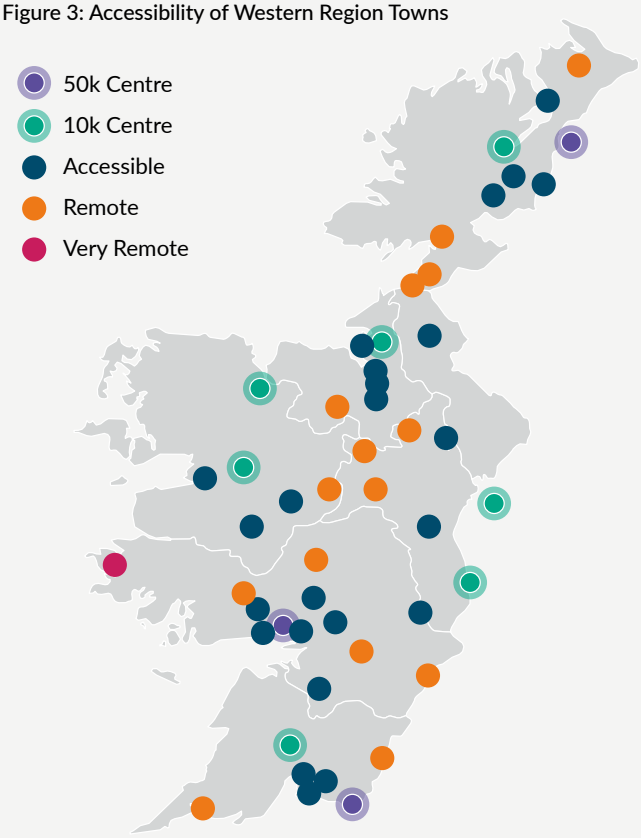
Of the 40 towns included in the Mobility Index, fifteen are on national primary routes, eighteen on national secondary routes and eight served only by regional roads, while five are on a motorway. The quality and reliability of the road network is of course important for access to larger towns. In cases where a major road cuts though the town, however, 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.

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 40 towns in SMI 24 are a mixture of 'Accessible Towns' (25), 'Remote Towns' (14) 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 weekdays

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 40 towns in the Mobility Index, according to these measures, is shown in Table 1 below.

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

	Scottish definition	OECD definition	EU Definition
Accessible	25	21	17
Remote	14	19	23
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+).

The box below summarises key town definitions used in the SMI.

Key Definitions for Towns in the Project

SMI Towns — 40 Towns are covered in the Index, ranging in population from 1,500 to 10,000 (with the Clifden and Shannon exceptions to these size criteria)

10K Towns — Town with a population of 10,000+ which are key service centres. In the Western Region these are Letterkenny, Sligo, Ballina, Castlebar and Ennis. Longford and Athlone (partly in the Region) which lie outside the Western Region are key centres for some of the Region's towns.

50K City — There are 3 Cities (defined as settlement with a population of 50,000+): Galway lies within the region and Limerick and Derry are just outside it.

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+).

3. The Sustainable Mobility Index- An outline of the Methodology

Background to the Index

Transportation systems can be evaluated in various ways depending on the perspective, such as traffic, mobility, and accessibility. In the Index, however, mobility specifically refers to the transport of people and their ability to travel. In this mobility-based evaluation of a transport system the main focus is on the services and infrastructure that allow the physical movement of people by sustainable modes of transport. This chapter provides detailed information on the methodology used in the SMI. Full detail of each indicator including definitions, source, data collection date and results can be found in Part 2 of this report.

SMI 24 helps us to evaluate progress towards achieving transport policy objectives. Data and 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.

Composite indexes have been used to measure a broad range of issues (e.g. human development, universities and various property indexes). 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. 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.

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 SMI was developed. Firstly, there are much fewer mobility options. As noted above, many towns do not have rail access, and other public transport services are much more limited, which 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.

In developing SMI 22 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. We have continued this approach in SMI 24 which uses the same indicators topics with small method, source or definition changes in six of them.

The SMI focus 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 SMI development was on selecting appropriate indicators to measure or reflect different aspects of mobility or accessibility in the towns, to give a broad 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 secondary data sources, which are updated regularly at fixed intervals, so the SMI 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 through a town survey (for example in relation to walkability, cycle facilities). We hope that, in future iterations of the SMI, secondary data on these will be more available.

Indicators used

The Mobility Index is made up of 30 indicators. Each town scores between 0 and 10 for each of the indicators. The Index is divided into three themes: Readiness for the Low Carbon Transition (LCT); Access to Services and Social Facilities (S&S) and Access to Employment and Economic Opportunities (E&E). 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 used in SMI 22 was a rigorous process, more than 40 were initially developed and a pilot data collection for five towns was used to develop scores. For SMI 24 we re-examined all the indicators used in SMI 22 and some minor changes were made where necessary, often as a result of improvements in service levels or for data collection purposes. Although small changes have been made in definitions, data sources or collection for six indicators, the mobility issues covered by the thirty indicators have not changed. 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 and the indicators which had data source or methodology changes are marked with an asterisk.

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.

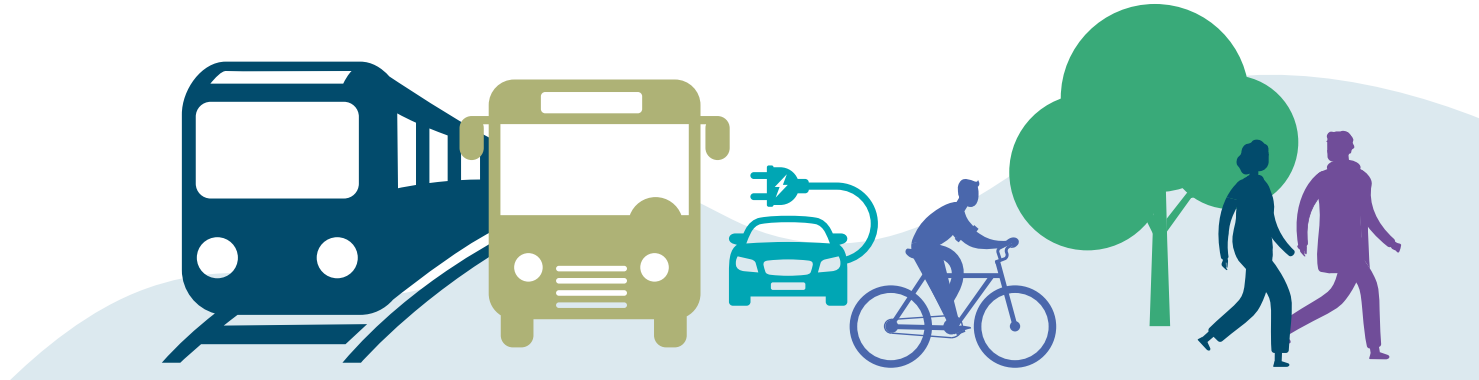


Table 2: Indicators used to form the Mobility Index

Readiness for the Low Carbon Transition (LCT)

1. Using active travel and public transport modes to secondary school (%)
2. Using active travel and public transport modes to third level education (%)
3. Lowest car ownership per household
4. % Commuting to work by car who were car passengers
5. Electric Vehicle (EV) Charging facilities (type and number)
6. Active travel Allocations & Local Transport Plan*
7. Cycle parking at rail stations or bus stop and across towns
8. Presence of cycle paths/marked cycle lanes*
9. Walkability
10. Public realm investment and pedestrianized zone*

Access to Services and Social Facilities (S&S)

11. Car time to nearest hospital outpatient services
12. Car time to nearest international airport
13. Car time to nearest cinema and theatre
14. Public transport time to nearest hospital outpatient services
15. Standard public transport fare to 10k town
16. Public transport service after 19:00 to and from 10k town
17. Public transport time to nearest airport
18. Using active travel and public transport modes to primary school (%)
19. Disabled parking and accessibility*
20. Highest Universal Design score for bus stop in town

Access to Employment and Economic Opportunities (E&E)

21. Level of service public transport to 10k town arriving by 09:00*
22. Level of service All Day to 10k town
23. Level of service in the morning to any town
24. Public transport to 50k city to arrive by 09:00
25. % Settlements (1,500+) in 30k radius reachable by public transport
26. 10k town public transport /car time ratio
27. 50k town public transport /car time ratio
28. Car time to nearest university, main campus
29. Public transport time to nearest university, main campus
30. Using active travel and public transport modes to work (%)

*denotes a change in data source, method or scoring system since SMI 22

Sources of data and methodology

The indicators draw on a variety of sources, including the CSO Census of Population (2022) and NTA data and a WDC on site town survey. Other data (e.g. on fares) came from websites and direct contact with transport providers for fare data and data on travel times came from Google Maps.

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 normalised to a 0-10 value. A variety of methods were used and full details of how each indicator was converted to an Index score are given in Part 2.

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

In situations where one or more towns had either a very high or very low results for an indicator which would have skewed all of the other town scores the outliers were reduced, to avoid it impacting all other scores too significantly. For example, in SMI 24 when looking at level of service during the day to a 10k town, Oranmore has 61 services, and the next best town (Tuam) had 39. Without reducing outliers only four towns would have scored 5 or more. 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. With outliers adjusted, nine towns score 5 or more, and more towns score 3 or more). 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[15]. In Part 2 it is noted which indicators were corrected for outliers.

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

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, most of the reporting is by the relative ranking of the town in relation to the indicators, rather than broad score. All comparisons between SMI 24 and SMI 22 are based on rank only and the five towns new in SMI 24 are excluded from the rankings and comparisons.

15 See for example the Cebr Urban Mobility Index

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 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, active travel investment (NTA and TII) 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, cycle lanes etc.) meant that we collected much of this data in 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. 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.

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 towns). Towns in these size categories can be considered key service centres (see chapter 2 for discussion). 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 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), along with access to the nearest university. The use of public transport and active travel modes by town residents for travel to work are also included in this theme.

This section has provided an overview of the indicators used in the three themes. Full detail of each indicator is available for Full detail of each indicator is available in Part 2. For more detailed discussion of data selection see this paper[16].

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

4. What does SMI 24 show?

In this section the results of the 2024 Sustainable Mobility Index (SMI 24) are discussed. There are 40 towns in SMI 24, up from 35 in SMI 22. Five new towns (Baile Chláir (Claregalway), Ballysadare, Killaloe, Oughterard and Portumna) were added as population growth brought them into the 1,500-10,000 population category, while the two towns which moved outside the category (Clifden which had a population decline (largely as a result of boundary changes[17]) and Shannon where the population grew to more than 10,000)), were retained in the Index to allow for comparisons over time[18]. Changes in rank since SMI 22 are discussed in the next chapter.

Westport, Co. Mayo had the highest score in SMI 24 followed by Shannon, Co. Clare and Oranmore, Co. Galway. At the other end of the scale, the Galway towns of Portumna and Oughterard, both of which are new to the Index, scored lowest.

The table below shows a summary of the scores for highest and lowest scoring towns in the SMI.

Table 3: Towns scoring highest and lowest in SMI 24

Town	County	SMI 2024 Rank	SMI 2024 Score	No of 10s for the Town	No of 0s for the Town	Average score per Indicator
Westport	Co Mayo	1	200	5	2	6.7
Shannon	Co Clare	2	192	8	0	6.4
Oranmore	Co Galway	3	188	9	1	6.3
Ballinasloe	Co Galway	4	180	3	1	6.0
Claremorris	Co Mayo	5	179	3	1	6.1
Carndonagh	Co Donegal	36	106	1	3	3.5
Clifden	Co Galway	37	105	2	7	3.5
Kilrush	Co Clare	38	101	0	4	3.4
Oughterard	Co Galway	39	99	1	5	3.3
Portumna	Co Galway	40	87	1	9	2.9

Source: WDC Sustainable Mobility Index 2024 for Rural Towns

17 Town populations in Census 2022 use a new boundary classification 'Built Up Area' (BUA). See https://www.cso.ie/en/census/census2022/census2022urbanboundariesandbuiltupareas/ for definitions and https://westerndevelopment.ie/insights/changing-town-populations-in-the-western-region-in-census-2022/ for more discussion of the impact on towns in the Western Region.

18 The Clifden population significantly reduced in Census 2022 as a result of changes to Town definition (Built Up Areas), though it did have a fall of 6.2% in population based on the old boundaries. While the population of Shannon grew by 5.6% to increase 10,256. it is not included as a '10k' town as it does not function as not a key service centre.

SMI 2024 overview

SMI 2024 has a maximum possible score of 300, made up of 100 for each theme (Readiness for the Low Carbon Transition (LCT); Access to Services & Social Facilities (S&S); Access to Employment and Economic opportunities (E&E). 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 2024 and for each of the themes is shown in Table 4 below. The best possible score is 300 but the best actual score in SMI 24 was 200 while the lowest score for a town was 87 (29% of the maximum possible). The average score was 141 (47% of the available points).

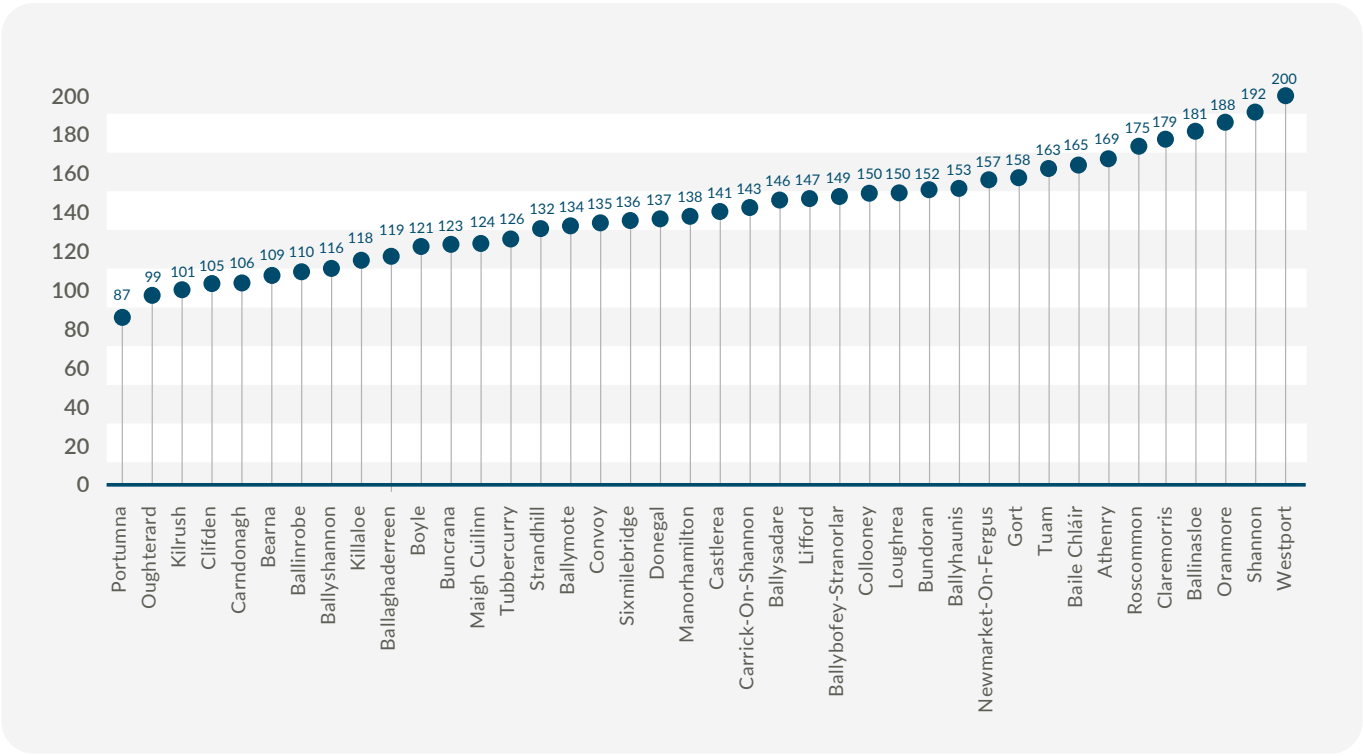
Table 4: Overview of score characteristics in SMI 24

	SMI 24 Score	% of Max possible	LCT Score	S&S Score	E&E Score
Average	141	47%	41	48	51
Min	87	29%	9	20	29
Max	200	66%	75	71	82
Range	113		66	51	53
MAX POSSIBLE	300		100	100	100

Source: WDC Sustainable Mobility Index 2024 for Rural Towns

The best town scored 66% of the points available. The range in SMI 24 between the highest and the lowest scoring 113 points.

Figure 4: SMI 24 scores for each town



Source: WDC Sustainable Mobility Index 2024for Rural Towns

Full detail of ranks for each town for the Mobility Index and for the three themes are shown in Table 5 below.

Table 5: Rank of Towns in SMI 2024 and sub themes

TOWN	POPULATION[19]	SMI 2024	LCT	S&S	E&E
Westport, Co Mayo	6,872	1	1	3	13
Shannon, Co Clare	10,256	2	3	1	8
Oranmore, Co Galway	5,819	3	15	8	1
Ballinasloe, Co Galway	6,597	4	6	11	4
Claremorris, Co Mayo	3,857	5	4	7	9
Roscommon, Co Roscommon	6,555	6	10	4	12
Athenry, Co Galway	4,603	7	5	26	5
Baile Chláir, Co Galway	1,632	8	29	6	3
Tuam, Co Galway	9,647	9	12	32	2
Gort, Co Galway	2,870	10	9	18	14
Newmarket-On-Fergus, Co Clare	1,887	11	28	2	16
Ballyhaunis, Co Mayo	2,773	12	8	17	21
Bundoran, Co Donegal	2,599	13	7	22	17
Loughrea, Co Galway	6,322	14	13	25	15
Collooney, Co Sligo	1,797	15	38	5	6
Ballybofey-Stranorlar, Co Donegal	5,406	16	18	24	11
Lifford, Co Donegal	1,613	17	16	19	18
Ballysadare, Co Sligo	1,747	18	36	10	7
Carrick-On-Shannon, Co. Leitrim	4,743	19	2	27	37
Castlerea, Co Roscommon	2,348	20	23	13	24
Manorhamilton, Co Leitrim	1,667	21	14	16	34
Donegal, Co Donegal	2,749	22	11	34	20
Sixmilebridge, Co Clare	2,832	23	32	14	19
Convoy, Co Donegal	1,702	24	30	28	10
Ballymote, Co Sligo	1,711	25	21	15	32
Strandhill, Co Sligo	1,982	26	35	9	25
Tubbercurry, Co Sligo	2,307	27	25	29	29
Maigh Cuilinn, Co Galway	2,279	28	33	20	28
Buncrana, Co Donegal	6,971	29	17	33	31
Boyle, Co Roscommon	2,915	30	19	30	36
Ballaghaderreen, Co Roscommon	2,387	31	20	23	38
Killaloe, Co Clare	1,666	32	37	21	22
Ballyshannon, Co Donegal	2,246	33	27	35	27
Ballinrobe, Co Mayo	3,148	34	31	31	35
Bearna, Co Galway	2,336	35	40	12	26
Carndonagh, Co Donegal	2,768	36	26	38	33
Clifden, Co Galway	1,259	37	22	40	30
Kilrush, Co Clare	2,649	38	24	37	39
Oughterard, Co Galway	1,846	39	39	36	23
Portumna, Co Galway	1,690	40	34	39	40

Source: WDC Sustainable Mobility Index 2024 for Rural Towns

19 As noted above both Clifden and Shannon, which are outside the population range for the SMI (1,500-10,000) have been included in the Index to allow for comparison with SMI 22.

The top five towns are in three different Local Authority areas (counties); there are two from Galway, the county with most towns in the index (12 of 40), two from Mayo and one from Clare. Likewise, the five lowest scoring towns are from three different counties (one each from Donegal and Clare and three from Galway).

The top five towns are all larger than the SMI 2022 town average (3,476), ranging from 3,857 (Claremorris) to Shannon (10,256). 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 the average, ranging from 1,259 (Clifden) to 2,768 (Carndonagh), but population is not a significant influence. For example, Baile Chláir (Claregalway) with a population of 1,632 is ranked 8, while Buncrana (the 3rd largest town in SMI 24) is ranked 29.

While population could be expected to influence SMI 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 more remote towns are often key service and employment centres and so may perform well in relation to these, especially for active travel and public transport use.

Some towns have experienced very rapid growth in the last two decades, with population change between 2002 and 2022, range from an increase of 243% in Oranmore to a decline of 17% in Ballyshannon (using 2002 and 2016 boundaries (with 2022 data) for comparison).

There was no clear association between town characteristics such as distance to 10k or 50k centres. The two lowest scoring (Oughterard and Portumna) are not among the most remote (in terms of access to a 50k city) although Portumna is among one of the more distant from a 10k town (57km from Athlone) of the towns in the Mobility Index. Towns which are more distant from their 10k centre, or from cities tend to function as local service and employment centres and so may score better than 'commuter' towns where residents are employed in a larger centre.

Four of the top five towns are on a rail line (Shannon is not), and none of the lowest scoring five is located on a rail line (26 of the 40 towns in the Index do not have a rail link). Likewise, none of the lowest ranking five are situated on a national primary road, while three of the top five are.

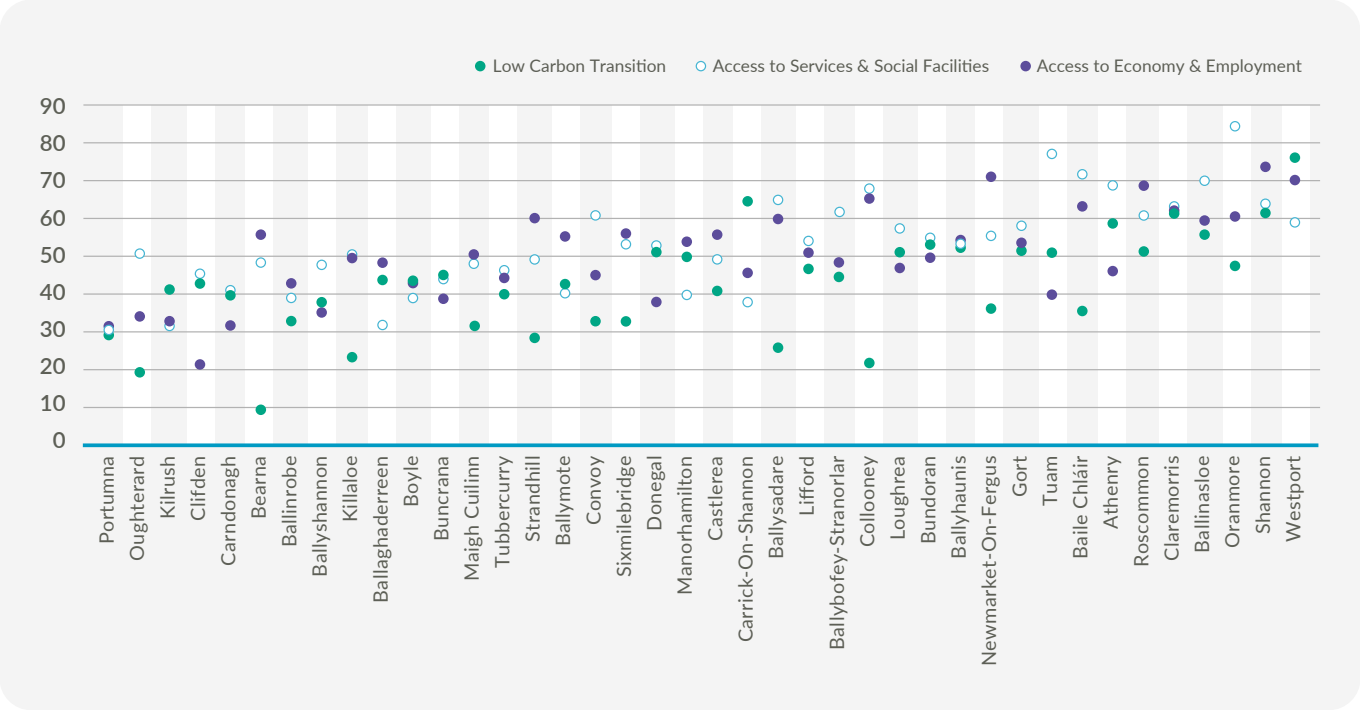
Looking to other town characteristics, again there is no clear pattern among the towns, predicting good or poor scores. The indicators used, cover wide range of sustainable mobility options, allowing for different towns to score well based on their particular strengths.

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

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 often score relatively better in the low carbon theme.

Figure 5: Scores for the Towns across the three themes.



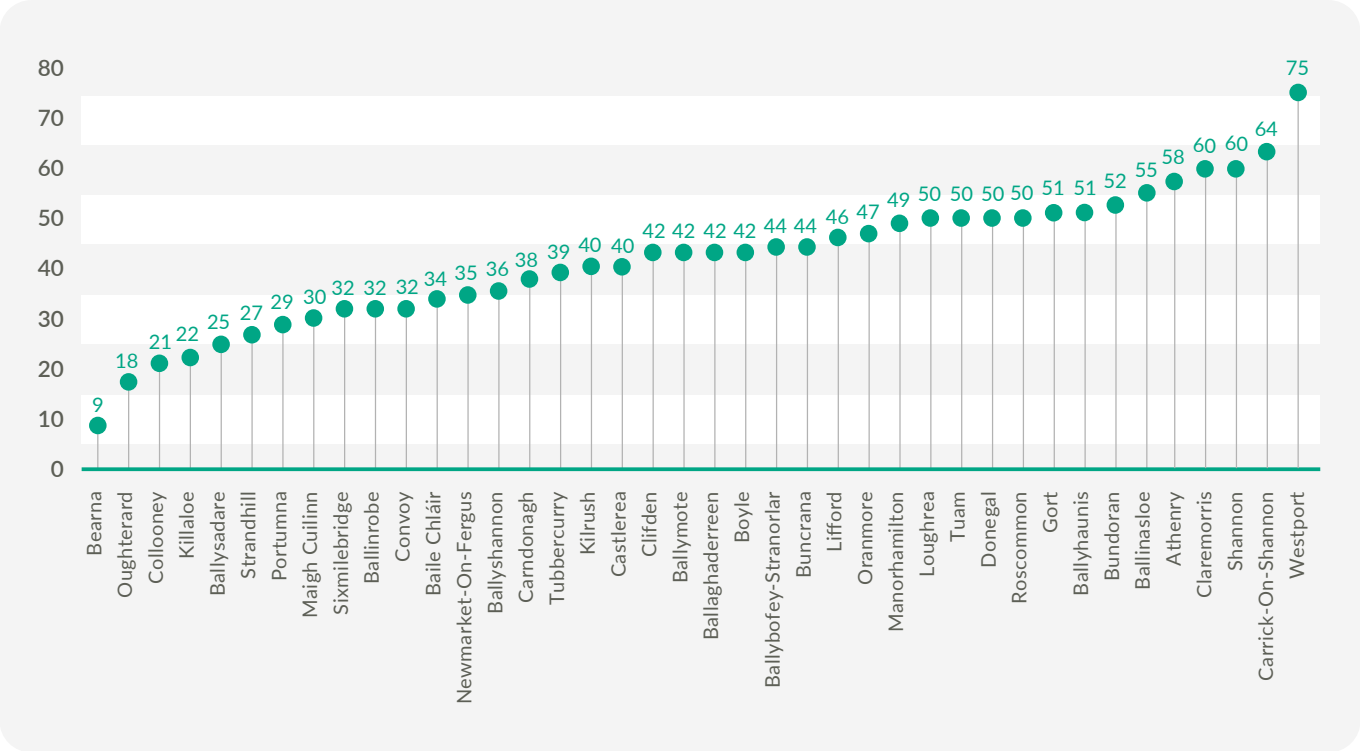
Source: WDC Sustainable Mobility Index 2024 for Rural Towns

Most towns showed a range across the three themes (although Claremorris had the same score for each theme), and most scored best in the E&E theme. Twenty towns scored highest the E&E theme, perhaps not surprisingly as access to employment would long have been a mobility priority. Scores were lowest in the LCT theme, with notable exceptions such as Shannon and Carrick on Shannon, but this theme had the widest range (66 point between top and bottom). Scores in the E&E theme and S&S show a similar range (53 and 51).

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 scores for each indicator are in Part 2 and all the scores for each town are shown in Part 3.

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

Figure 6:



Source: WDC Sustainable Mobility Index 2024 for Rural Towns

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 in relation to secondary school travel mode. Restrictions on school bus use for those closer to school, which affects town residents may influence use although recent rule changes mean that these scores are likely to improve in the next SMI.

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, Castlerea and Ballyhaunis score well despite being distant from university). In contrast, the lowest scores are in Collooney, Ballysadare and Maigh Cuillin (Moycullen) which have relatively good public transport and are close to universities).

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, Ballysadare and Sixmilebridge. Not unexpectedly[20], these are the towns with the highest income levels[21] (see Part 3). The towns with among the highest scores (lower car ownership) are Ballyhaunis, Clifden and Castlerea. As with car ownership, car sharing related to affluence. Towns with the best scores (most car sharing) are Newmarket on Fergus and Lifford. Towns with the least car sharing are Baile Chláir (Claregalway), Clifden and Killaloe.

20 https://www.rte.ie/brainstorm/2022/0829/1319376-land-use-transport-policies-commuting-walking-cycling-public-transport/
21 https://www.cso.ie/en/releasesandpublications/ep/p-gpii/geographicalprofilesofincomeinireland2016/incomeinireland/

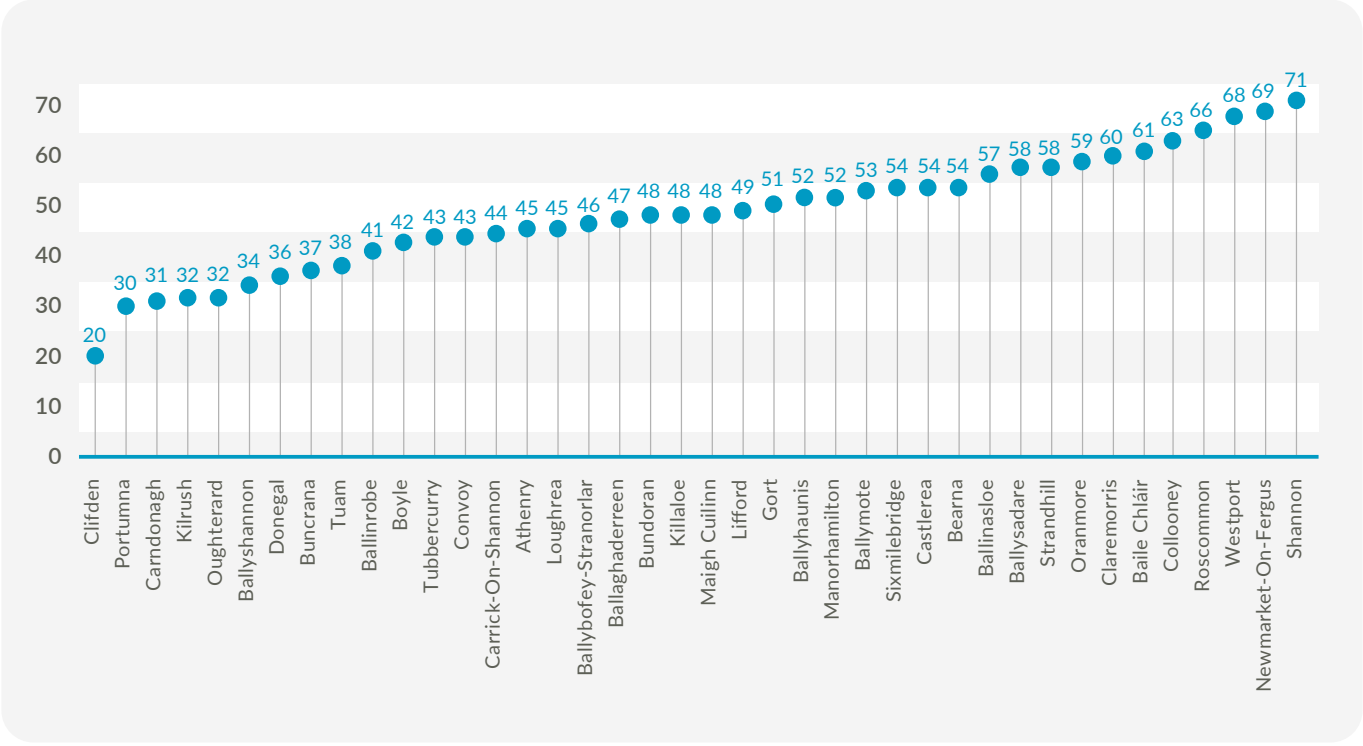
Availability of EV charging, and type of charging was also considered. Surprisingly eight towns, at the time of the data collection, had no charging facilities[22], while those towns scoring well are on major routes and the services are probably aimed at those travelling elsewhere.

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. Two towns scored the maximum 10 here (Westport and Oranmore) while nine towns scored the minimum (0 points). The indicator for the presence of cycle lanes in the town showed that 28 of the 40 towns had no cycle lanes.

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)

Figure 7:



Source: WDC Sustainable Mobility Index 2024 for Rural Towns

The indicators in this theme focus on access, by car or public transport, to key services (e.g. hospital outpatient services, university main campus and airports). Towns scoring well in this category were, not surprisingly, often close to large service centres (Galway and Limerick) while the lowest scoring were relatively remote, and smaller towns which have fewer of the key services and social facilities.

22 As counted on 26 July 2024. We have not included the older 3.7kW chargers which are available at some hotels.

Although the scores reflected a lack of public transport services to hospital there have been improvements since SMI 22. This indicator now includes a value for proximity of the bus stop to the hospital. The theme also highlights instances of poor public transport services to regional airports and the very long journey times for those using public transport compared to that for car users, for example Ballinasloe to Shannon airport by car takes 74 mins, and by public transport it takes 118 mins. Likewise, Ballaghaderreen by car to Ireland West Airport (Knock) takes 18 mins, and by public transport it takes 47mins.

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 18 services arriving from a 10k town after 19:00 and 22 services departing for a 10k town after 19:00. In contrast the median for both was 3 services with 3 towns only having one service into or out of the town in the evening (but not both). To measure access to social facilities, 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). Public transport services were not included in this indicator as there are no suitable evening services for most of the towns.

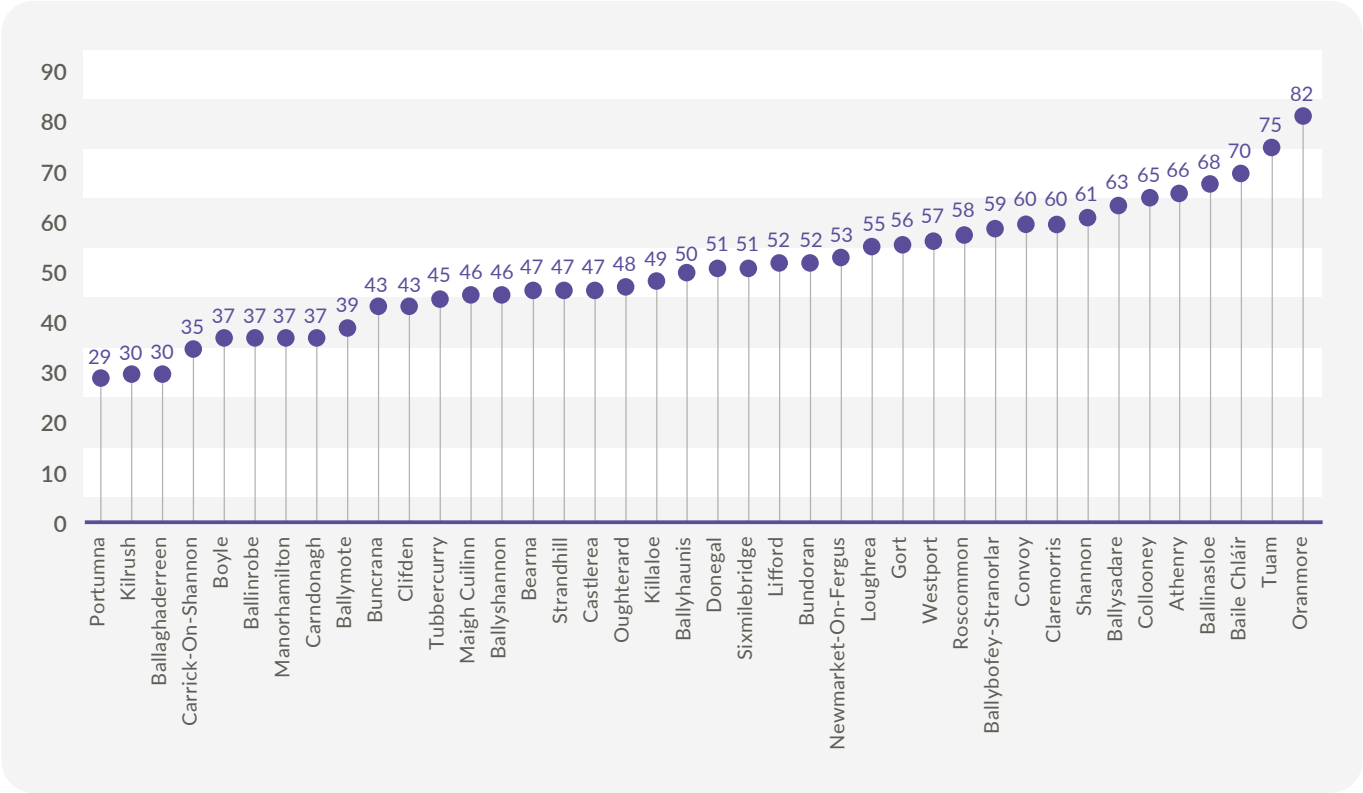
Services for people with disabilities were included in this theme and were shown by the level of publicly provided parking spaces for disabled people and the scoring of bus stop facilities. Scores in these showed a different pattern to other indicator scores, and in relation to bus stops were particularly poor. Only four towns have at least one of the highest scoring bus stops (A**) although this is an increase of 2 from SMI 22. Twenty of the towns in SMI 24 have no bus stop that ranks better than C (the lowest score). Scores for publicly provided parking for people with disabilities are also relatively low in many towns relative to the two best scoring (Westport and Bundoran). Parking for people with disabilities was counted in our town survey (data on levels of public parking for people with disabilities is not available elsewhere) and our indicator includes a qualitative element taking account of location and convenience. As noted in SMI 2022 the quality of data available for measuring accessibility for people with disabilities is very poor but what we have shows that this area needs substantial improvement in many towns.

Public transport fares (standard single to nearest 10k town[23]) were included here, ranging from €1.90 to €14.00. In six towns the fare is more than €10, while in one (Oranmore, 11 km from Galway) the fare is less than €2. This is largely, but not entirely, a reflection of the distance to be travelled (e.g. Clifden is 77km from Galway, with a fare of €14; Kilrush is 43km from Ennis and the fare is €10.50). The NTA's National Fares Strategy aims to create a more consistent and equitable approach to fares for commuter and inter-urban journeys on Public Service Obligation (PSO) bus and rail services in Ireland. Under the new strategy, the cost per kilometer traveled will be consistent across the country, regardless of the location of the journey. However, the fares set by private operators are ultimately a matter for the operator themselves. The type of provision (whether a commercial service or a subsidised service) also makes a significant difference.

23 Fares used were the lowest standard fare on a service that arrives in a 10k town by 9am.

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

Figure 8:



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 towns in this theme have the best public transport (particularly the case for Oranmore, Tuam and Baile Chláir (Claregalway)) which are all well connected to Galway city (for both this is their closest 10k and 50k town). In contrast the lowest scoring towns are quite remote from their 10k towns and their nearest cities.

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 under the National Transport Authority (NTA) sponsored Connecting Ireland Rural Mobility Plan. These are often made by implementing new and enhanced Local Link routes and services. Some of these improvements are reflected in the indicator data, although as the Index is relative, they do not always improve a Town score.

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 (5%-45%). 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, while Ballyhaunis and Westport also scored well. In contrast there was often 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. Sixmilebridge had the lowest score, followed by Ballysadare, and Bearna and Convoy all of which were below 10%.

In this E&E theme many towns scored relatively well in terms of access to their nearest city (50k) before 09:00am. In 30 towns it was possible to get to the nearest city by 9am using public transport, but in 3 towns it is not possible to get to the nearest city by 11:30am using a reasonable public transport connection.

Improvements in services since SMI 22 mean that all towns can access their 10k service centre by 9am so this indicator was changed to measure level of service at that time. Despite improvements in levels of service 12 towns scored 0 for this indicator (as they only had one service).

There is very significant variation in levels of service throughout the day from the town to its 10k centre (ranging from 5 services to 61) but the median was 13. The best served have very much higher levels of service so despite reducing outliers for scoring (see explanation for each indicator in Part 2) they performed significantly better. Oranmore, Tuam, Baile Chláir (Claregalway) and Collooney all have more than 30 public transport services a day to the nearest 10k town, while 11 towns have fewer than 10 services).

New Towns in SMI24

Five towns were added to the Index for 2024. They were included as Census 2022 showed population growth to bring them above a population of 1,500. Unsurprisingly they are smaller than the average town (3,476) in the SMI with populations ranging from 1,632 to 1,846. As these towns are not included in the next section when SMI 22 and SMI 24 are compared a brief overview of the towns results is included here.

Table 6 shows the population characteristics of these towns, including growth since Census 2016 and longer-term growth rates since 2002.

Table 6: Population characteristics of towns new to the SMI in 2024

Town	County	Population 2022	Population change 2016-2022*	Population change 2002-2022
Baile Chláir (Claregalway)	Co Galway	1,632	33%	194%
Ballysadare	Co Sligo	1,747	30%	106%
Killaloe	Co Clare	1,666	11%	41%
Oughterard	Co Galway	1,846	12%	22%
Portumna	Co Galway	1,690	17%	38%

*Based on de facto town boundaries for 2022 (i.e. the same boundaries as 2016)

Three of the towns are in Co. Galway (Baile Chláir; Oughterard and Portumna) while Killaloe is in Co. Clare and Ballysadare in Co Sligo. Baile Chláir, Oughterard and Ballysadare are commuter towns, and all are categorised as 'marginally above average' in the HP Pobal Deprivation Index[24] (see town information in Part 3 for scores) and all have a daytime population of less than 75% of the nighttime or resident population (in other words residents work elsewhere). The other two towns (Portumna and Killaloe) are remoter and less well-off towns, both are classified as 'marginally below average' in the 2022 Deprivation Index. Both have a higher daytime population than the resident population indicating their role is employment centres, in particular Portumna which had a daytime population of 149% of the nighttime population. This, and other town information is available for each of the 40 SMI towns in Part 3 of the report.

24 https://www.pobal.ie/pobal-hp-deprivation-index/

Table 7: Summary information for the five new entrant towns in SMI 24.

Town	County	SMI 2024 Rank	SMI 2024 Score	No of 10s for the Town	No of 0s for the Town	Average score per Indicator
Baile Chláir (Claregalway)	Co Galway	8	165	4	3	5.5
Ballysadare	Co Sligo	18	146	2	4	4.9
Killaloe	Co Clare	32	118	1	2	3.9
Oughterard	Co Galway	39	99	1	5	3.3
Portumna	Co Galway	40	87	1	9	2.9

There is also variation among the themes. Only Baile Chláir ranks above 30 in the LCT theme while Baile Chláir and Ballysadare, both commuter towns close to the employment and service centres of Galway and Sligo, perform well in the S&S and E&E themes. Surprisingly, Oughterard, which is also a commuting satellite of Galway does not perform very well here, perhaps indicative of lower levels of public transport service. Portumna has low scores across all themes, exacerbated by the lack of a direct public transport connection to its nearest 10k town.

Table 8: Variation among the five new entrant towns across themes.

Town	County	SMI Rank	LCT Rank	S&S Rank	E&E Rank
Baile Chláir (Claregalway)	Co Galway	8	29	6	3
Ballysadare	Co Sligo	18	36	10	7
Killaloe	Co Clare	32	37	21	22
Oughterard	Co Galway	39	39	36	23
Portumna	Co Galway	40	34	39	40

These five towns have been discussed separately as they were not in SMI 22 and so comparison is not possible. The next chapter compares town rankings for SMI 24 and SMI 22 for the Index as a whole and also across the different themes.

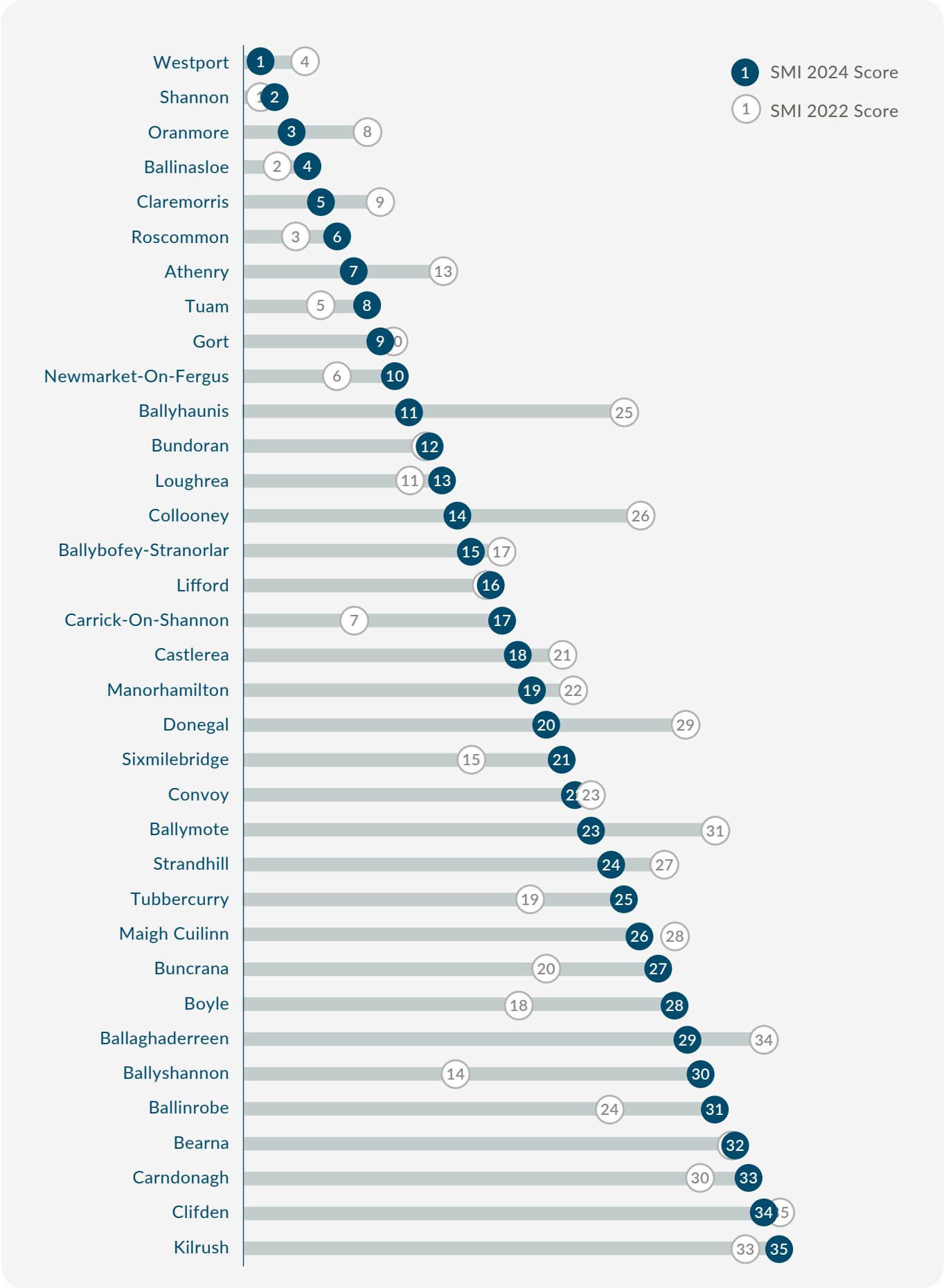
5. Comparing SMI 22 and SMI 24, changes since the first Index

The first Sustainable Mobility Index (SMI 22) was published in March 2023 and used data from Census 2016 along with data for other indicators from 2022. SMI 24 is the latest version of the Index which uses data from Census 2022 along with updated data from 2024 (the WDC collected this data between May and July 2024).

Forty towns are included in SMI 2024 but only 35 were included in SMI 22 so only these 35 towns are considered in this comparison chapter. The rankings considered are 1-35 and the five towns new in SMI24 have been removed from the rankings for this discussion. As the SMI is a relative index only ranks (and not scores) are compared across the time periods.

In this chapter, changes in rank for the SMI as a whole are considered, then we look at the changes in ranking for each of the three themes. To give an overview on the changes between the two Indexes, Figure 9 shows the ranks for each of the 35 towns in both SMI 24 and SMI 22.

Figure 9: Rank of 35 towns in SMI 24 and SMI 22



Changes in SMI ranks between SMI 22 and SMI 24.

Looking first at the top five ranked towns in for the two years of the SMI Table 9 shows how the towns with top ranks in SMI 24 ranked in SMI 22 and the changes in their rank.

Table 9: Top ranked towns in SMI 24 and their SMI 22 ranks

Town 2024 (35 towns and ranked for 35)	Rank SMI 24	Rank SMI 22	Rank Difference SMI 22-SMI 24
Westport, Co Mayo	1	4	+3
Shannon, Co Clare	2	1	-1
Oranmore, Co Galway	3	8	+5
Ballinasloe, Co Galway	4	2	-2
Claremorris, Co Mayo	5	9	+4

In SMI 24 Westport moved up three places to first place, while Shannon dropped from first place in SMI 22 to second place in SMI 24. Three of the top five in SMI 22 are still in the top five of SMI 24. Of the new entrants to the top five ranks, Oranmore moved up 5 places to rank third in SMI 24, while Claremorris moved up 4 places to rank fifth. Oranmore showed particular improvements in public transport/car time ratios and in the use of more sustainable modes to university as did Claremorris. Full detail of ranks for all towns for each indicator are shown in Part 3.

Looking at the other end of the rankings, Table 10 shows how the towns with lowest ranks in 2024 ranked in 2022 and the changes in their rank. There has been slightly more change in ranking at the lower end of SMI 24 than for the highest ranked.

Table 10: Lowest ranked towns in SMI 24 and their 2022 ranks.

Town 2024 (ranked for 35)	Rank SMI 24	Rank SMI 22	Rank Difference SMI 22-SMI 24
Ballinrobe, Co Mayo	31	24	-7
Bearna, Co Galway	31	32	0
Carndonagh, Co Donegal	33	30	-3
Clifden, Co Galway	34	35	+1
Kilrush, Co Clare	35	33	-2

Three of the lowest ranked five towns were also lowest in 2024. Ballinrobe fell 7 places to move into this category, while Carndonagh (-3) and Kilrush (-2) also fell with Kilrush now the lowest ranked of the towns which appear in both SMI 22 and SMI 24 (when the new towns are included in SMI 24, Kilrush and Clifden are not the lowest ranked). These changes mostly appear to be a result of relative disimprovement in services and infrastructure, as other towns have improved.

Looking in a little more detail at the ten towns which performed best in SMI 24 and SMI 22, Table 11 shows the top ten towns in each of those years. While there has been some change in the positions, only Athenry is new in the top ten, while Carrick on Shannon, which was in 7th place in SMI 22 is not ranked in the top ten in SMI 24.

Table 11: Top ten ranked towns in SMI 24 and SMI 22

Rank SMI 24	Highest Ranked SMI 24	Rank SMI 22	Highest Ranked SMI 22
1	Westport, Co Mayo	1	Shannon, Co Clare
2	Shannon, Co Clare	2	Ballinasloe, Co Galway
3	Oranmore, Co Galway	3	Roscommon, Co Roscommon
4	Ballinasloe, Co Galway	4	Westport, Co Mayo
5	Claremorris, Co Mayo	5	Tuam, Co Galway
6	Roscommon, Co Roscommon	6	Newmarket-On-Fergus, Co Clare
7	Athenry, Co Galway	7	Carrick-On-Shannon, Co. Leitrim & Roscommon
8	Tuam, Co Galway	8	Oranmore, Co Galway
9	Gort, Co Galway	9	Claremorris, Co Mayo
10	Newmarket-On-Fergus, Co Clare	10	Gort, Co Galway

At the other end of the rankings there has been more change (again note that five new towns, three of which are among the lowest ten ranked in SMI 24, are not considered here). Four towns which performed better in SMI 22 are ranked among the lowest ten in SMI 2024 (Buncrana, Boyle, Ballyshannon and Ballinrobe) while Collooney, Strandhill and Ballymote (all in Co. Sligo) along with Donegal Town, have moved up the rankings and out of the bottom ten. These changes mostly arise from relative improvements in public transport services especially in Co. Sligo.

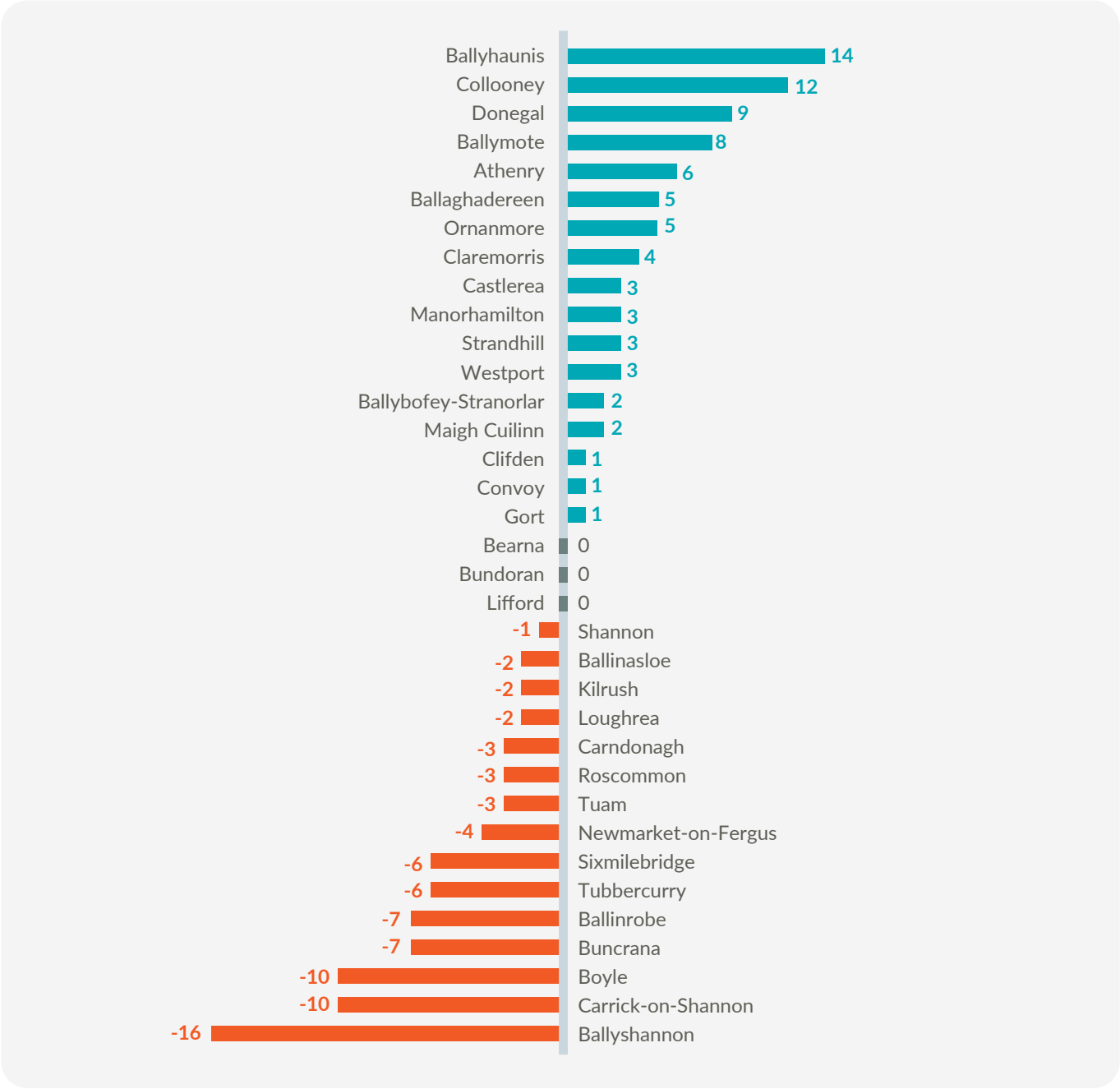
Table 12: Lowest ten ranked towns in SMI 24 and SMI 22

Rank SMI 24	Lowest ranked SMI 24	Rank SMI 22	Lowest Ranked SMI 22
26	Maigh Cuilinn, Co Galway	26	Collooney, Co Sligo
27	Buncrana, Co Donegal	27	Strandhill, Co Sligo
28	Boyle, Co Roscommon	28	Maigh Cuilinn, Co Galway
29	Ballaghaderreen, Co Roscommon	29	Donegal, Co Donegal
30	Ballyshannon, Co Donegal	30	Carndonagh, Co Donegal
31	Ballinrobe, Co Mayo	31	Ballymote, Co Sligo
32	Bearna, Co Galway	32	Bearna, Co Galway
33	Carndonagh, Co Donegal	33	Kilrush, Co Clare
34	Clifden, Co Galway	34	Ballaghaderreen, Co Roscommon
35	Kilrush, Co Clare	35	Clifden, Co Galway

While we have focused on the highest and lowest ranked for comparison it is useful to look at the biggest movers between SMI 24 and SMI 22.

Figure 10 below shows the difference in rank for all 35 towns in the Index in both years and highlights that there have been some very significant changes in ranks throughout the Index ranks.

Figure 10: Changes in rank between SMI 22 and SMI 24



Ballyhaunis (up 14 places) and Collooney (up 12) along with Donegal (up 9) and Ballymote (up 8) have shown the most significant improvement in rank.

As noted above it is not appropriate to compare scores between the two years (as the Index is relative) in most cases the rank improvements arose from different indicators for each of the towns and very often there was no significant change, just a relative increase or decline across a range of indicators. Maintaining consistent ranks across a range of indicators, without significant rank improvements or losses was, for many towns, the reason for overall rank improvements, while declines were often the result of relative poorer performance across the range of indicators.

Nonetheless by looking more closely at the big upward movers we can see that in Ballyhaunis improvement in cycle paths and better transport connections to the 10k town helped, while in Collooney improvements on bus stop universal design scores helped along with more investment in public realm.

At the other end of the SMI Ballyshannon (down 16 places) and Carrick on Shannon and Boyle (both down 10) had the most significant falls in ranking. For Carrick on Shannon and Boyle relative improvements in public transport access to the nearest 10k town affected them. While service levels or these towns have not changed, improvements in other towns affected their relative score, while in Ballyshannon a mix of relatively less investment and morning service levels all influenced the results.

Theme differences

While we have looked at SMI ranks and their changes, it is also interesting to look at the changes in ranking in the three themes in the SMI as there are interesting differences among these.

Readiness for the Low Carbon Transition (LCT)

Looking at the towns which rank highest and lowest in the 'Readiness for the Low Carbon Transition (LCT) theme in both SMI 24 and SMI 22, it is notable that five of the towns ranked in the top ten for the theme in SMI 24 were not in the top ten in SMI 22. These are Claremorris, Athenry, Bundoran, Ballyhaunis and Gort (see Table 13 below).

Table 13: Towns ranked highest for the LCT Theme in SMI 24 and SMI 22

Rank SMI 24	Top 10 LCT in SMI 24	Rank SMI 22	Top 10 LCT in SMI 22
1	Westport, Co Mayo	1	Carrick-On-Shannon, Leitrim & Roscommon
2	Carrick-On-Shannon, Leitrim & Roscommon	2	Ballinasloe, Co Galway
3	Shannon, Co Clare	3	Westport, Co Mayo
4	Claremorris, Co Mayo	4	Roscommon, Co Roscommon
5	Athenry, Co Galway	5	Shannon, Co Clare
6	Ballinasloe, Co Galway	6	Tuam, Co Galway
7	Bundoran, Co Donegal	7	Boyle, Co Roscommon
8	Ballyhaunis, Co Mayo	8	Ballaghaderreen, Co Roscommon
9	Gort, Co Galway	9	Buncrana, Co Donegal
10	Roscommon, Co Roscommon	10	Ballyhaunis, Co Mayo

At the other end of the ranking, four towns (Carndonagh, Ballyshannon, Convoy and Ballinrobe) that are among the lowest ranked in SMI 24 were not in the bottom ten in SMI 22. Castlerea, Kilrush, Oranmore and Convoy have moved out of the lowest ten ranks. Again, it is important to remember that a fall in the ranking does not mean an actual disimprovement in the indicator, but a relative disimprovement as compared to the other towns in the SMI.

Table 14: Towns ranked highest for the LCT Theme in SMI 24 and SMI 22

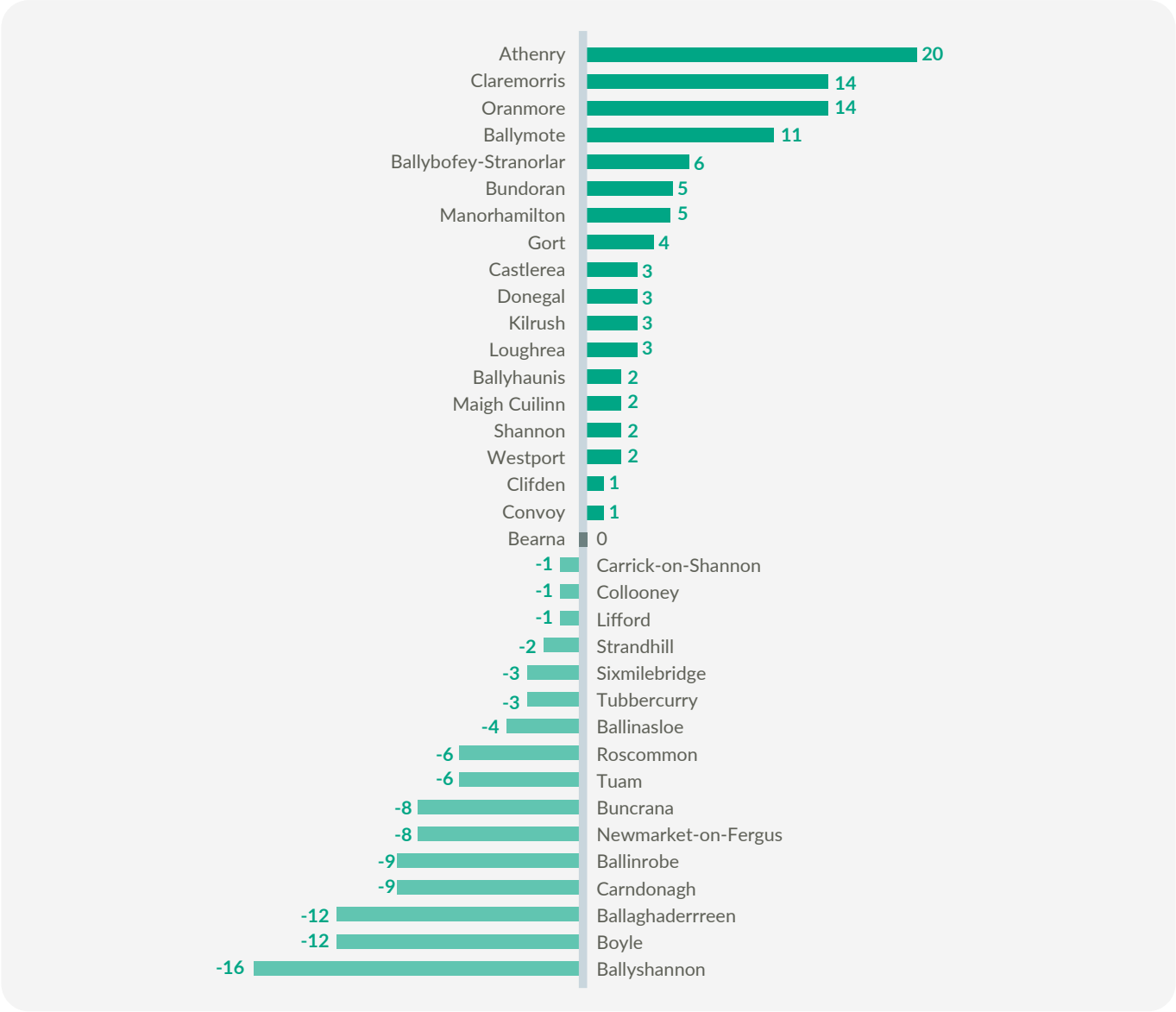
Rank SMI 24	Lowest 10 in LCT SMI 24	Rank SMI 22	Lowest 10 in LCT SMI 22
26	Carndonagh, Co Donegal	26	Castlerea, Co Roscommon
27	Ballyshannon, Co Donegal	27	Kilrush, Co Clare
28	Newmarket-On-Fergus, Co Clare	28	Sixmilebridge, Co Clare
29	Convoy, Co Donegal	29	Oranmore, Co Galway
30	Ballinrobe, Co Mayo	30	Convoy, Co Donegal
31	Sixmilebridge, Co Clare	31	Strandhill, Co Sligo
32	Maigh Cuilinn, Co Galway	32	Ballymote, Co Sligo
33	Strandhill, Co Sligo	33	Collooney, Co Sligo
34	Collooney, Co Sligo	34	Maigh Cuilinn, Co Galway
35	Bearna, Co Galway	35	Bearna, Co Galway

As well as looking at the top and bottom of the SMI ranks it is useful to see the change in relative ranks for this theme across all of the towns.

Looking at the big movers in this theme, Athenry (up 20 places), Claremorris (up 14), and Oranmore (up 14) all moved up the rank quite significantly while Ballaghaderreen, Boyle (both down 12 places) and Ballyshannon (down 16) all dropped in their ranking for this theme.

Athenry had significant relative improvements in EV charging, and relatively better cycle lanes and public realm while Claremorris also had relatively better cycle lanes and public realm while Oranmore showed some relative improvement in use of public transport and active travel to university along with public realm improvements. As noted above, however, improvements in rank often arise from relative consistency and avoiding falls across a range of indicators.

Figure 11: Changes in LCT rank between SMI 22 and SMI 24



The decline in rank in Ballaghaderreen, Boyle and Ballyshannon were in most cases, the result of falling down rank across a range of indicators and no areas of particular improvement relative to other towns. Key public realm investments, town improvement and active travel works are taking place, or in planning, in Boyle and Ballaghaderreen so it would be expected that these will perform better in these areas in future SMIs.

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

Looking at the S&S theme, it is notable that there was less moment in the top and bottom ranks than in the other themes. Two towns (Claremorris and Bearna) moved in the top ten for this theme in SMI 24 (Table 15), while Sixmilebridge and Manorhamilton which were in the top ten in SMI 22 have fallen out of this category. Again, it is important to remember than their decline is relative to the other towns.

Table 15: Towns ranked highest for the S&S Theme in SMI 24 and SMI 22

Rank SMI 24	Top S&S in SMI 24	Rank SMI 22	Top 10 S&S in SMI 22
1	Shannon, Co Clare	1	Shannon, Co Clare
2	Newmarket-On-Fergus, Co Clare	2	Newmarket-On-Fergus, Co Clare
3	Westport, Co Mayo	3	Oranmore, Co Galway
4	Roscommon, Co Roscommon	4	Roscommon, Co Roscommon
5	Collooney, Co Sligo	5	Sixmilebridge, Co Clare
6	Claremorris, Co Mayo	6	Strandhill, Co Sligo
7	Oranmore, Co Galway	7	Westport, Co Mayo
8	Strandhill, Co Sligo	8	Ballinasloe, Co Galway
9	Ballinasloe, Co Galway	9	Collooney, Co Sligo
10	Bearna, Co Galway	10	Manorhamilton, Co Leitrim

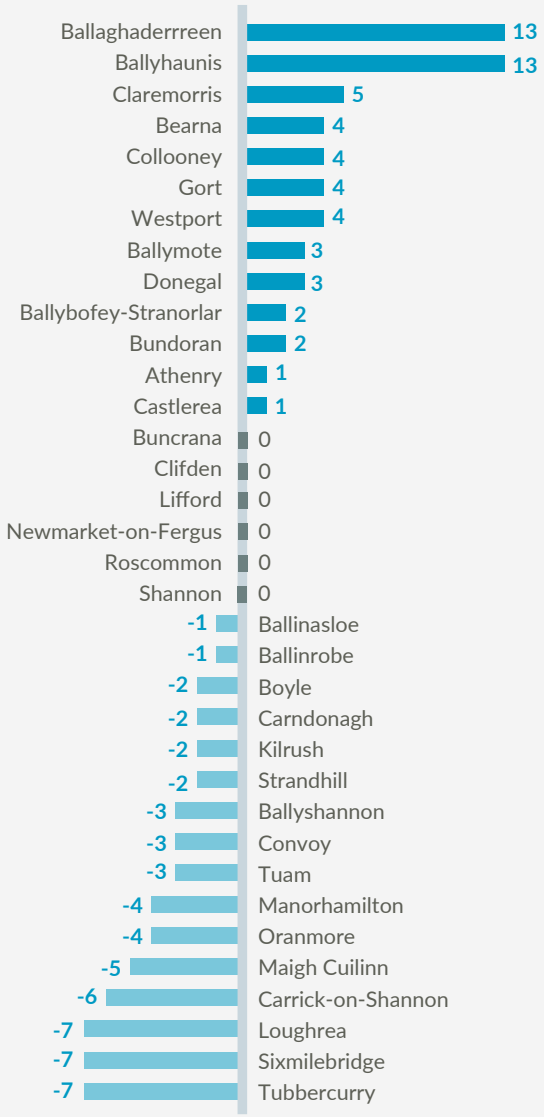
Similarly, among the lowest ranked towns for this theme only two towns (Tubbercurry and Boyle) fell into this lowest ranking group in SMI 24, while Ballyhaunis and Ballaghaderreen, which were in the bottom ten in SMI 22 have moved out of this category.

Table 16: Towns ranked lowest for the S&S Theme in SMI 24 and SMI 22

Rank SMI 24	Lowest 10 in S&S SMI 24	Rank SMI 22	Lowest 10 in S&S SMI 22
26	Tubbercurry, Co Sligo	26	Tuam, Co Galway
27	Boyle, Co Roscommon	27	Ballinrobe, Co Mayo
28	Ballinrobe, Co Mayo	28	Ballyhaunis, Co Mayo
29	Tuam, Co Galway	29	Ballyshannon, Co Donegal
30	Buncrana, Co Donegal	30	Buncrana, Co Donegal
31	Donegal, Co Donegal	31	Kilrush, Co Clare
32	Ballyshannon, Co Donegal	32	Carndonagh, Co Donegal
33	Kilrush, Co Clare	33	Ballaghaderreen, Co Roscommon
34	Carndonagh, Co Donegal	34	Donegal, Co Donegal
35	Clifden, Co Galway	35	Clifden, Co Galway

The change in rank in the S&S theme between SMI 24 and SMI 22 for all of the towns is shown in Figure 12. The biggest rank improvements for this theme were in Ballaghaderreen and Ballyhaunis (both up 13 places). Both of these were consistent in maintaining rank across indicators, but both also showed improvements in the use of public transport to access primary school also with small improvements in relative public transport services. For both, increased accessibility to hospital by public transport helped improve relative ranking.

Figure 12: Changes in S&S rank between SMI 22 and SMI 24



Looking at the three towns with the largest fall in rank for this theme (Loughrea, Sixmilebridge and Tubbercurry — all down 7 places) none of them showed a significant change arising from a single indicator, again it was a relative, small decline in rank relative to other towns for many of the indicators in this theme.

Access to Employment and Economic Opportunities (E&E) Theme

Finally, looking at the top ranked towns for the E&E theme (Table 17), four towns (Collooney, Claremorris Convoy and Roscommon Town) are new to the top ten in SMI 24 while Gort, Westport, Loughrea and Ballyshannon are no longer in the top ten for this theme.

Table 17: Towns ranked highest for the E&E Theme in SMI 24 and SMI 22

Rank SMI 24	Top 10 E&E in SMI 24	Rank SMI 22	Top 10 E&E in SMI 22
1	Oranmore, Co Galway	1	Tuam, Co Galway
2	Tuam, Co Galway	2	Athenry, Co Galway
3	Ballinasloe, Co Galway	3	Ballinasloe, Co Galway
4	Athenry, Co Galway	4	Shannon, Co Clare
5	Collooney, Co Sligo	5	Oranmore, Co Galway
6	Shannon, Co Clare	6	Gort, Co Galway
7	Claremorris, Co Mayo	7	Ballybofey-Stranorlar, Co Donegal
8	Convoy, Co Donegal	8	Westport, Co Mayo
9	Ballybofey-Stranorlar, Co Donegal	9	Loughrea, Co Galway
10	Roscommon, Co Roscommon	10	Ballyshannon, Co Donegal

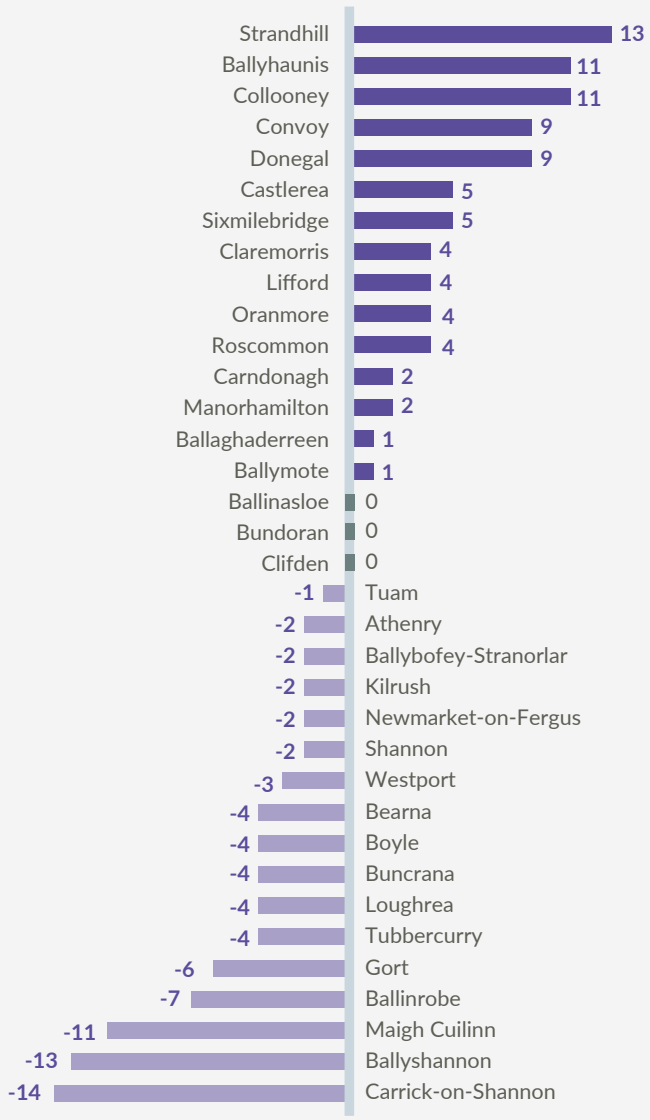
There have been fewer changes among the lowest ranking towns for this theme (Table 18). Three towns (Buncrana, Ballinrobe and Carrick on Shannon) have fallen into the bottom ten rank in SMI 24, while Donegal Town, Ballyhaunis and Strandhill which were in the bottom ten for this theme in SMI 22 have moved out of this category .

Table 18: Towns ranked lowest for the E&E Theme in SMI 24 and SMI 22

Rank SMI 24	Lowest 10 in E&E SMI 24	Rank SMI 22	Lowest 10 in E&E SMI 22
26	Clifden, Co Galway	26	Clifden, Co Galway
27	Buncrana, Co Donegal	27	Donegal, Co Donegal
28	Ballymote, Co Sligo	28	Boyle, Co Roscommon
29	Carndonagh, Co Donegal	29	Ballymote, Co Sligo
30	Manorhamilton, Co Leitrim	30	Ballyhaunis, Co Mayo
31	Ballinrobe, Co Mayo	31	Carndonagh, Co Donegal
32	Boyle, Co Roscommon	32	Manorhamilton, Co Leitrim
33	Carrick-On-Shannon, Leitrim & Roscommon	33	Kilrush, Co Clare
34	Ballaghaderreen, Co Roscommon	34	Strandhill, Co Sligo
35	Kilrush, Co Clare	35	Ballaghaderreen, Co Roscommon

For the towns with significant increase in rank (Strandhill (up 13 places); Ballyhaunis (up 11) and Ballinasloe (up 11) (see Figure 13)), there were no indicators which showed particular improvement but the towns were consistent across all the indicators while other towns had improved comparatively less. Improvements in Strandhill, however, were largely relate to enhanced public transport service and an associated relative increase in the proportion using public transport and active travel modes to work.

Figure 13: Changes in E&E rank between SMI 22 and SMI 24



In contrast, the towns showing the biggest falls in rank for the Access to Employment and Economic Opportunities (E&E) were Carrick on Shannon (down 14 places), Ballyshannon (down 13) and Maigh Cuillin (down 11). These all showed relatively large decline in the ratios of car travel time to public transport time for accessing 10k towns and cities while relative disimprovement in public transport service levels also applied. Again, this is not the result of reductions in services, it arises from improvements in public transport levels of service in other towns.

When we developed the SMI, the objective was to have a long- term relative measure of sustainable mobility in towns in the Western Region. There is a significant amount of data behind the SMI, and it is not possible to discuss it all but Parts 2 and 3 provide this detail. Individual indicators scores, along with the definitions and details of data collection and sources are available in Part 2 of this report. If you are interested in a particular town, all of the information for that town, along with background information on the town, is provided in an infographic format in Part 3.

6. 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 40 towns.

The Sustainable Mobility Index was first published in 2023 with SMI 22. SMI 24 provides updated information on 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. The ranks and town performance in SMI 24 can be compared with that in SMI 22. The SMI makes an important, practical contribution to our understanding of mobility needs in a range of rural towns some of which are suffering from transport infrastructure disadvantage. The Index provides food for thought, and also gives us a starting point for examining many wider questions about mobility and rural towns.
It provides a 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 local 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 commitment to increased public transport in rural Ireland, through the NTA's Connecting Ireland Rural Mobility Plan means that SMI 24 data shows considerable improvement across towns in relation to broader public transport accessibility. An increase in active travel infrastructure or greater use of public transport will further 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, make our towns more liveable and sustainable.

The move away from fossil fuel use in transport has consequences for the towns we have examined. Electrification is key and infrastructure is needed to support this, including more 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, to use services or tourism purposes.

Some key findings are highlighted here:

- Towns score well not just because of their location, but also because of investments made, and effective planning and good public transport provision.
- Improvements in public transport (including better services to hospitals and universities) has helped some towns climb the rankings.
- Often the highest income towns tended to show less public transport use and had higher car ownership.
- Some of the best scoring towns are a key service centres for a large hinterland or are local centres of employment.
- The cost of using public transport to access to 10k towns varies substantially, this is not just related to distance, but type of service and provider also have an impact.

To make full use of the SMI you should look are Part 2 (individual indicator detail and results) and Part 3 which give results for each town.

The results and commentary in the SMI can 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 methodology 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. Some areas for improvement in sustainable mobility in rural towns are noted below.

Areas for Improvement in Sustainable Mobility

1. The Connecting Ireland Rural Mobility Plan is working to advance public transport provision throughout rural Ireland, but continued investment in and enhancement of public transport services is needed in many towns to improve connections to the larger centres and provide key services at convenient times. Options for services within some of the larger towns could also be considered.
2. 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. This along with public realm improvements makes active travel a more enticing option.
3. 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. In future some form of sustainable mobility accreditation for towns could highlight their successes in developing active travel options and to encourage other towns to improve. Similarly targets for sustainable mobility in towns along with measurement of improvements might provide further policy focus.
4. Sustainable mobility services and options for people with disabilities appear to be very weak, but there is little available data to monitor this. Further investment in infrastructure which improves access for all is important alongside collection of the relevant data, necessary to plan better services and monitor their implementation
5. For national policy development it may be useful to gather similar data for similar urban centres outside the Western Region and expand the SMI.

The Future of the SMI

We will update the SMI again when the results of the most next Census (to be conducted in April 2027) are fully available. We expect that there will be significant changes in the rankings in future versions of the Sustainable 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 Sustainable Mobility Index will also evolve. As the scoring is mainly based on how towns compare to each other, they will measure 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. However, for a more detailed insight into a town's mobility characteristics, the source data could 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 is to continue to ensure comparability over time while maintaining the usefulness of the Index for examining the current situation. There is, therefore, much to look forward to in the next version of the WDC Rural Town Sustainable Mobility Index.

WESTERN DEVELOPMENT COMMISSION

SMI 24

Sustainable Mobility Index 2024 for Rural Towns in Ireland's Western Region

PART 2

Indicators

This section provides the background details and results for the 30 indicators used in SMI 24. Scores for the 40 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 2022 Census which is a key local service centre.
50k City	A city with a population of more than 50,000 in the 2022 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.

*Shannon town had a population of more than 10,000 in Census 2022 but it is not considered a key local service centre.

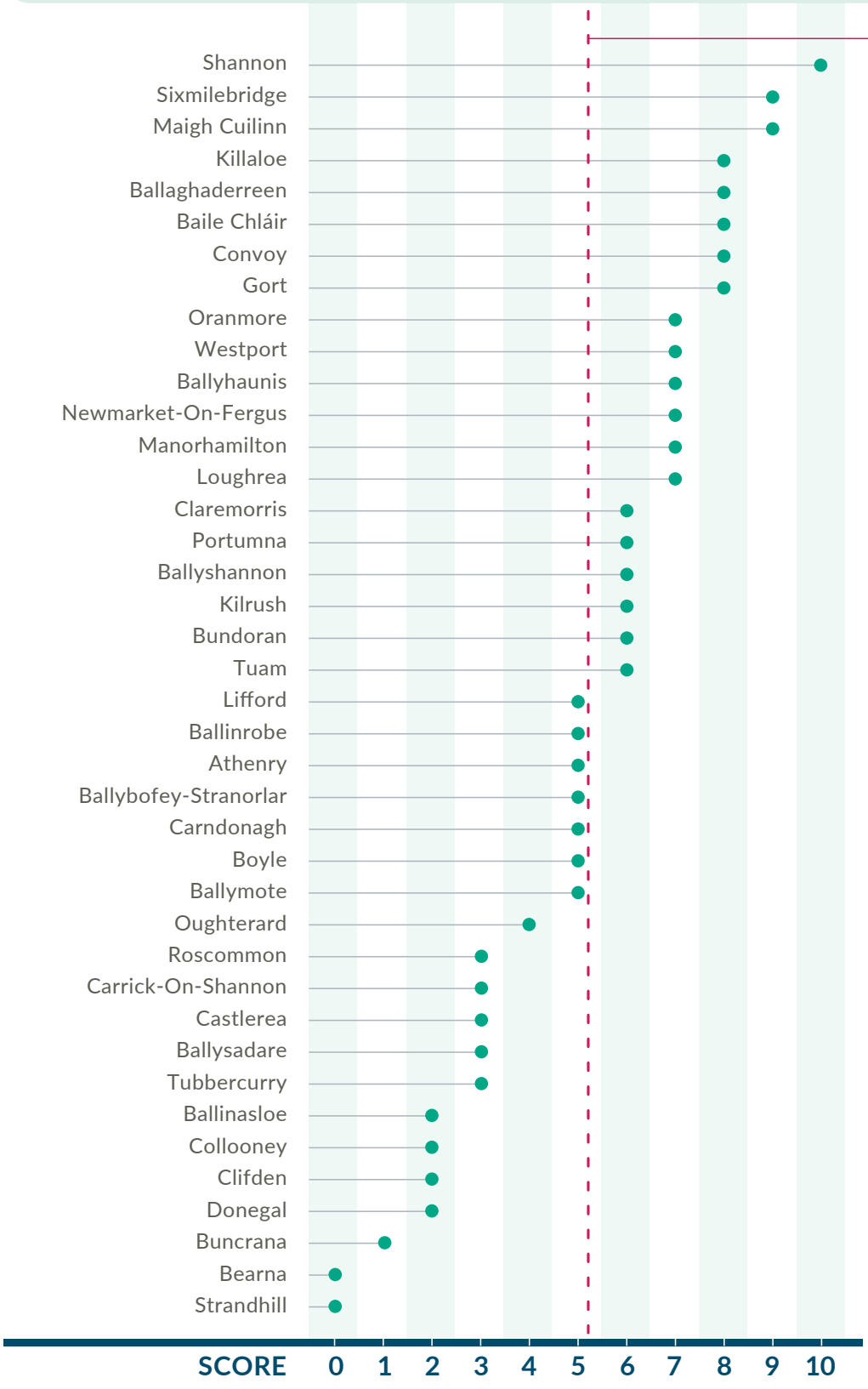
Theme: Low Carbon Transition

Active travel and public transport to secondary school

Definition: Combined mode share of public transport and active modes for students aged 13-18 at school or college among residents of the CSO settlement. Excludes at home and not stated . Where the number hasn't been specified it has been counted as the number 'less than' e.g <6 is counted as 6.

Source: Census 2022, Special Tabulation based on age categories.

Data collected: April 2022



AVERAGE SCORE: **5.2**

MINIMUM **19.3%**

MAXIMUM **67.7%**

AVERAGE **46.6%**

OUTLIERS ADJUSTED **YES**

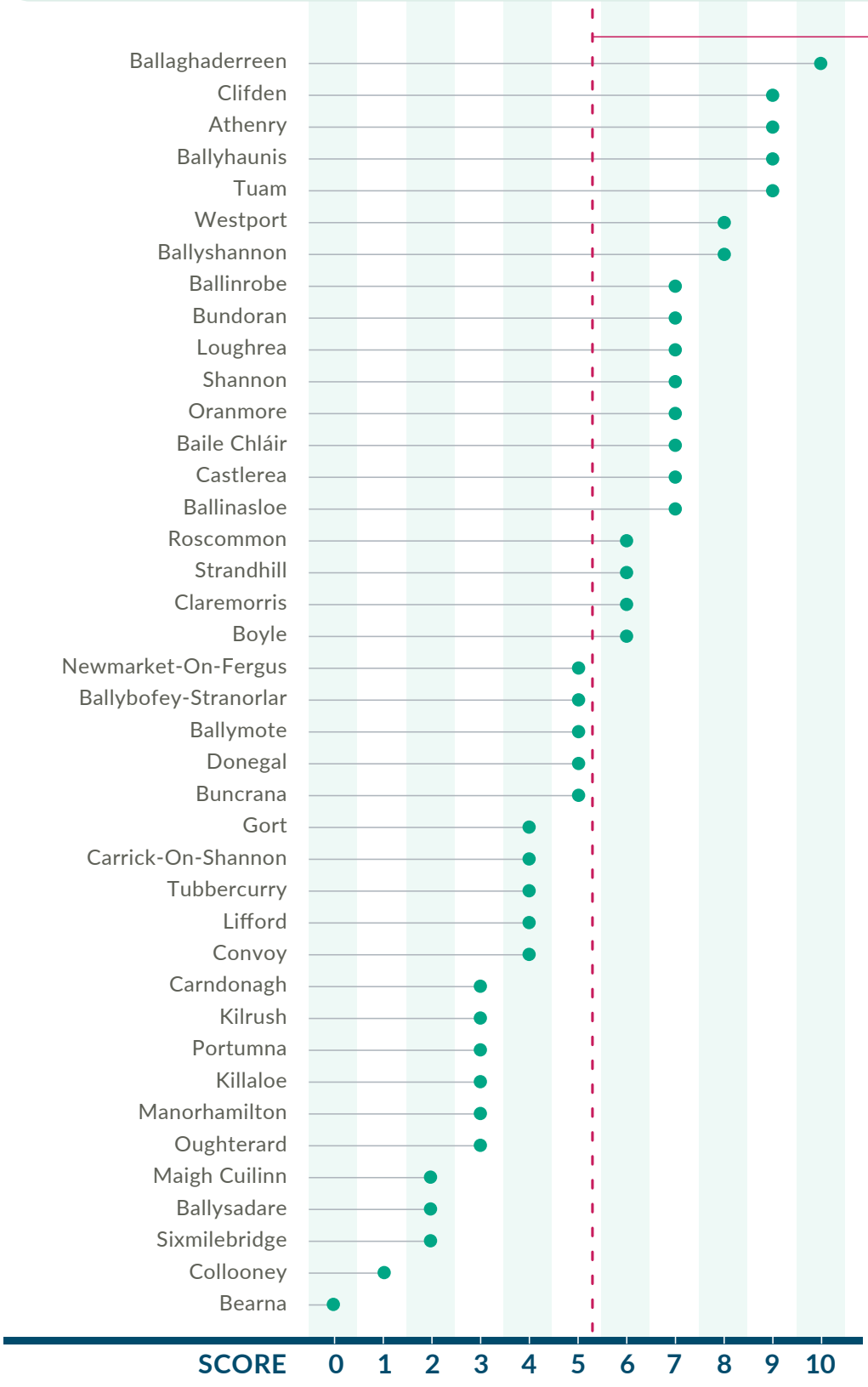
Theme: Low Carbon Transition

Active travel and public transport modes to university

Definition: Combined mode share of public transport and active modes for students aged 19+ at school or college among residents of the CSO settlement. Excludes at home and not stated . Where the number hasn't been specified it has been counted as the number 'less than' e.g <6 is counted as 6.

Source: Census 2022, Special Tabulation based on age categories.

Data collected: April 2022



AVERAGE SCORE: 5.3

MINIMUM
25%

MAXIMUM
58.2%

AVERAGE
45.9%

OUTLIERS ADJUSTED
YES

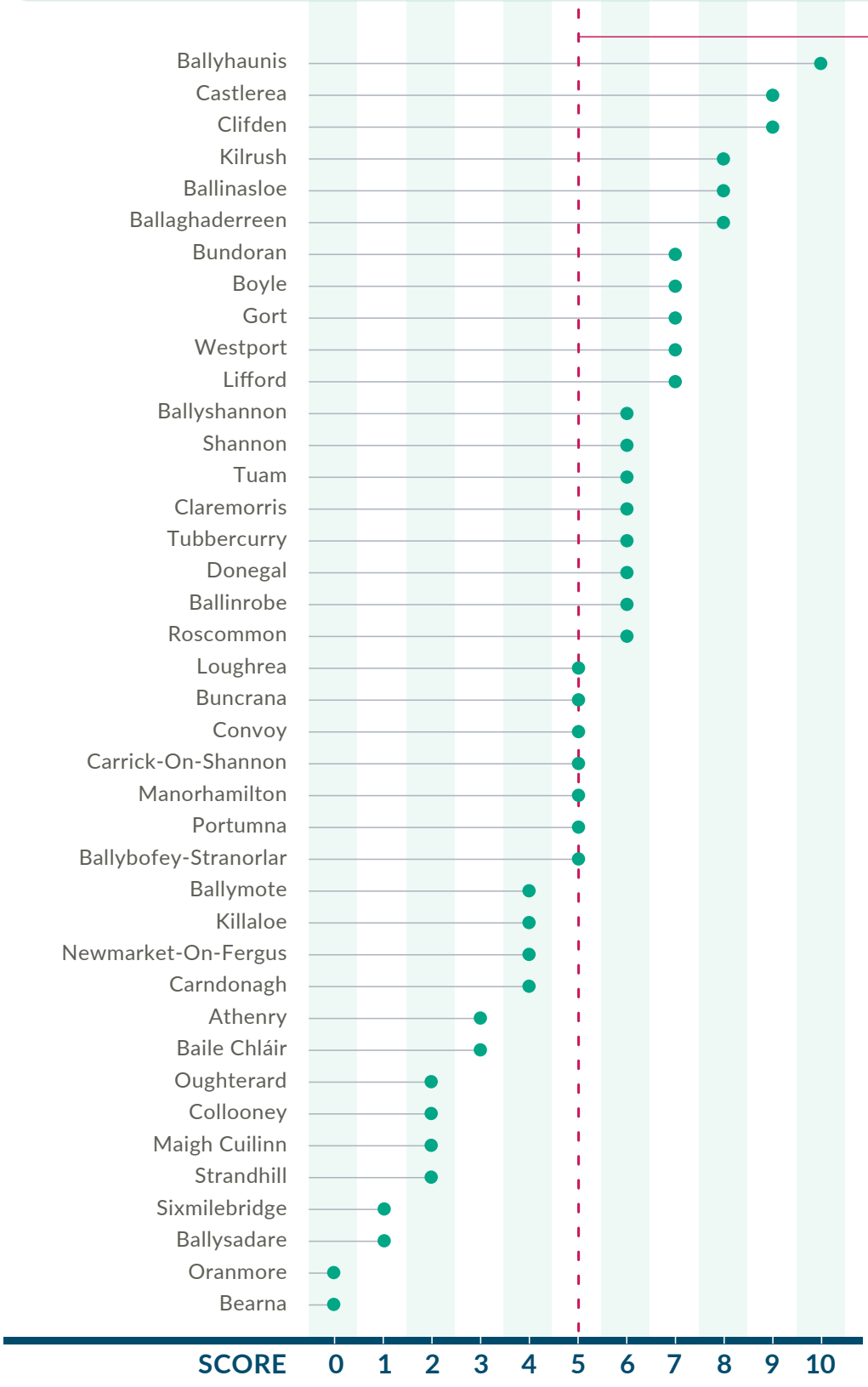
Theme: Low Carbon Transition

Lowest car ownership per household in the 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 2022, SAP data.

Data collected: April 2022



AVERAGE SCORE: **5.0**

HIGHEST SCORE
0.78

LOWEST SCORE
0.43

AVERAGE CARS
0.60

OUTLIERS ADJUSTED
YES

Theme: Low Carbon Transition

Propensity to car share for work (percentage of car travellers who were passengers)

Definition: Percentage commuting to work by car who were travelling as passenger excl WFH & N/S.

Source: Census of Population 2022, SAP data

Data collected: April 2022

AVERAGE SCORE: **4.4**

MINIMUM **2.91%**

MAXIMUM **10.58%**

AVERAGE **6.15%**

OUTLIERS ADJUSTED **YES**

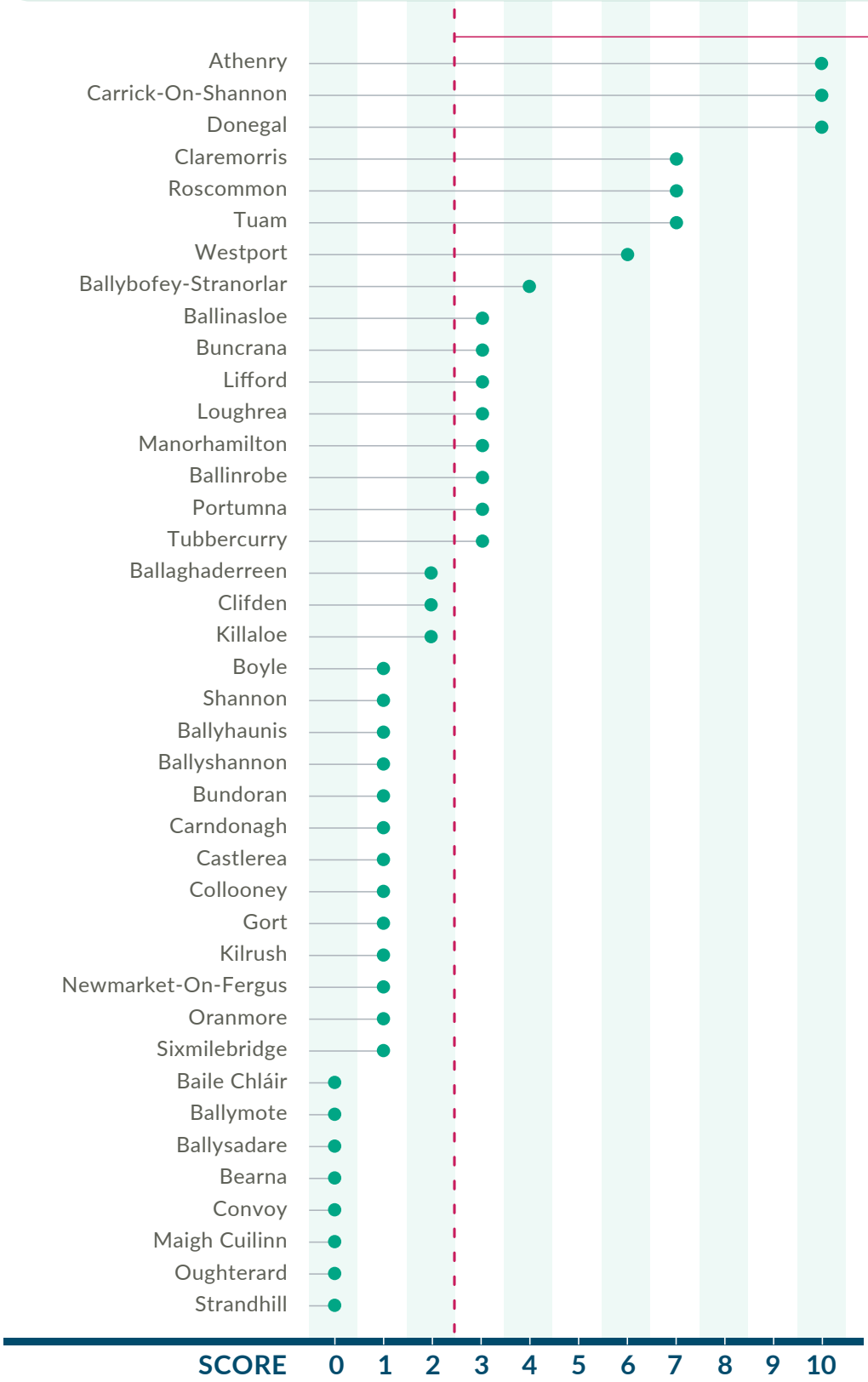
Theme: Low Carbon Transition

Availability of charging facilities for electric vehicles

Definition: Availability of charging points for Electric Vehicles (EVs) in the town. Points allocated for charging (before conversion to Index score): Standard (c 22kW)=1, Fast 50kW-100kW=2, High Power (>100kW)=3.

Source: Plug Share

Data collected: 26 July 2024



AVERAGE SCORE: 2.5

MIN POINTS ALLOCATED
0

MAX POINTS ALLOCATED
25

AVERAGE
4

OUTLIERS ADJUSTED
YES

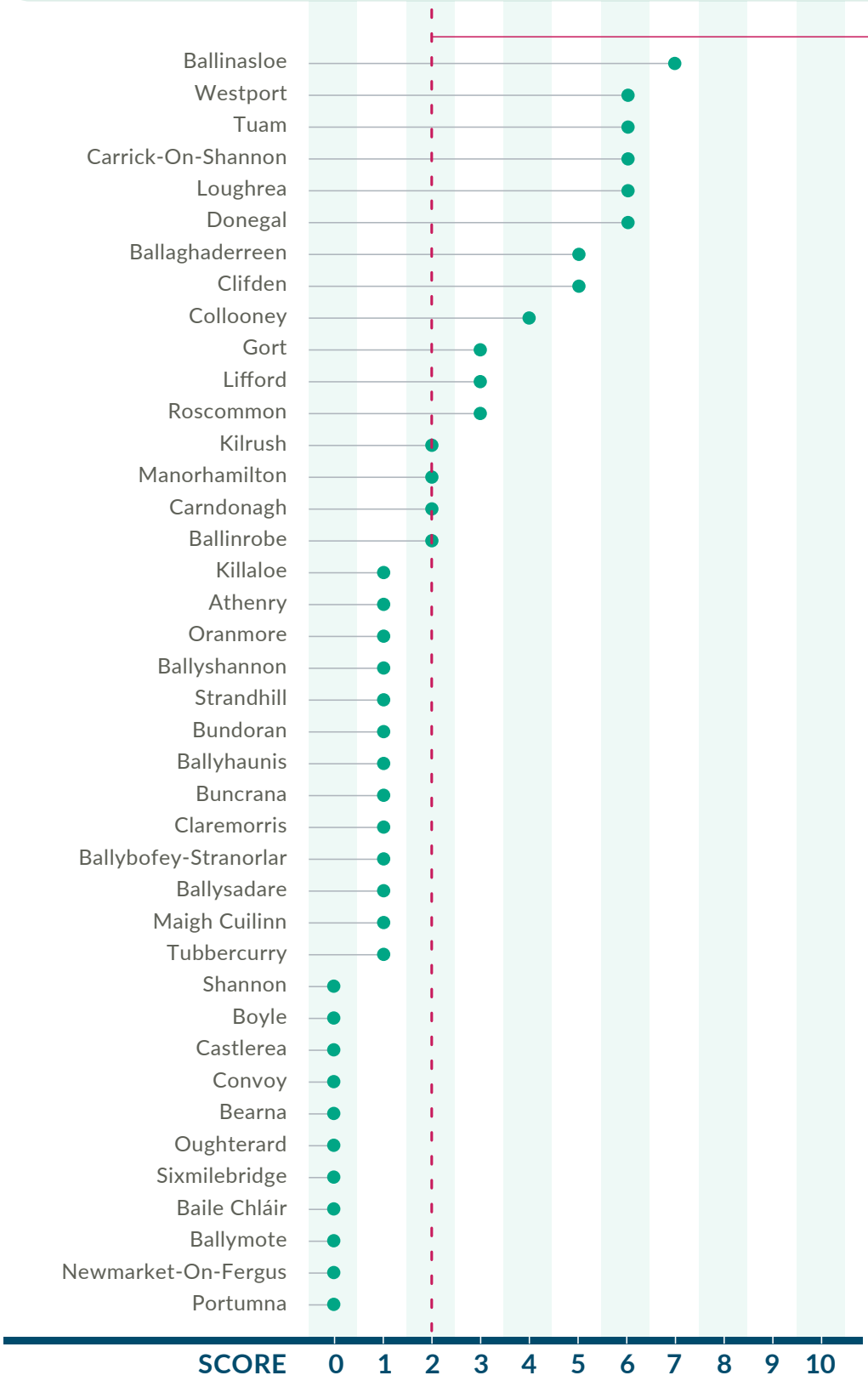
Theme: Low Carbon Transition

Local Transport Plan and Active Travel (AT) Investment

Definition: Half of score for AT town allocation (NTA) 2021-2024 plus Greenway allocation (TII) 2022-2024 for town per capita (scored by min max range); Half of Score for Local Transport Plan Complete (10) or Plan in Preparation (5).

Source: NTA Active travel Allocations, TII Greenway Allocations; Local Transport Plan info from NTA.

Data collected: July 2022



AVERAGE SCORE: 2.0

NUMBER OF 0'S
11

NUMBER OF 10'S
0

OUTLIERS ADJUSTED
N/A

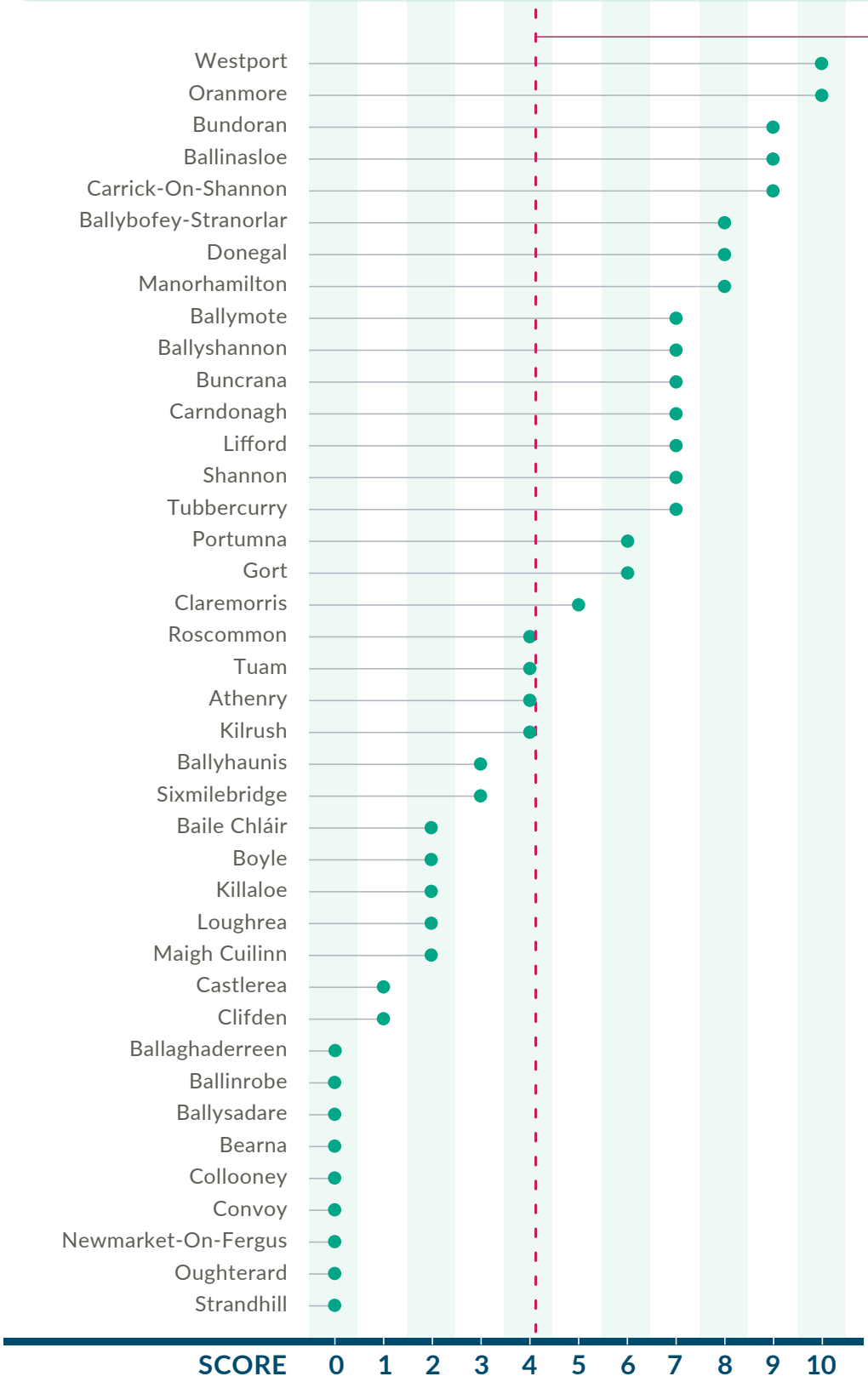
Theme: Low Carbon Transition

Cycle parking at rail stations, bus stops and locations across town

Definition: Measure 1 (max 10/20): Cycle parking at rail station or close to bus stop, Score None at either (0), Parking at only 1 of the 2, (4) Parking at bus if only bus, (4) Yes at both (10). Measure 2 (10/20)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)Under cover (2), Secure (up to 3 points). Points divided by 2 to give score out of 10.

Source: WDC Survey

Data collected: June 2024



AVERAGE SCORE: 4.1

NUMBER OF 0'S
9

NUMBER OF 10'S
2

AVERAGE
N/A

OUTLIERS ADJUSTED
N/A

Theme: Low Carbon Transition

Presence of cycle paths/marked cycle lanes in the town

Definition: Marked or Separate cycle lanes in town: Score None (0); Yes on 1 street (4); Yes on 2 streets (7); Yes on 3 streets (10).

Source: WDC Survey

Data collected: June 2024

AVERAGE SCORE: 2.1

NUMBER OF 0'S
28

NUMBER OF 10'S
4

AVERAGE
N/A

OUTLIERS ADJUSTED
N/A

Theme: Low Carbon Transition

Public realm investment and pedestrianised zones

Definition: Public realm investment (visible from survey) and pedestrinased zone (visible from survey).

Source: WDC Survey

Data collected: June 2024

AVERAGE SCORE: **4.8**

NUMBER OF 0'S
8

NUMBER OF 10'S
6

AVERAGE
N/A

OUTLIERS ADJUSTED
N/A

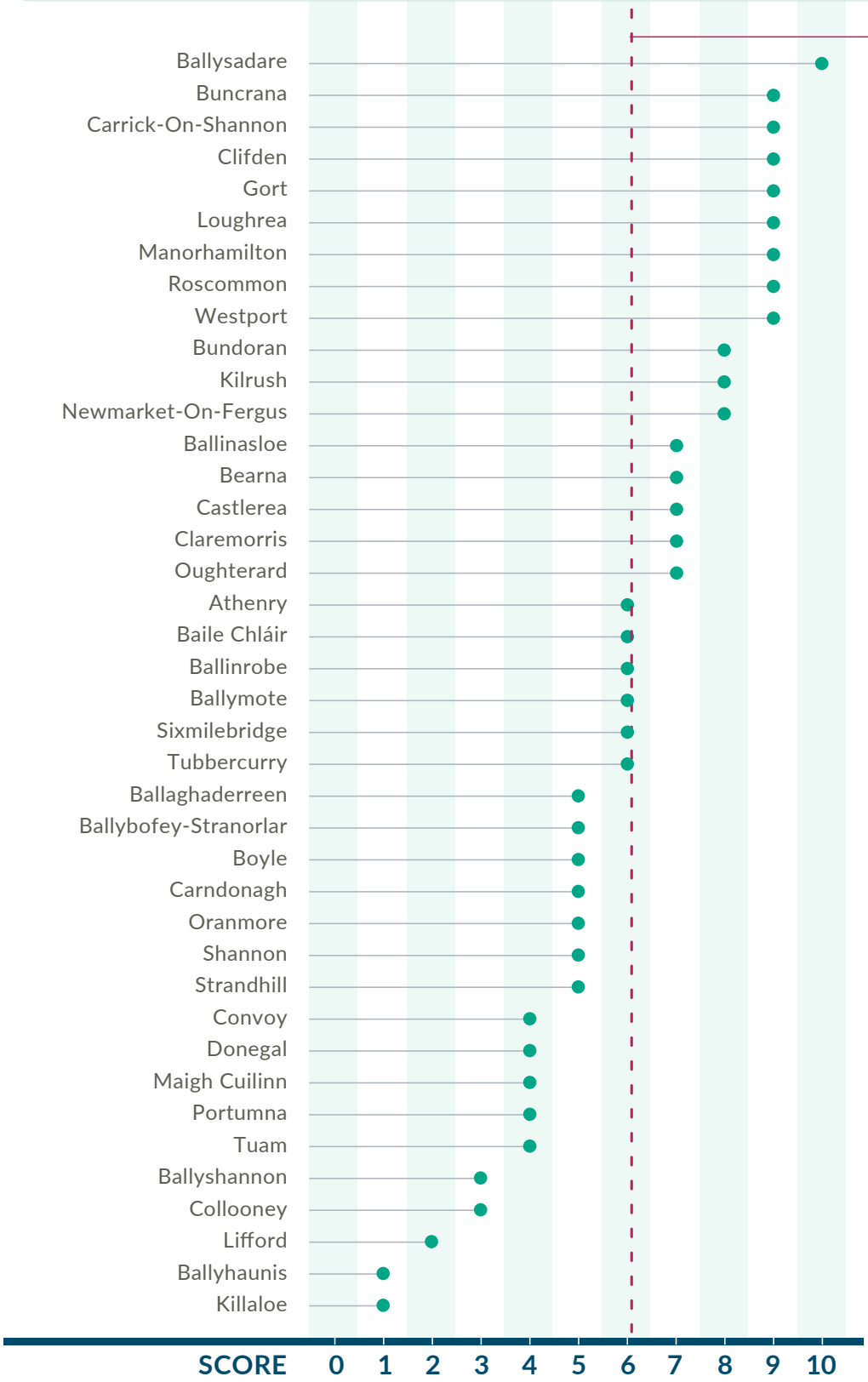
Theme: Low Carbon Transition

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 2024



AVERAGE SCORE: 6.1

NUMBER OF 0'S
0

NUMBER OF 10'S
1

AVERAGE
N/A

OUTLIERS ADJUSTED
N/A

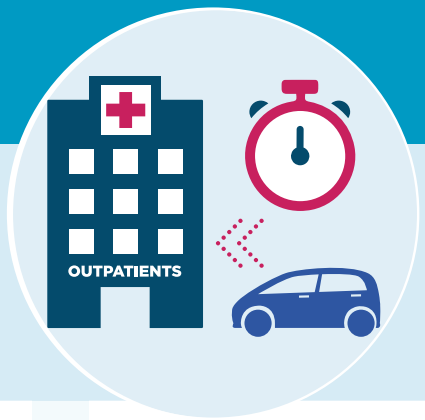
Theme: Access to Services and Social Facilities

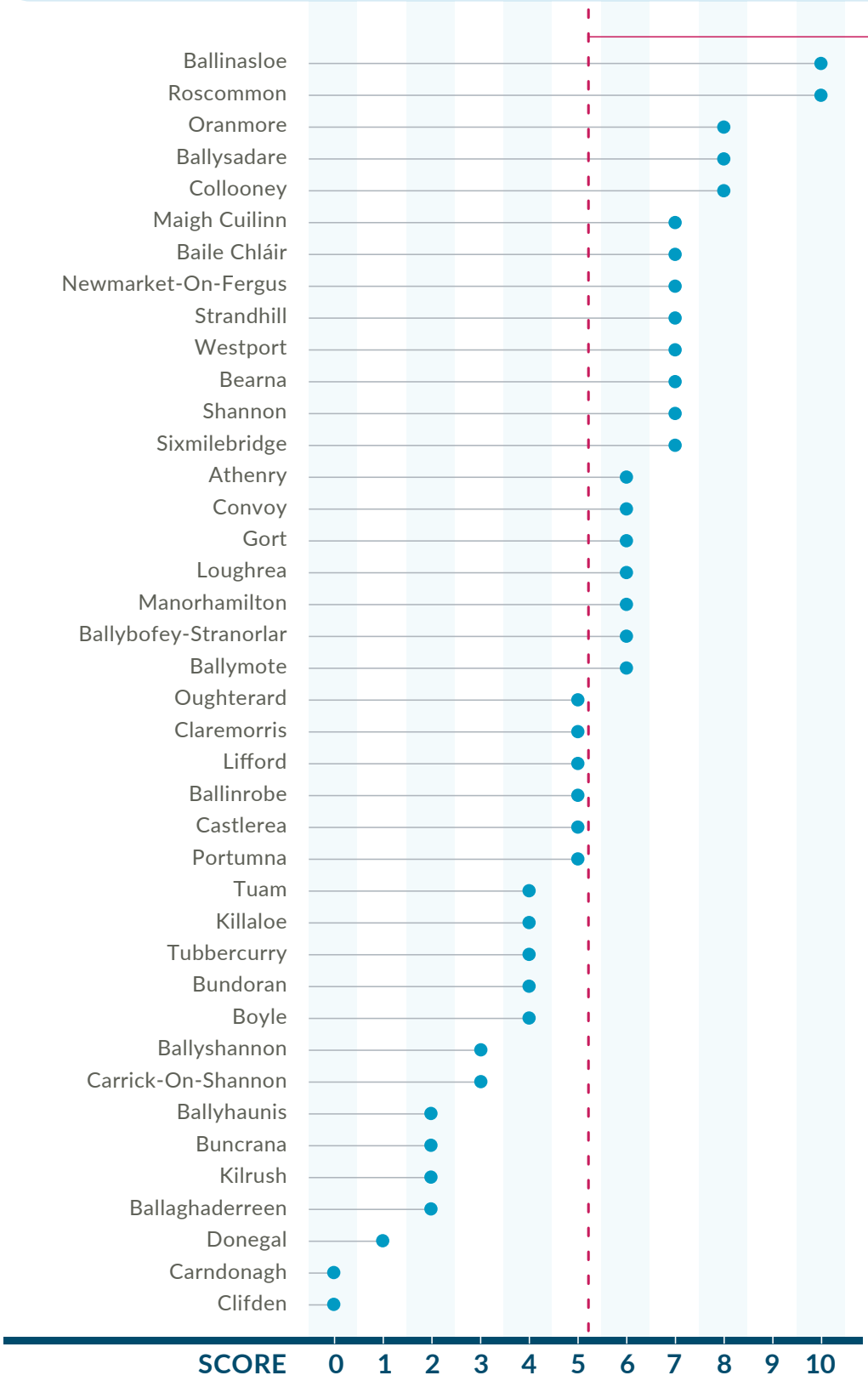
Travel time by car to nearest hospital outpatient services

Definition: Time taken to travel by car to nearest hospital outpatient services. NI hospitals not included.

Source: Google Maps

Data collected: May 2024





AVERAGE SCORE: **5.2**

MINIMUM TRAVEL TIME
HOSPITAL IN TOWN

MAXIMUM TRAVEL TIME
69
MINUTES

AVERAGE TRAVEL TIME
27
MINUTES

OUTLIERS ADJUSTED
YES

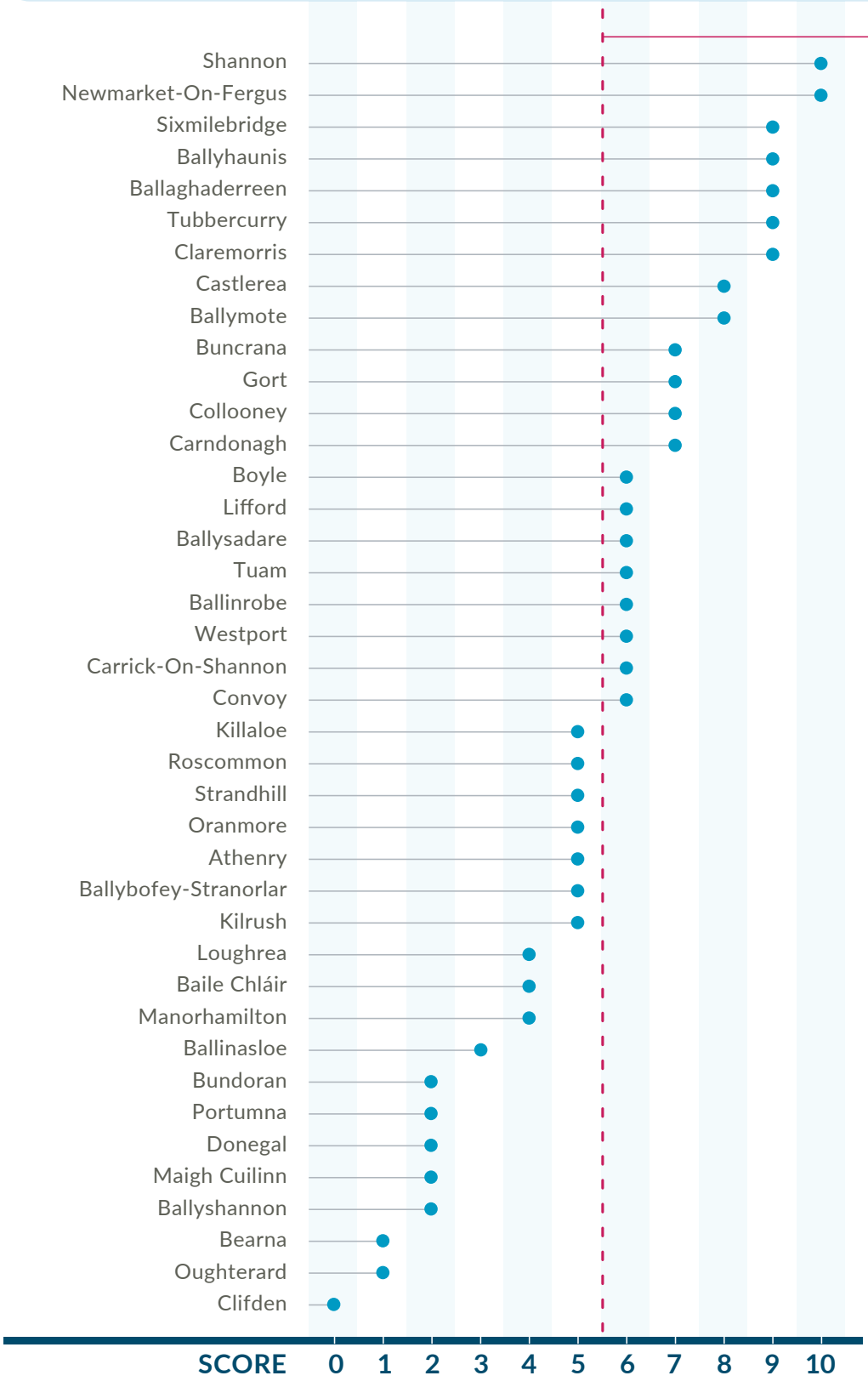
Theme: Access to Services and Social Facilities

Car travel time to nearest airport with multiple destinations

Definition: Time taken to travel by car to the nearest international airport. Airport with shortest journey time by car chosen. This is not always the shortest distance, due to motorways etc. Donegal Airport not used as very limited flight options available.

Source: Google Maps

Data collected: May, July 2024



AVERAGE SCORE: 5.5

MINIMUM TRAVEL TIME
10
MINUTES

MAXIMUM TRAVEL TIME
112
MINUTES

AVERAGE TRAVEL TIME
50
MINUTES

OUTLIERS ADJUSTED
YES

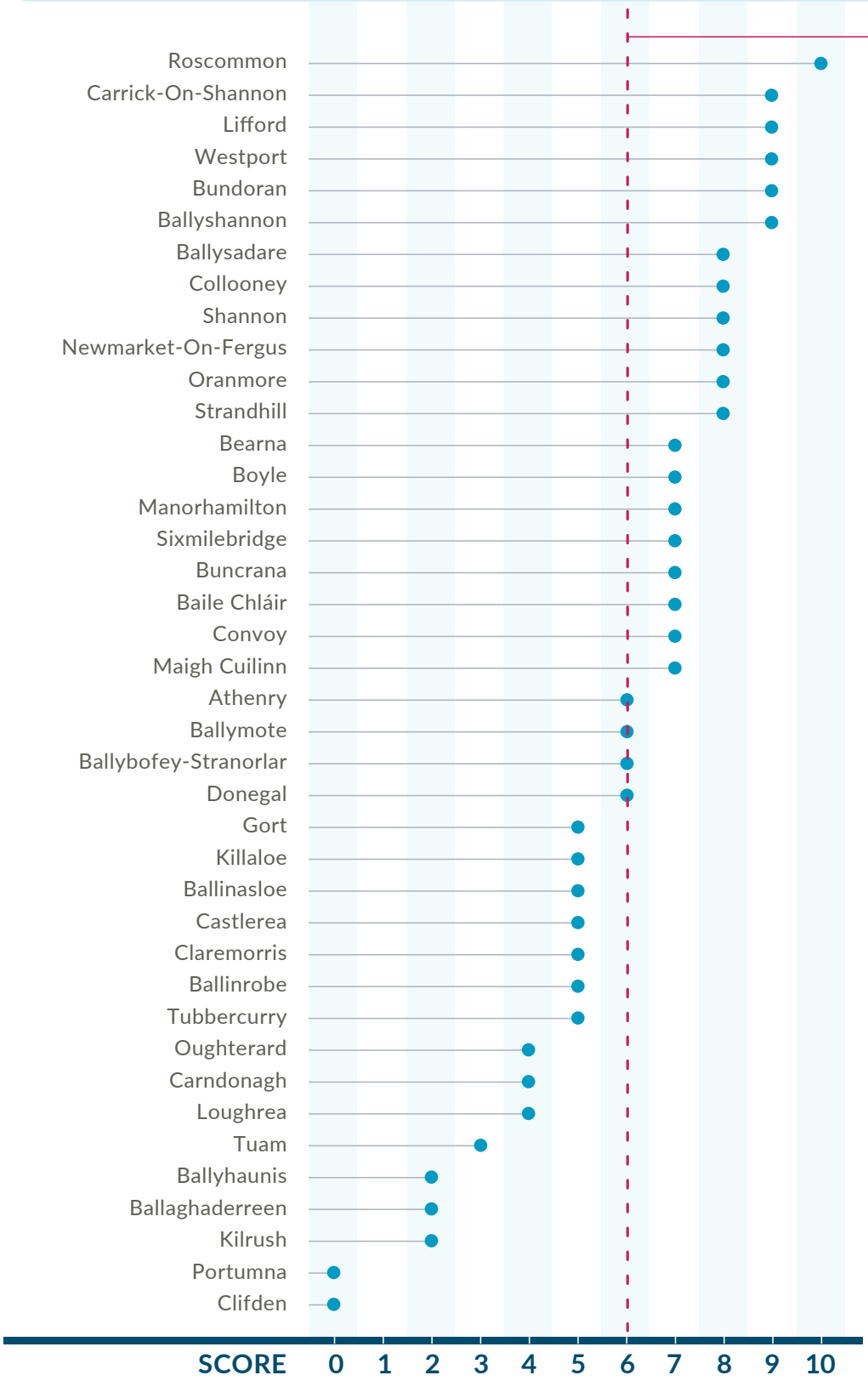
Theme: Access to Services and Social Facilities

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 set at 1 minute.

Source: Google Maps

Data collected: May and July 2024



AVERAGE SCORE: 6.0

MINIMUM TRAVEL TIME

CINEMA OR THEATRE IN TOWN

MAXIMUM TRAVEL TIME

CINEMA:	THEATRE:
70 MINUTES	67 MINUTES

AVERAGE TRAVEL TIME

CINEMA:	THEATRE:
20 MINUTES	23 MINUTES

OUTLIERS ADJUSTED

YES

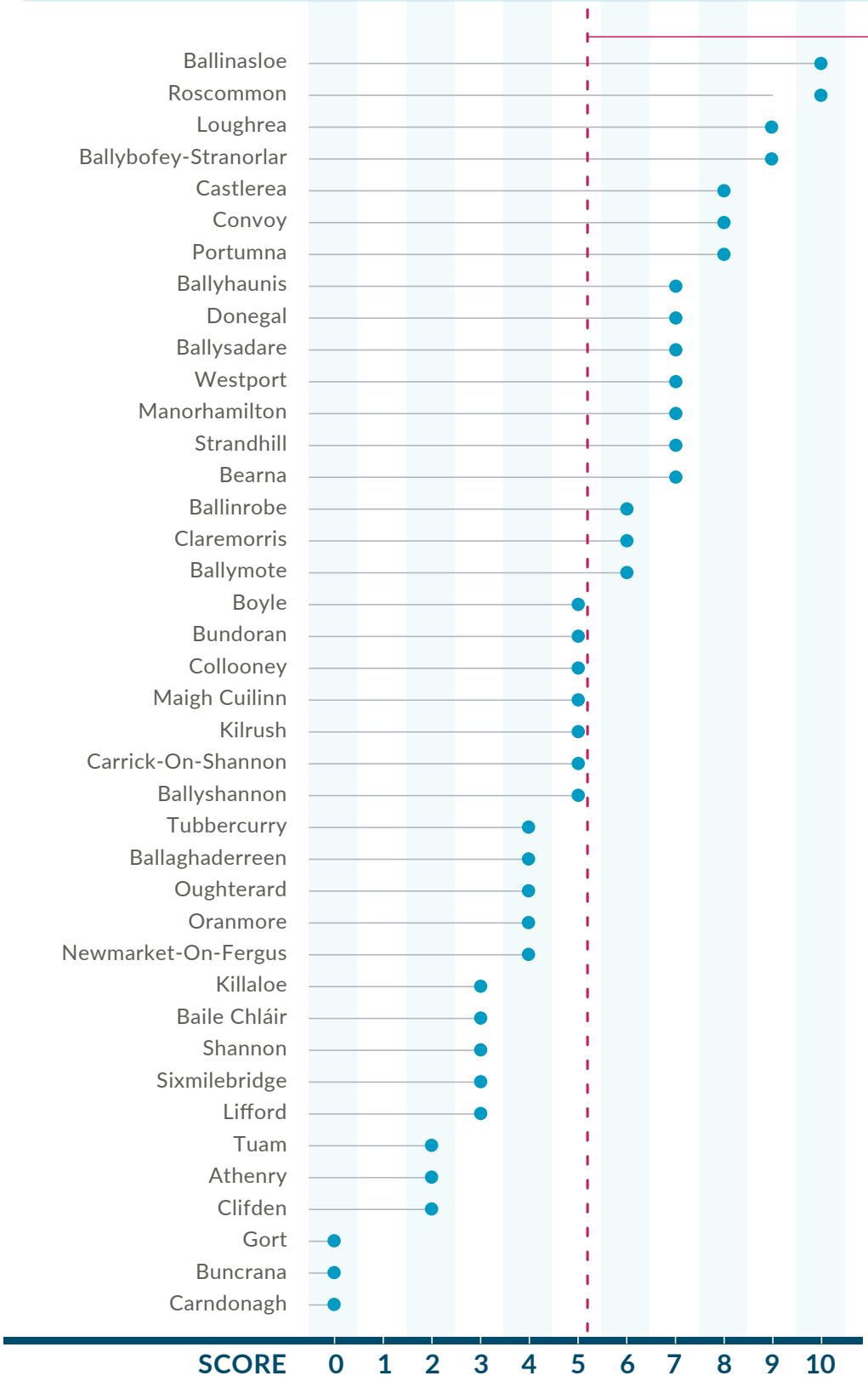
Theme: Access to Services and Social Facilities

Public transport travel time to nearest hospital outpatient service

Definition: Combination of scheduled public transport travel time and a score for walking distance from bus stop to hospital. NI hospitals not included.

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

Data collected: July 2024



AVERAGE SCORE: 5.2

MINIMUM TRAVEL TIME
4
MINUTES

MAXIMUM TRAVEL TIME
120
MINUTES

AVERAGE TRAVEL TIME
50
MINUTES

OUTLIERS ADJUSTED
YES

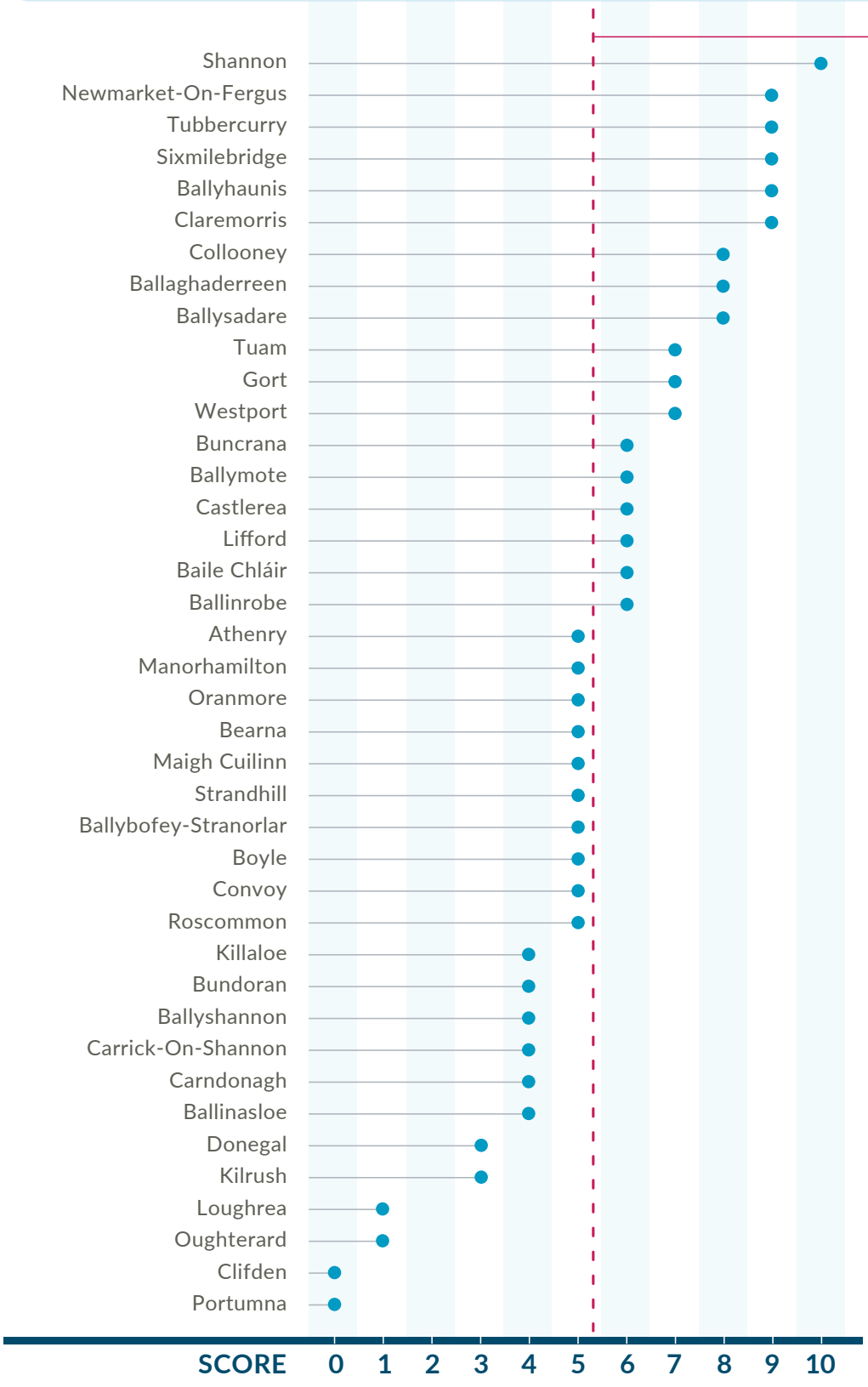
Theme: Access to Services and Social Facilities

Public transport travel time to nearest airport with multiple destinations

Definition: Time taken to travel by public transport to the nearest international airport. Airport with shortest journey time by car chosen. This is not always the shortest distance due to motorways etc. Donegal Airport not used as very limited flight options available.

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

Data collected: May 2024



AVERAGE SCORE: **5.3**

MINIMUM TRAVEL TIME
6
MINUTES

MAXIMUM TRAVEL TIME
199
MINUTES

AVERAGE TRAVEL TIME
89
MINUTES

OUTLIERS ADJUSTED
YES

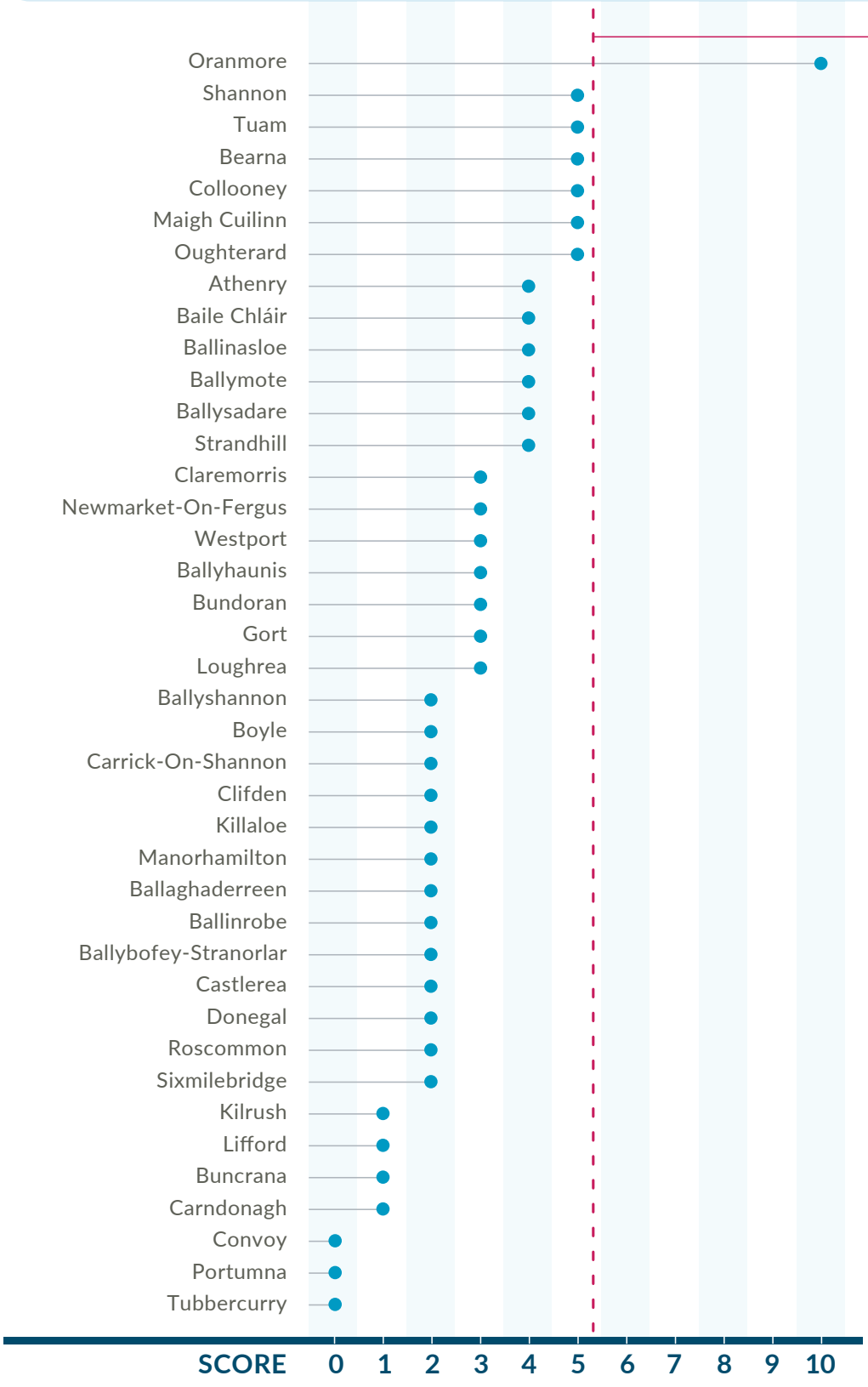
Theme: Access to Services and Social Facilities

Evening Public Transport Service to and from larger town (after 19:00)

Definition: Combined Number of services departing after 19:00 on a weekday before midnight to nearest 10k town (5 points) and Number of services to the town from the nearest 10k town which depart the 10,000+ town after 19:00 but before midnight weekdays (5 points).

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

Data collected: July 2024



AVERAGE SCORE: 2.8

MINIMUM NO. OF SERVICES
0

MAXIMUM NO. OF SERVICES
18 FROM TOWN
22 TO TOWN

AVERAGE NO. OF SERVICES
3.3 FROM TOWN
3.2 TO TOWN

OUTLIERS ADJUSTED
YES

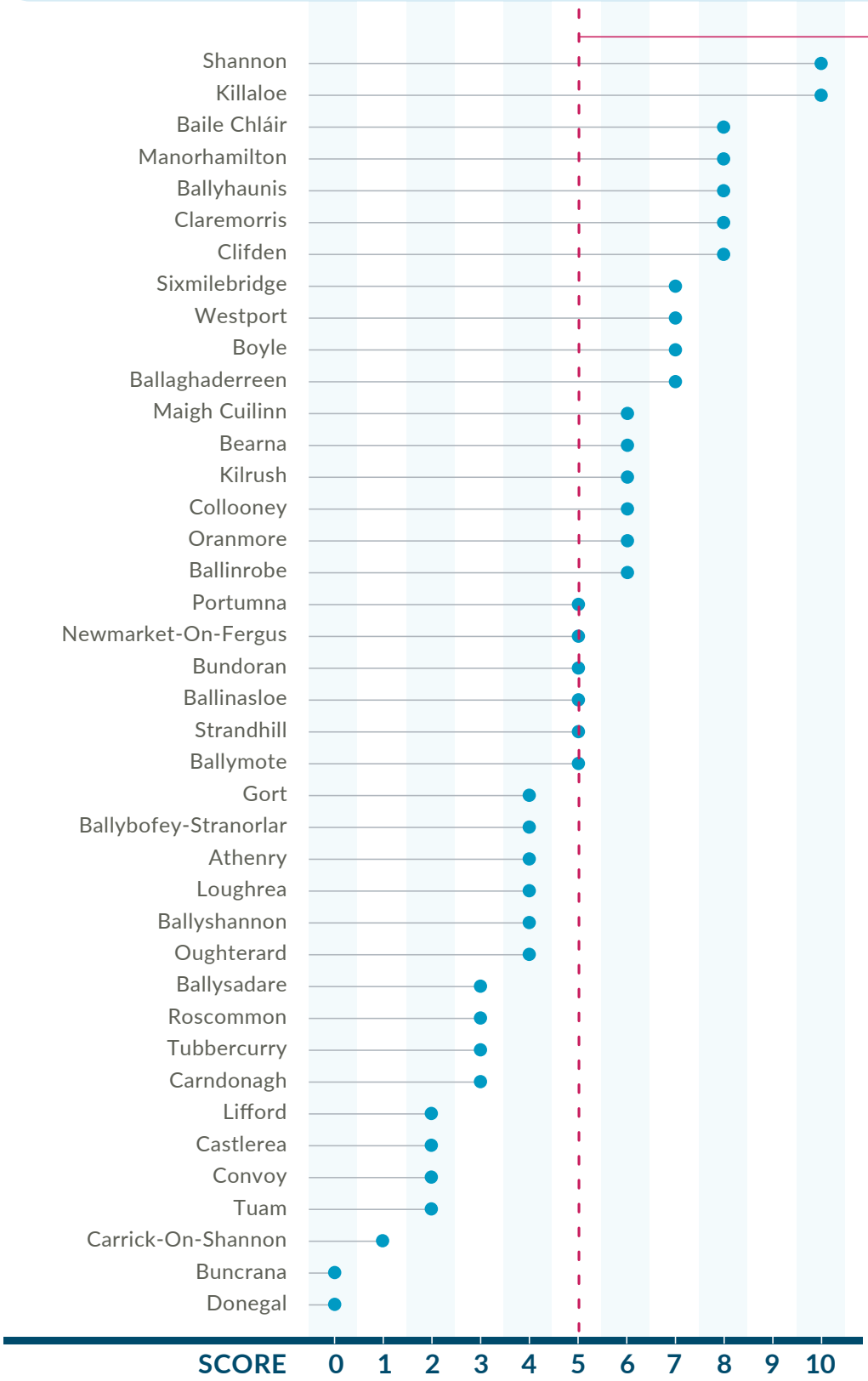
Theme: Access to Services and Social Facilities

Percentage using active travel and public transport modes to primary school

Definition: Combined mode share of public transport and active modes for students aged 5-12 at school or college among residents of the CSO settlement. Excludes at home and not stated . Where the number hasn't been specified it has been counted as the number 'less than' e.g <6 is counted as 6.

Source: Census 2022, Special Tabulation based on age categories.

Data collected: April 2022



AVERAGE SCORE: **5.0**

MINIMUM **20.2%**

MAXIMUM **58.3%**

AVERAGE **37.3%**

OUTLIERS ADJUSTED **YES**

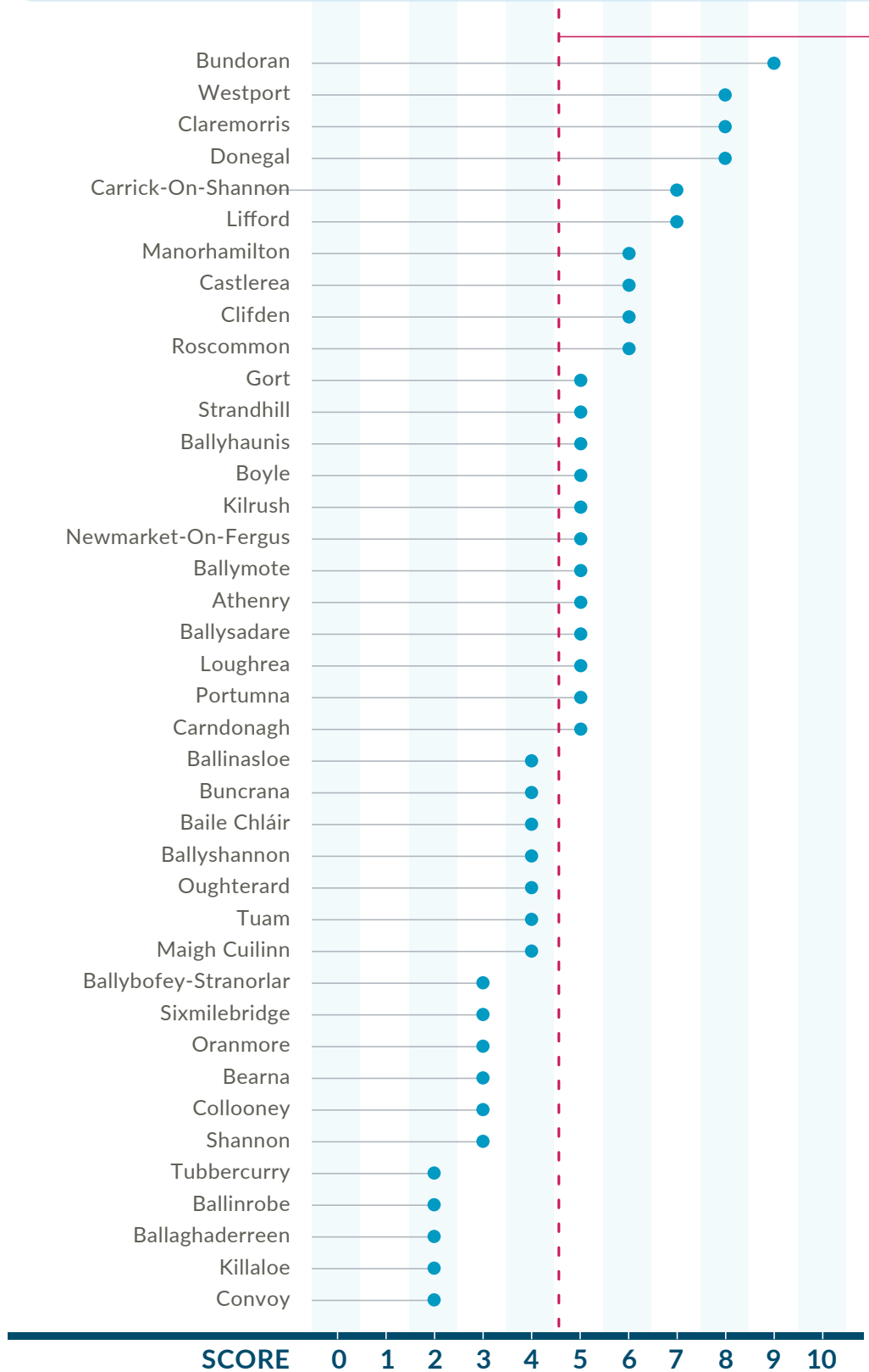
Theme: Access to Services and Social Facilities

Publicly provided disabled parking spaces

Definition: Number of publicly provided parking spaces for people with disabilities, adjusted for town population, and combined with a qualitative assessment of their location

Source: WDC survey

Data collected: June 2024



AVERAGE SCORE: 4.6

MINIMUM*
1
SPACES

MAXIMUM*
62
SPACES

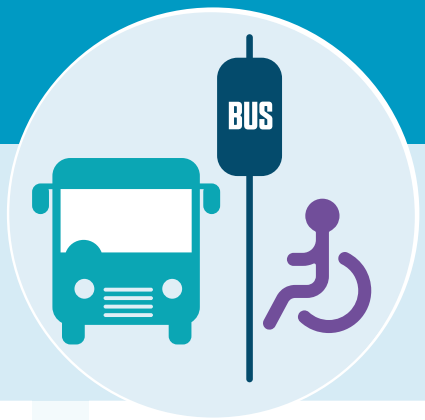
AVERAGE*
13.9
SPACES

OUTLIERS ADJUSTED
YES

*before adjustment by population

Theme: Access to Services and Social Facilities

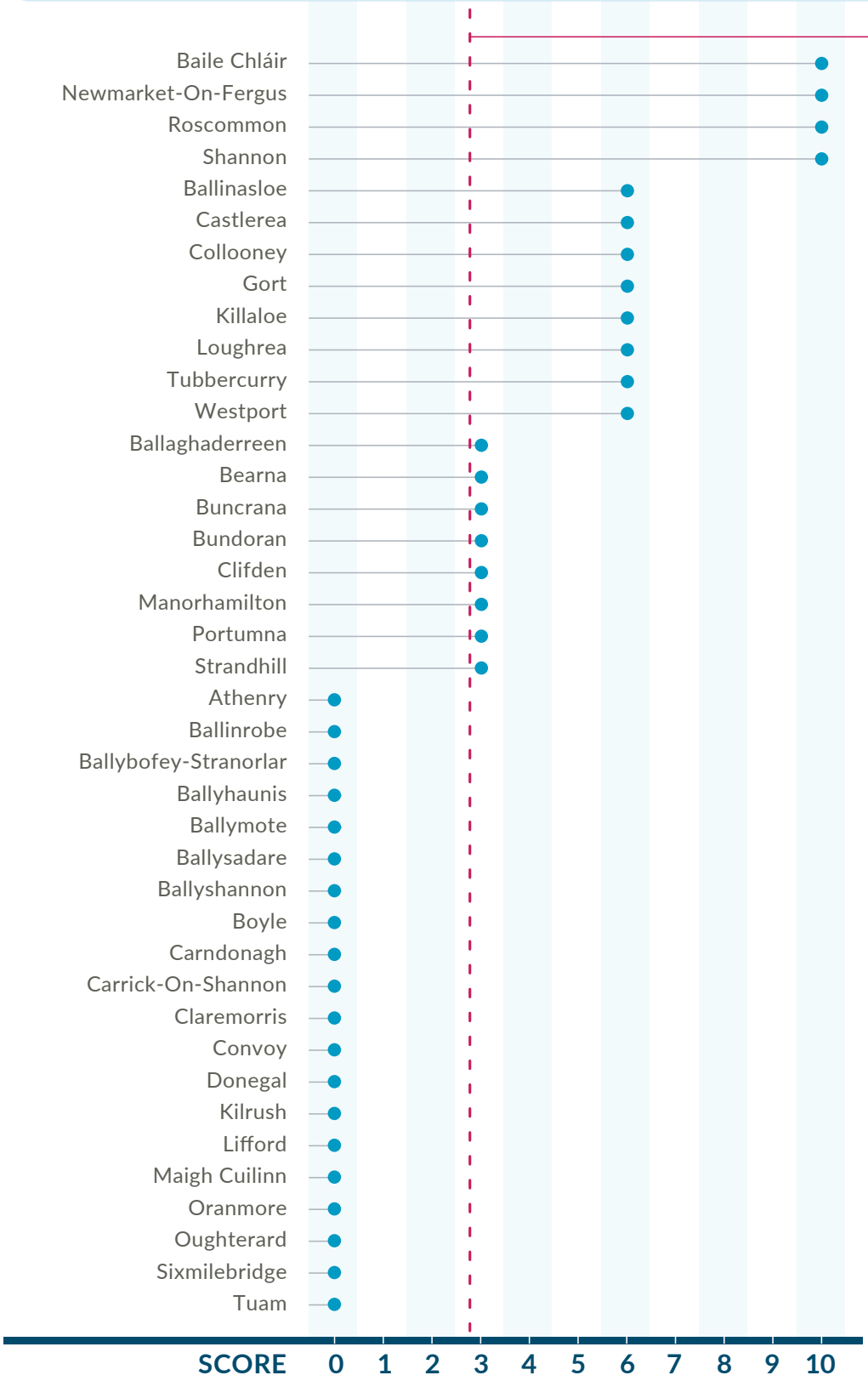
Best Universal Design score for bus stop in town



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 were C, B, A, A+ .

Source: Data on the UD score for bus stops was provided by the NTA which has a done complete analysis of all bus stops

Data provided: 2024



AVERAGE SCORE: 2.8

NO. OF 0'S
20

NO. OF 10'S
4

OUTLIERS ADJUSTED
N/A

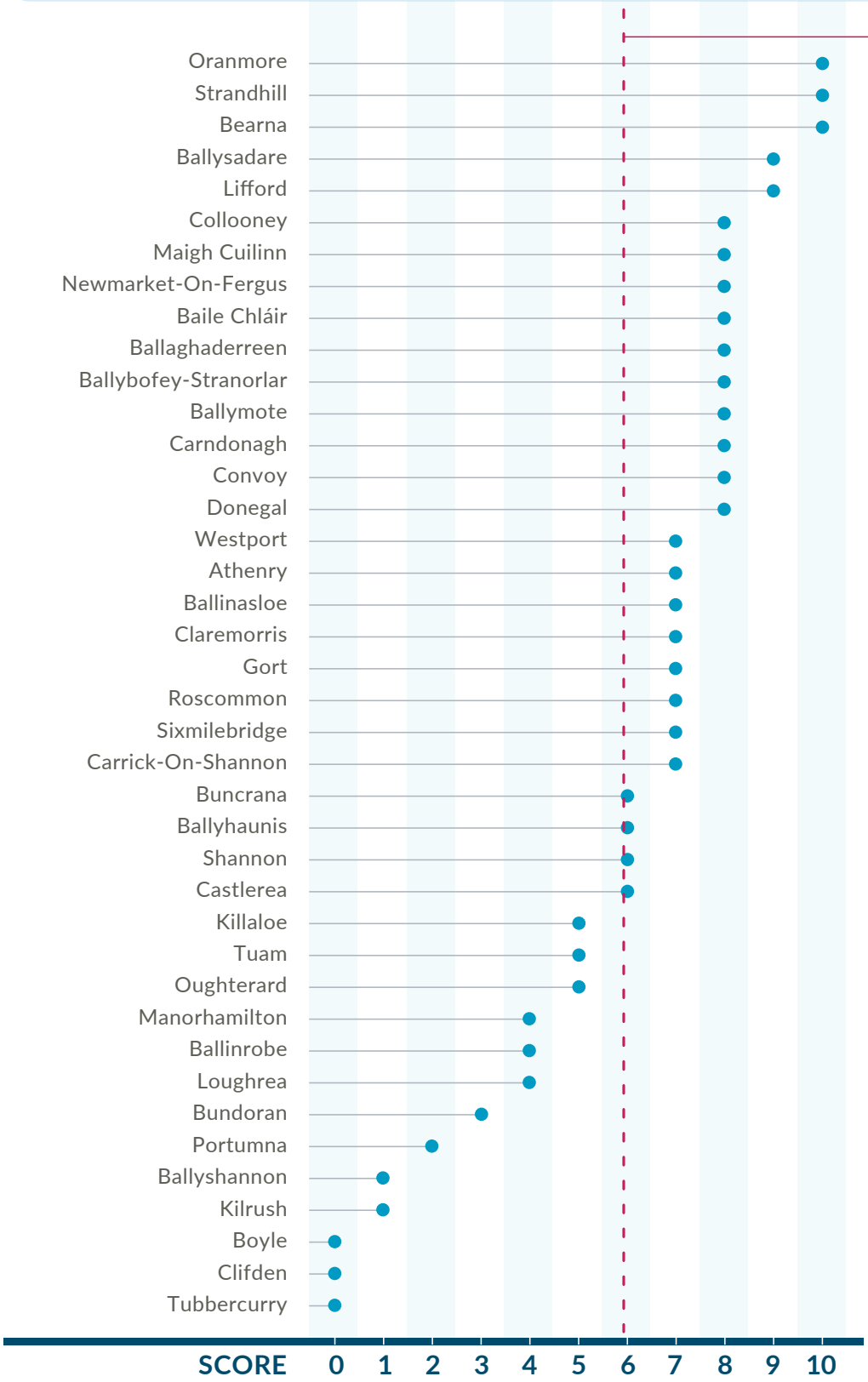
Theme: Access to Services and Social Facilities

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

Definition: Standard single adult public transport fare to nearest large (10k) town on a service arriving before 9am, fare for most direct, then cheapest used.

Source: Data collected by WDC from Transport providers using websites and phone (for private operators).

Data collected: May and July 2024



AVERAGE SCORE: **5.9**

MINIMUM
€1.90

MAXIMUM
€14.00

AVERAGE
€5.99

OUTLIERS ADJUSTED
YES

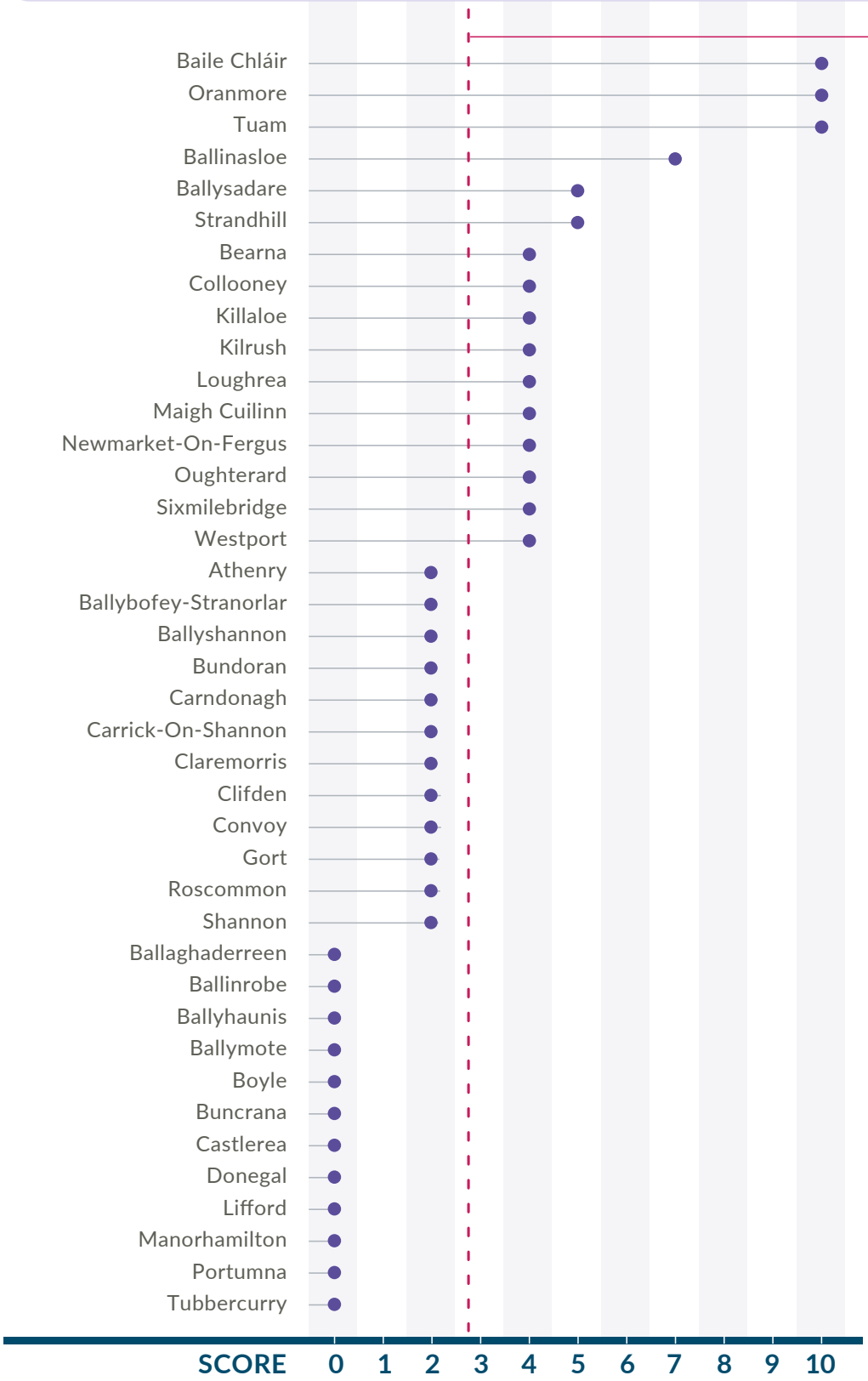
Theme: Access to Economic and Employment Opportunities

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

Definition: Number of Services(from 6am) to nearest 10k town arriving by 9 am. Score based on min max range.

Source: Google Maps.

Data collected: April 2024



AVERAGE SCORE: 2.7

MINIMUM NUMBER OF SERVICES
1

MAXIMUM NUMBER OF SERVICES
10

MAXIMUM NUMBER OF SERVICES
2.6

OUTLIERS ADJUSTED
YES

Theme: Access to Economic and Employment Opportunities

Public transport to reach nearest 50k city by 9am

Definition: Scored on time access to nearest regional 50k city possible using reasonable public transport connections (by 9am=10; by 9.30=8; by 10 am=6; by 10:30=4; by 11 am=2; after 11=0); Only reasonable connections included.

Source: Google Maps

Data collected: April 2024

AVERAGE SCORE: 8.1

MINIMUM NUMBER OF SERVICES
0

MAXIMUM NUMBER OF SERVICES
10

AVERAGE NUMBER OF SERVICES
2.2

OUTLIERS ADJUSTED
N/A

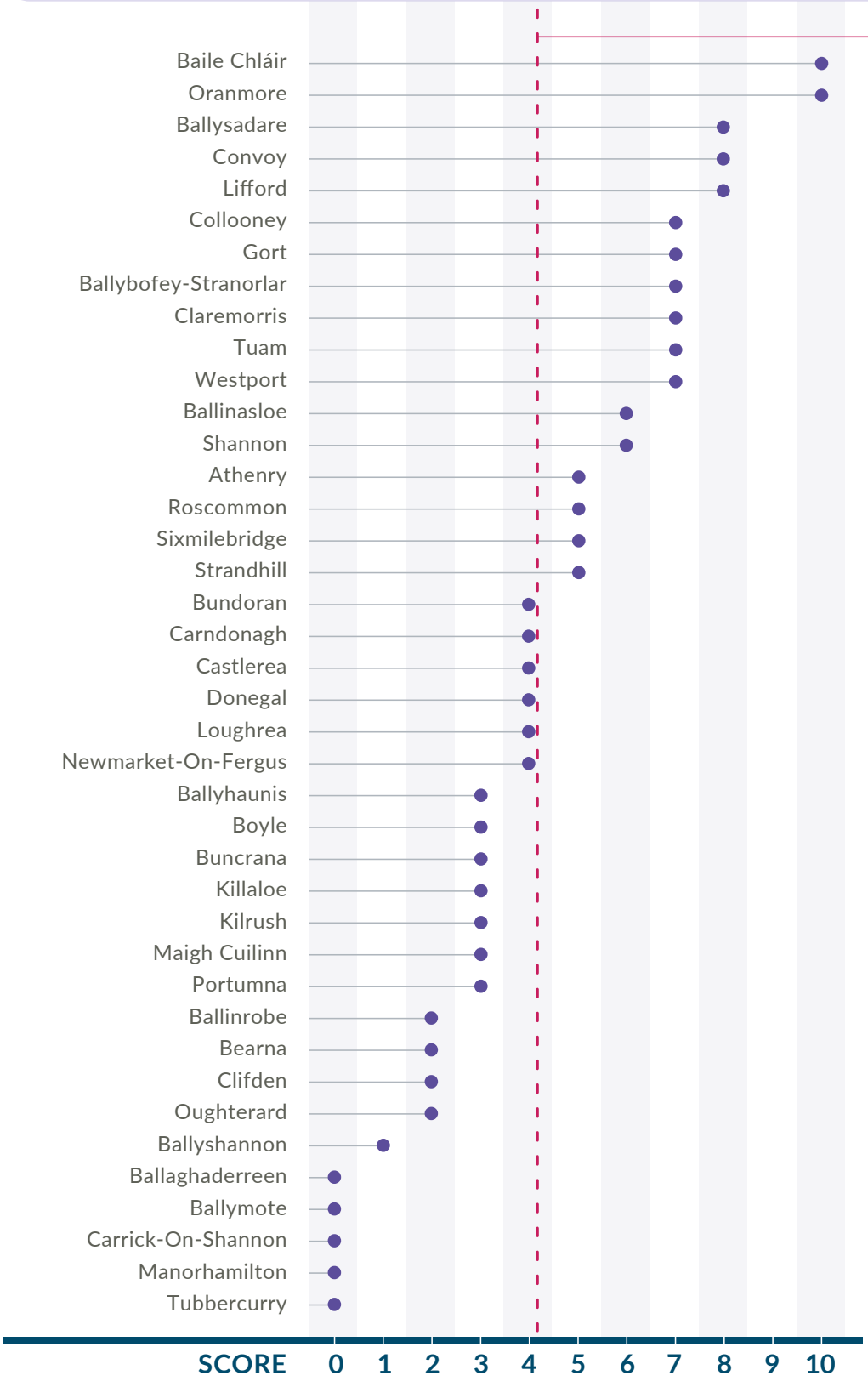
Theme: Access to Economic and Employment Opportunities

Level of service in the morning to any town (5.45am to 9.00am)

Definition: Total services which depart the town between 05:45 and 09:00 to 1,500 town DIRECT only. Relative score by Min Max.

Source: Google Maps

Data collected: July 2024



AVERAGE SCORE: 4.2

MINIMUM NUMBER OF SERVICES
1

MAXIMUM NUMBER OF SERVICES
14

MAXIMUM NUMBER OF SERVICES
5.5

OUTLIERS ADJUSTED
YES

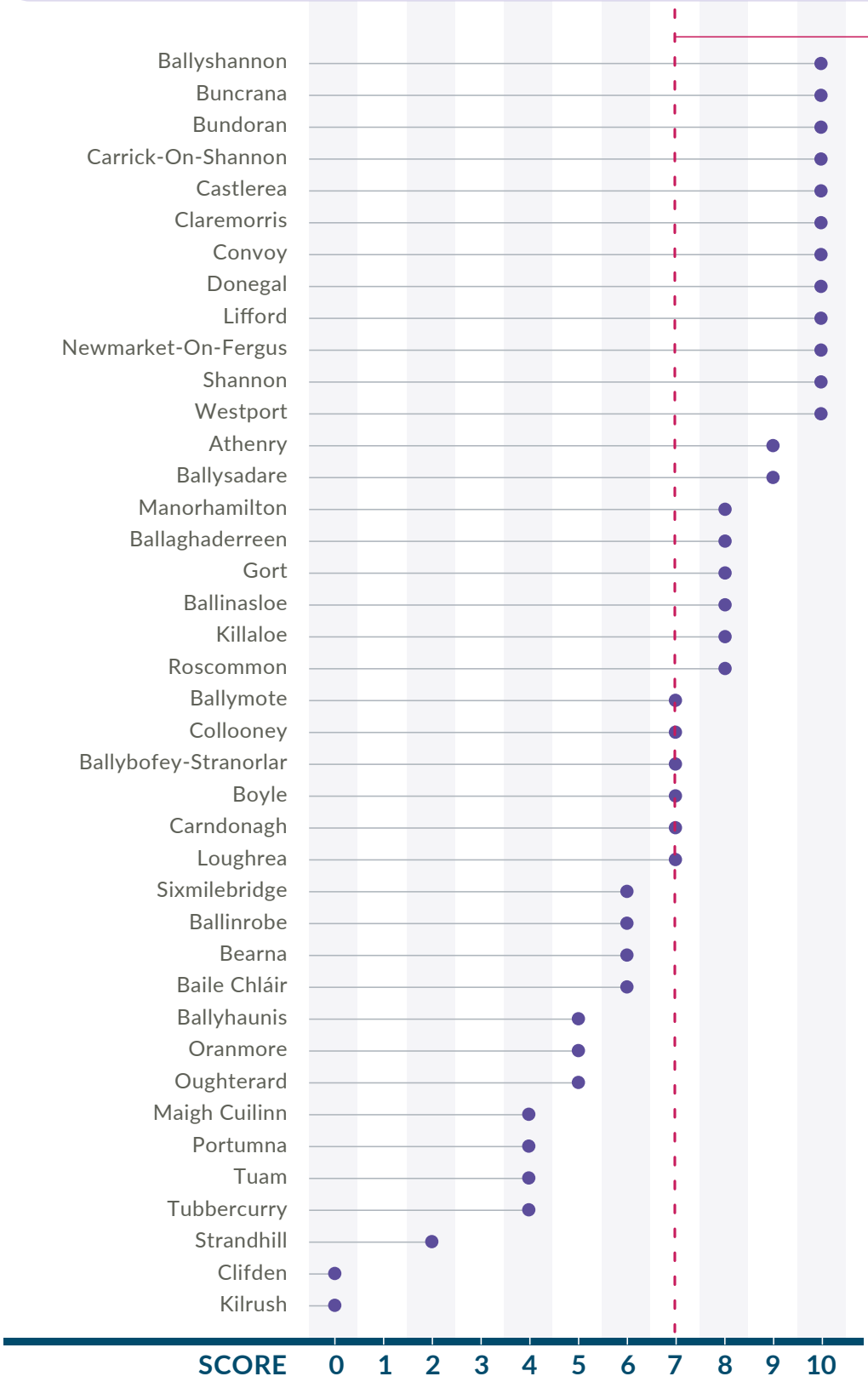
Theme: Access to Economic and Employment Opportunities

Percentage of towns within 30km radius reachable by public transport

Definition: Percentage of towns (1,500+) within 30km radius reachable by public transport (direct service).

Source: Google Maps, radius from https://2kmfromhome.com/

Data collected: July 2024



AVERAGE SCORE: **7.0**

MINIMUM % OF TOWNS REACHABLE
0%

MAXIMUM % OF TOWNS REACHABLE
100%

AVERAGE % OF TOWNS REACHABLE
70%

OUTLIERS ADJUSTED
YES

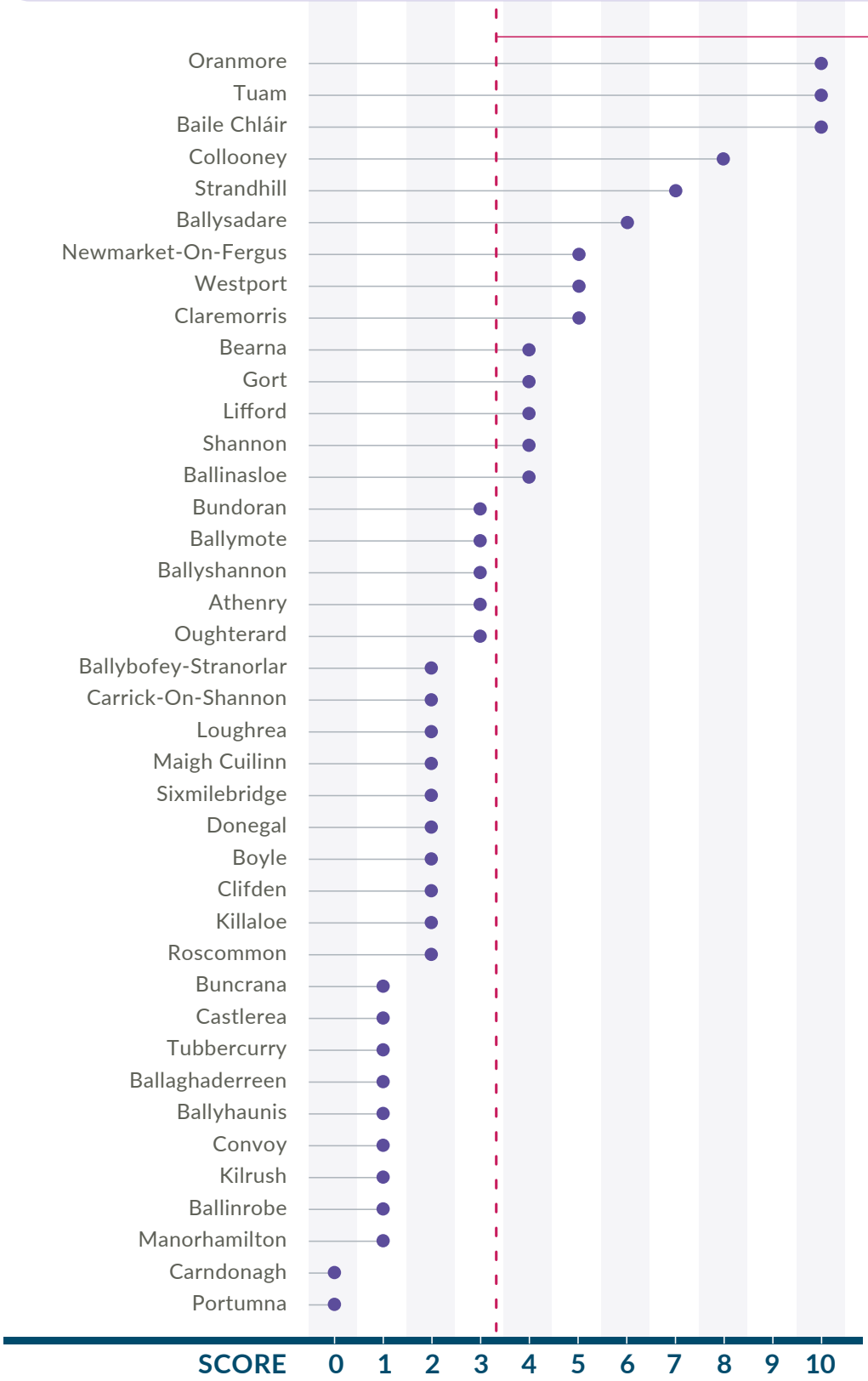
Theme: Access to Economic and Employment Opportunities

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

Definition: Number direct at least Monday to Friday services to nearest 10,000+ town departing between 06:00 and 20:00.

Source: Google, Rome to Rio & Timetables

Data collected: August 2024



AVERAGE SCORE: 3.3

MINIMUM NUMBER OF SERVICES
5

MAXIMUM NUMBER OF SERVICES
61

MAXIMUM NUMBER OF SERVICES
16

OUTLIERS ADJUSTED
YES

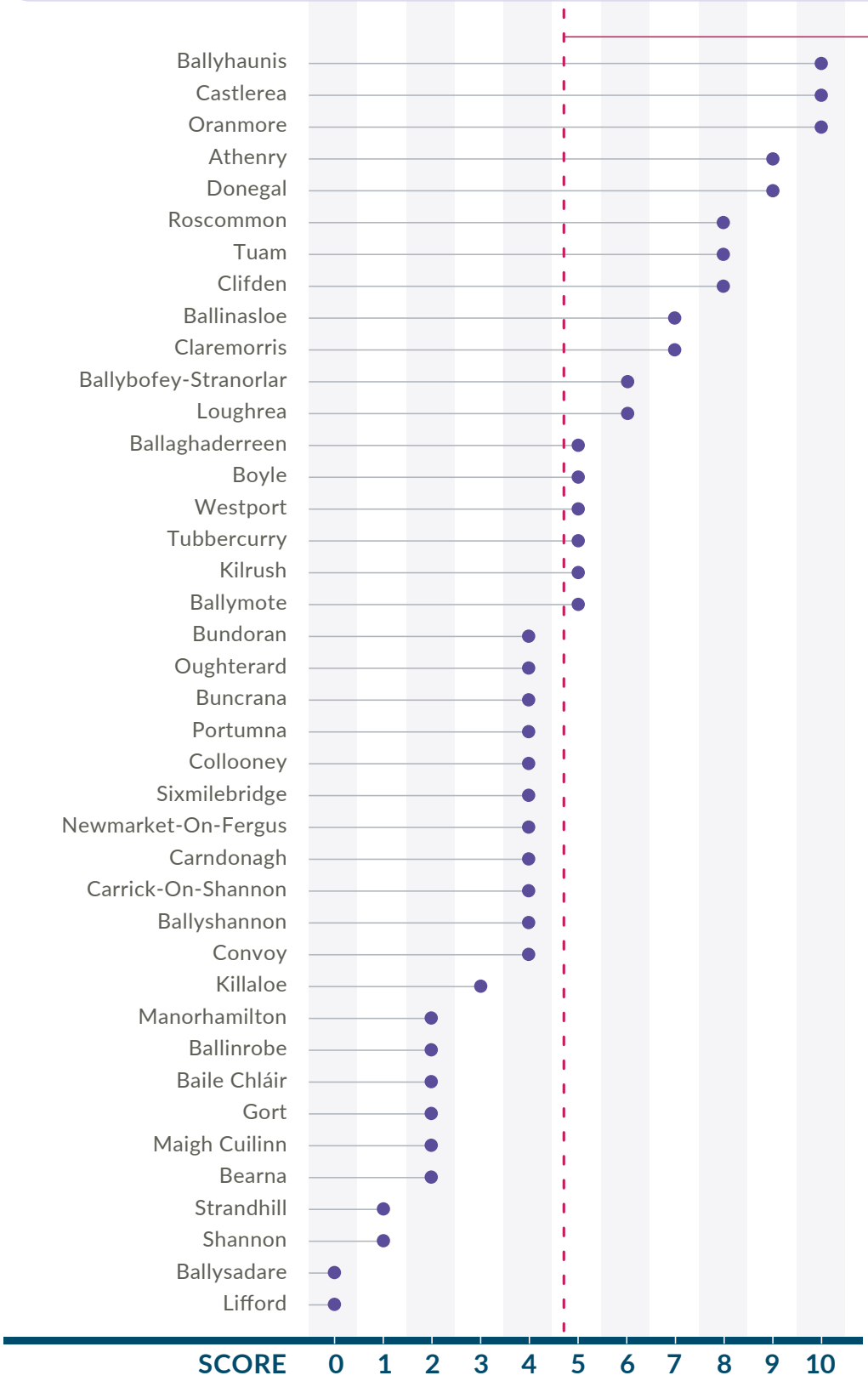
Theme: Access to Economic and Employment Opportunities

Car journey time as a proportion of public transport journey time to 10k town

Definition: Car journey time as a proportion of public transort jouney time to a large (10k) town c11am. Access/egress & wait time allowance added to PT times (10 min access/egress, 5 min waiting) before calculation. Highest scores where public transport and car time are closest. Lowest when car is considerably quicker.

Source: Car times using google directions c 11am. PT times from Google Maps, based on schedules/timetables not actual travel time c 11am.

Data collected: May 2024



AVERAGE SCORE: **4.7**

HIGHEST CAR TIME/PUBLIC TRANSPORT TIME
0.9

LOWEST CAR TIME/PUBLIC TRANSPORT TIME
0.4

AVERAGE CAR TIME/PUBLIC TRANSPORT TIME
0.63

OUTLIERS ADJUSTED
YES

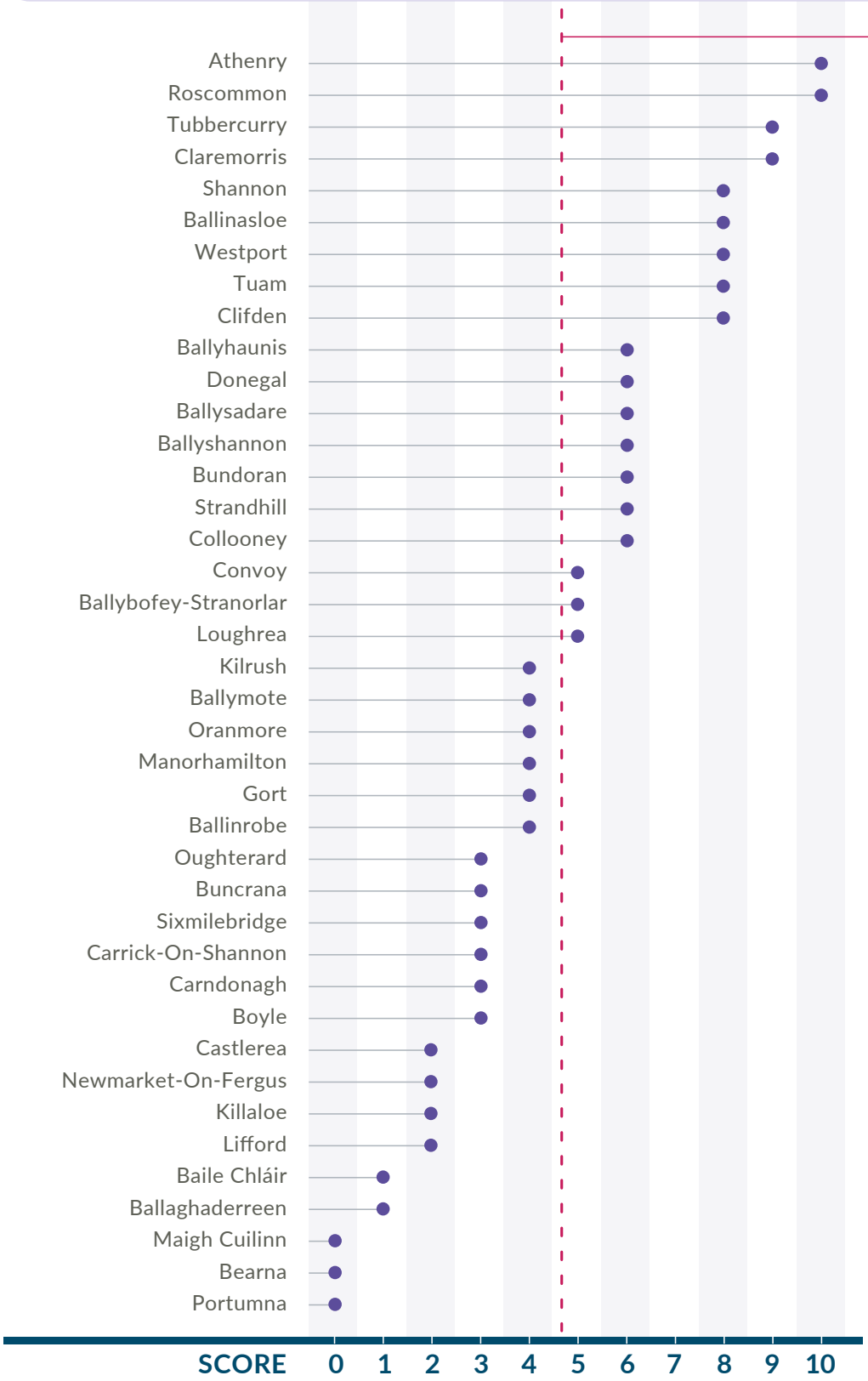
Theme: Access to Economic and Employment Opportunities

Car journey time as a proportion of public transport journey time to nearest 50k city

Definition: Car journey time as a proportion of public transort jouney time to a 50k city c11am. Access/egress & wait time allowance added to PT times (10 min access/egress, 5 min waiting) before calculation. Highest scores where public transport and car time are closest. Lowest when car is considerably quicker.

Source: Car times using google directions c 11am. PT times from Google Maps, based on schedules/timetables not actual travel time c 11am.

Data collected: April 2024



AVERAGE SCORE: **4.7**

HIGHEST CAR TIME/PUBLIC TRANSPORT TIME
0.86

LOWEST CAR TIME/PUBLIC TRANSPORT TIME
0.47

AVERAGE CAR TIME/PUBLIC TRANSPORT TIME
0.65

OUTLIERS ADJUSTED
NO

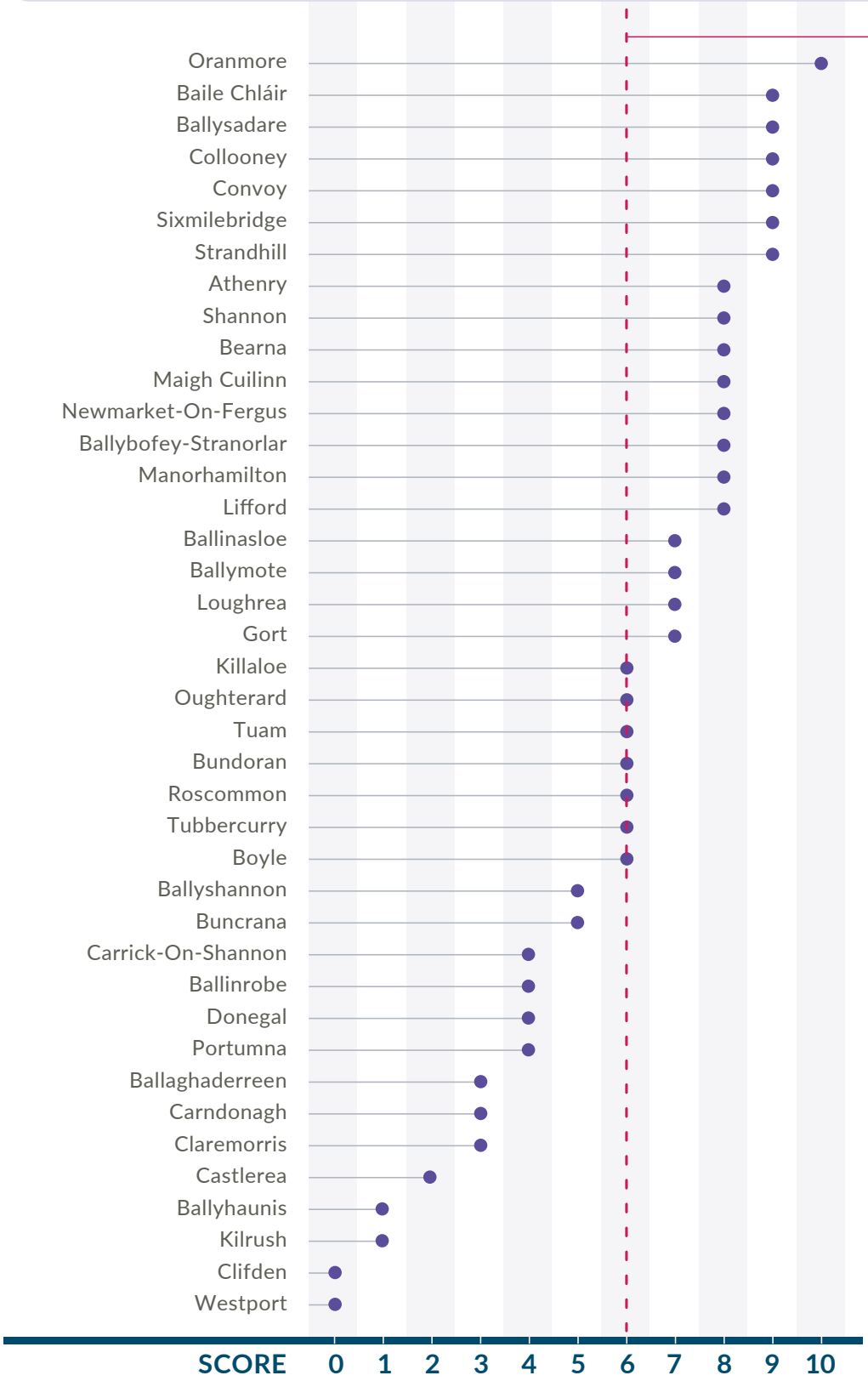
Theme: Access to Economic and Employment Opportunities

Car Travel Time to nearest University main campus

Definition: Travel Time to University by car during morning period. Main campus/ institutions only – satellite campus not included.

Source: Google Maps

Data collected: May 2024



AVERAGE SCORE: 6.0

MINIMUM TRAVEL TIME
10
MINUTES

MAXIMUM TRAVEL TIME
81
MINUTES

AVERAGE (MEDIAN) TRAVEL TIME
34
MINUTES

OUTLIERS ADJUSTED
YES

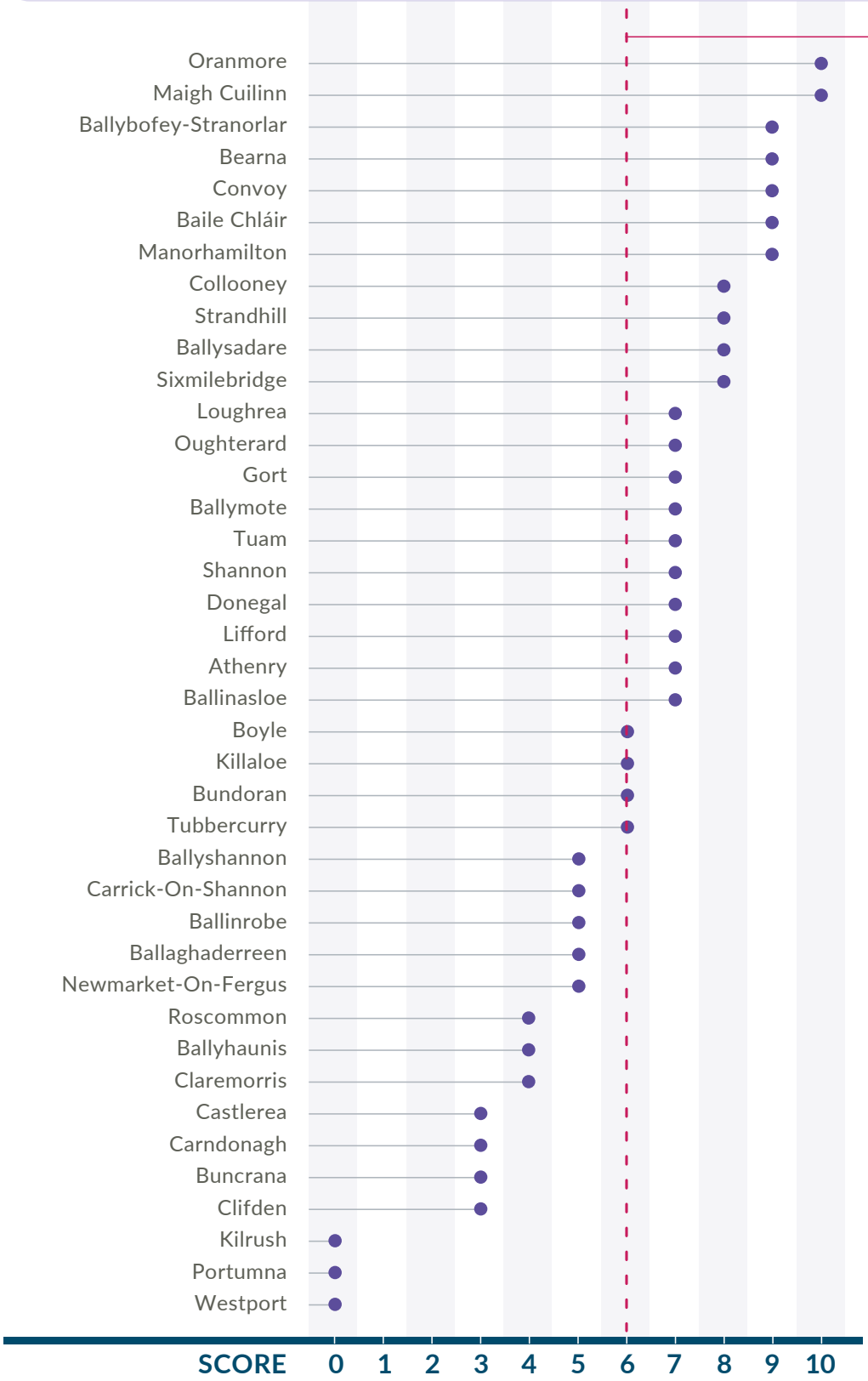
Theme: Access to Economic and Employment Opportunities

Public transport travel time to nearest university, main campus

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

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

Data collected: August 2024



AVERAGE SCORE: **6.0**

MINIMUM TRAVEL TIME
15
MINUTES

MAXIMUM TRAVEL TIME
144
MINUTES

AVERAGE TRAVEL TIME
58
MINUTES

OUTLIERS ADJUSTED
YES

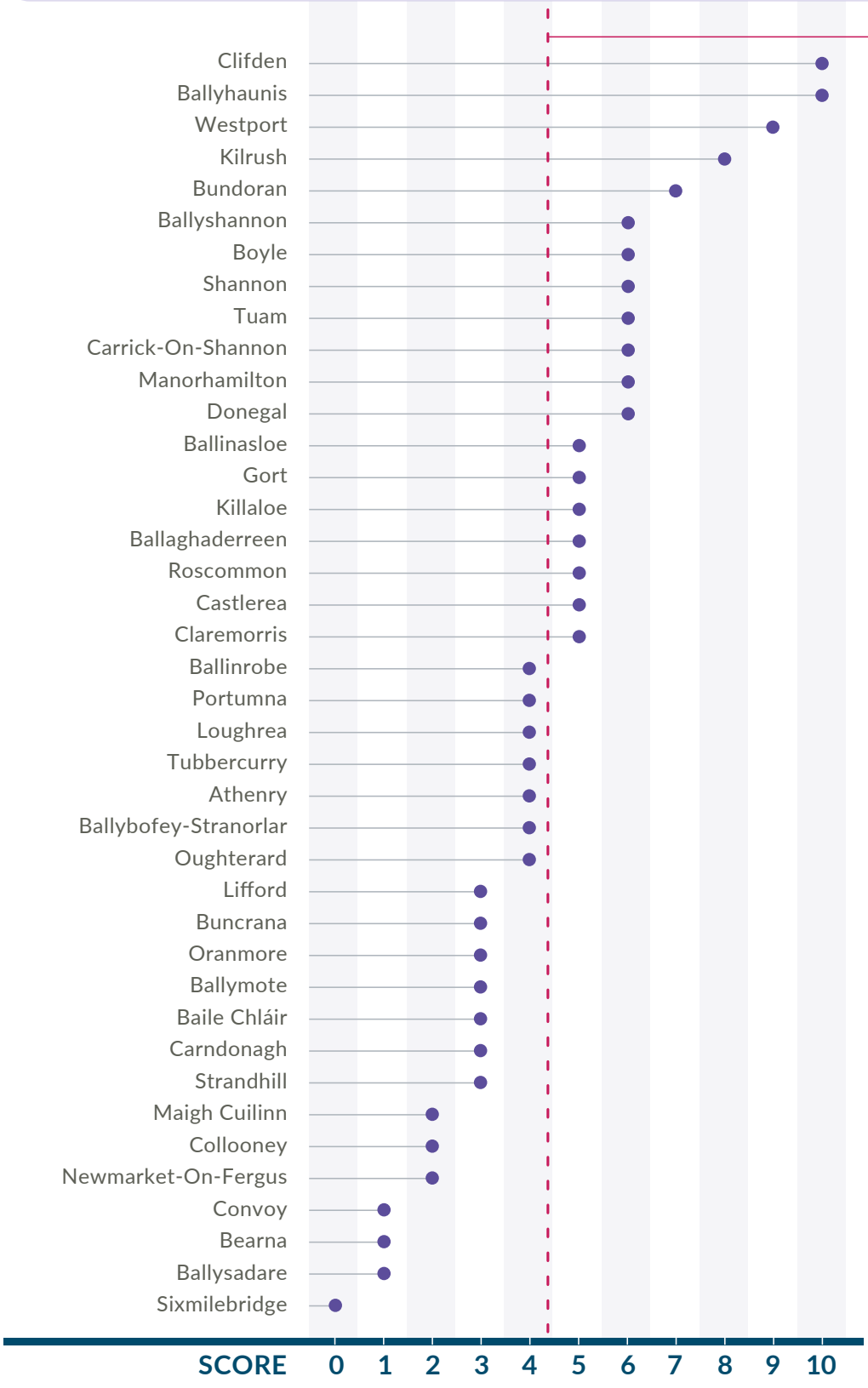
Theme: Access to Economic and Employment Opportunities

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 and WFH excluded before calculating percentages.

Source: Census of Population 2022, Profile 7 Employment, Occupations and Commuting

Data collected: April 2022



AVERAGE SCORE: **4.4**

MINIMUM **5.3%**

MAXIMUM **44.9%**

AVERAGE **17.0%**

OUTLIERS ADJUSTED **YES**

WESTERN DEVELOPMENT COMMISSION

SMI 24

Sustainable Mobility Index 2024
for Rural Towns in Ireland's Western Region

PART 3

Town Results

Part 3 provides the results for the 40 towns covered by SMI 24. There are two pages for each town (in alphabetical order) showing both contextual indicators for the town and scores for the 30 indicators in SMI 24, along with the town and indicator ranks in SMI 24 and SMI 22.

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 24) have the context in which to understand how different towns have performed.

This section provides the results for the 40 towns covered by SMI 24. 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 along with the town and indicator ranks in SMI 24 and SMI 22.

Definitions used in this section

10k town	A town with a population of more than 10,000 in the 2022 Census.* These are key services centres
50k city	A city with a population of more than 50,000 in the 2022 Census. These are the largest service centres
PT	Public Transport
N/A	Not applicable

Notes

1. Only larger supermarket chains (SuperValu, Tesco, Dunnes, Lidl and Aldi) have been included
2. Only theatres and cinemas which have regular programming with multiple shows each month have been counted.
3. Post Offices and Credit unions are not counted as banks

A full list of sources is available for the Town Profiles in Appendix 1 and for the Indicators in Appendix 2

*Shannon town had a population of more than 10,000 in Census 2022 but it is not considered a key local service centre.

Athenry
Co. Galway

TOWN POPULATION:
4,603

POPULATION CHANGE 2002-2022:
+118%

11% POPULATION OVER 65

29% POPULATION UNDER 18

RAIL LINK	DIRECT PUBLIC TRANSPORT TO NEAREST CITY	DIRECT PUBLIC TRANSPORT TO DUBLIN	MOTORWAY: M6, M17/M18	NATIONAL PRIMARY ROAD	NATIONAL SECONDARY ROAD
✓	✓	✓	✓	✗	✗

- **9.6%** % households without a car
- **20.8 KM** Average distance from work
- **95%** Daytime/nighttime working population
- **46%** At work as % of total population

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

Median household gross income (2018):
€44,296

Pobal HP Score Deprivation Index: **4.19**
Marginally above average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**169**	**7**	**13**
Readiness for Low Carbon Transition	58	5	25
Access to Services and Social Facilities	45	26	24
Access to Employment and Economic Opportunities	66	5	2

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	5	23	4
	Using active travel and public transport modes to third level education (%)	9	3	16
	Lowest car ownership per household	3	31	29
	% Commuting to work by car who were car passengers	3	25	20
	Electric Vehicle (EV) Charging facilities (type and number)	10	1	16
	Active travel Allocations & Local Transport Plan*	1	18	12
	Cycle parking at rail stations or bus stop and across towns	4	21	8
	Presence of cycle paths/marked cycle lanes*	7	5	11
	Walkability	6	18	28
	Public realm investment and pedestrianized zone*	10	1	26
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	6	14	13
	Car time to nearest international airport	5	26	18
	Car time to nearest cinema and theatre	6	21	21
	Public transport time to nearest hospital outpatient services	2	36	9
	Standard public transport fare to 10k town	7	17	11
	Public transport service after 19:00 to and from 10k town	4	8	7
	Public transport time to nearest airport	5	19	18
	Using active travel and public transport modes to primary school (%)	4	26	29
	Disabled parking and accessibility*	5	18	32
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	2	17	1
	Level of service All Day to 10k town	3	18	3
	Level of service in the morning to any town	5	14	3
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	9	13	23
	10k town public transport /car time ratio	9	4	1
	50k town public transport /car time ratio	10	1	4
	Car time to nearest university, main campus	8	8	10
	Public transport time to nearest university, main campus	7	20	8
	Using active travel and public transport modes to work (%)	4	24	16

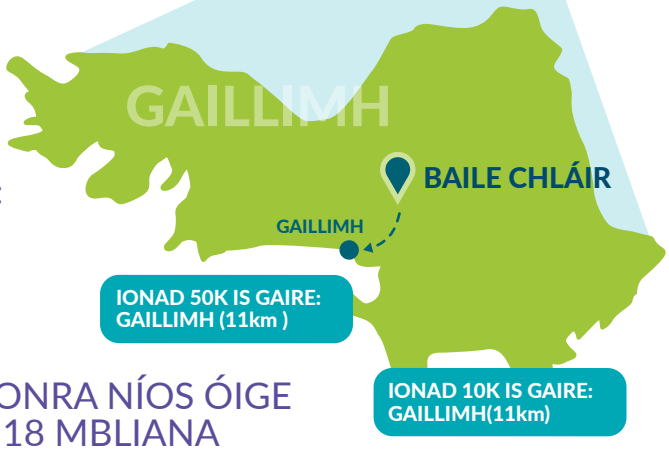
*Some difference between SMI 24 and SMI 22 in source or method.

Baile Chláir

Co. na Gaillimhe

DAONRA AN BHAILE:
1,632

ATHRÚ AR DHAONRA AN BHAILE 2002-2022:
+194%



6% DAONRA NÍOS SINE NÁ 65 BLIAIN

35% DAONRA NÍOS ÓIGE NÁ 18 MBLIANA

NASC IARNRÓID	IOMPAR POIBLÍ DÍREACH CHUIG AN gCATHAIR IS GAIRE	IOMPAR POIBLÍ DÍREACH GO BAILE ÁTHA CLIATH	MÓTARBHEALACH	PRÍOMHBHÓTHAR NÁISIÚNTA	BÓTHAR NÁISIÚNTA DEN DARA GRÁD
✗	✓	✗	✗	✗	✗

10% % de theaghlaigh gan ghluaisteán

14.9 KM Meánfhad ón obair (ciliméadair)

71% Daonra oibre i rith an lae/istoíche

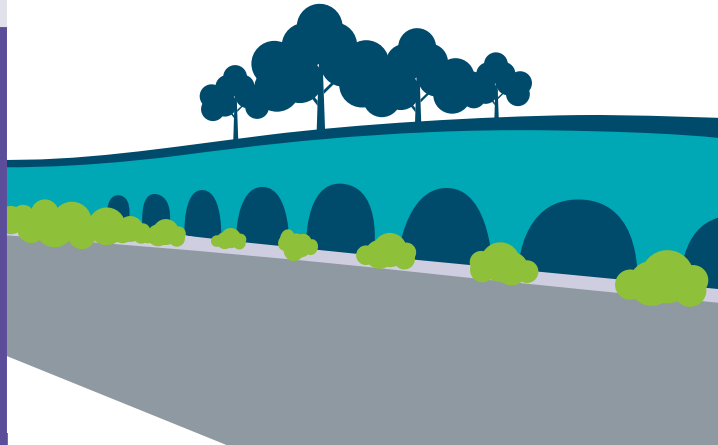
47% Ag an obair mar % den daonra

MIONDÍOL/ OMHARGADH	IONAD CÚRAIM PHRÍOMHÚIL SLÁINTE	PICTIÚRLANN
1	0	0

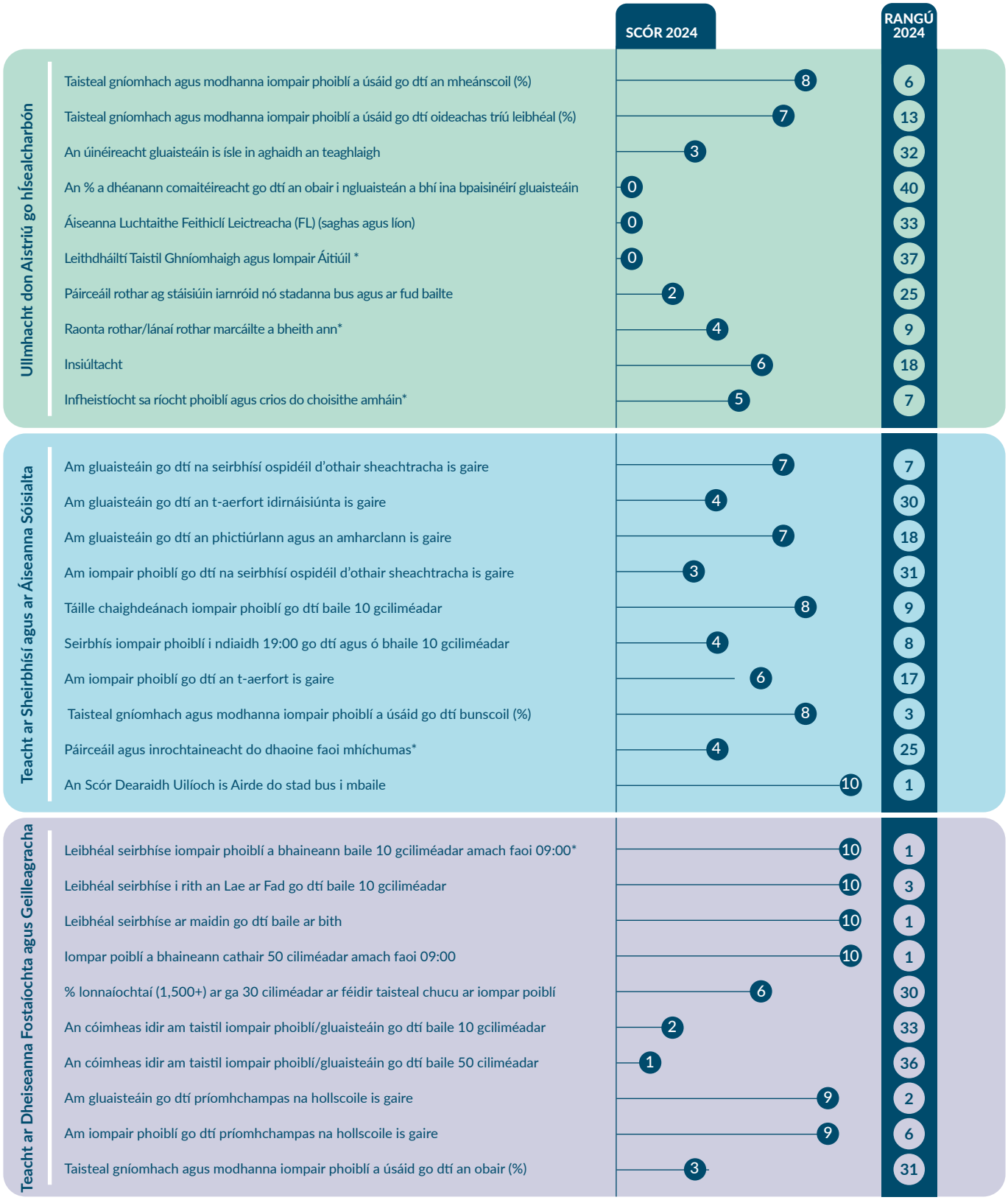
AMHARCLANN/ IONAD EALAÍON	BANC (GAN COMHAIR CREIDMHEASA AGUS AN POST A ÁIREAMH)	MOL CIANOIBRE (I NGRÉASÁN NA MOL CEANGAILTE)
0	0	0

Meán-Ollioncam Teaghlaigh (2018):
n/a

Scór Innéacs Díothachta HP Pobal:
7.42
Beagán os cionn an mheáin



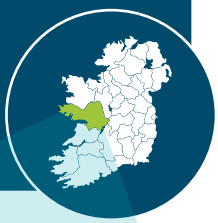
	SCÓR 2024	RANGÚ 2024
Innéacs Soghluaisteachta Inbhuanaithe (SMI)	**165**	**8**
Ullmhacht don Aistriú go hÍsealcharbón	34	29
Teacht ar Sheirbhísí agus ar Áiseanna Sóisialta	61	6
Teacht ar Dheiseanna Fostaíochta agus Geilleagracha	70	3



*Difríocht áirithe idir SMI 24 agus SMI 22 ó thaobh foinse nó modha

Claregalway

Co. Galway



TOWN POPULATION:
1,632

POPULATION CHANGE 2002-2022:
+194%

6% POPULATION OVER 65

35% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD: N83

10% % households without a car

14.9 KM Average distance from work

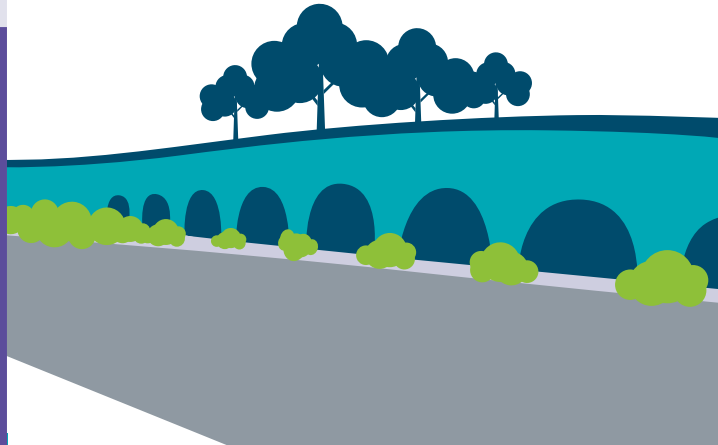
71% Daytime/nighttime working population

47% At work as % of total population

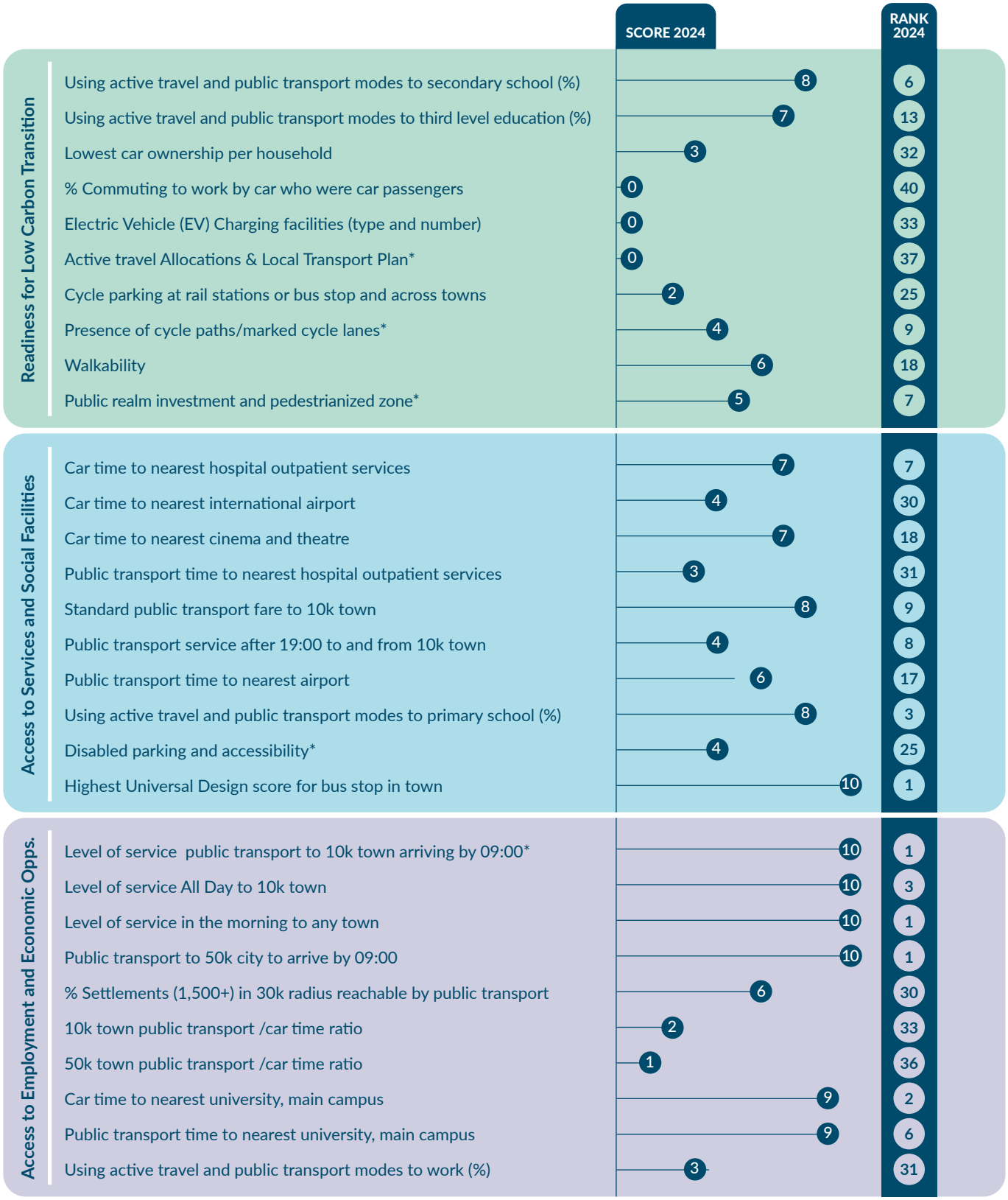
RETAIL/ SUPERMARKET: 1	HEALTH PRIMARY CARE CENTRE: 0	CINEMA: 0
THEATRE/ ARTS CENTRE: 0	BANK (EXCL CREDIT UNION AND AN POST): 0	REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK): 0

Median household gross income (2018): n/a

Pobal HP Score Deprivation Index: **7.42** Marginally above average



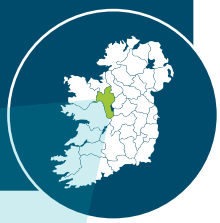
	SCORE 2024	RANK 2024
Sustainable Mobilty Index (SMI)	**165**	**8**
Readiness for Low Carbon Transition	34	29
Access to Services and Social Facilities	61	6
Access to Employment and Economic Opportunities	70	3



*Some difference between SMI 24 and SMI 22 in source or method.

Ballaghaderreen

Co. Roscommon



TOWN POPULATION:
2,387

POPULATION CHANGE 2002-2022:
+65%

16% POPULATION OVER 65

29% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD: N5

NATIONAL SECONDARY ROAD

21% % households without a car

22.5 KM Average distance from work

129% Daytime/nighttime working population

30% 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 (2018):
€26,299

Pobal HP Score Deprivation Index: **-14.13** Disadvantaged

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**119**	**31**	**34**
Readiness for Low Carbon Transition	42	20	8
Access to Services and Social Facilities	46	23	33
Access to Employment and Economic Opportunities	30	38	35

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	8	5	20
	Using active travel and public transport modes to third level education (%)	10	1	5
	Lowest car ownership per household	8	6	7
	% Commuting to work by car who were car passengers	4	19	15
	Electric Vehicle (EV) Charging facilities (type and number)	2	17	6
	Active travel Allocations & Local Transport Plan*	5	7	2
	Cycle parking at rail stations or bus stop and across towns	0	32	10
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	5	24	3
	Public realm investment and pedestrianized zone*	0	33	26
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	2	37	27
	Car time to nearest international airport	9	5	4
	Car time to nearest cinema and theatre	2	37	31
	Public transport time to nearest hospital outpatient services	4	26	21
	Standard public transport fare to 10k town	8	9	5
	Public transport service after 19:00 to and from 10k town	2	27	32
	Public transport time to nearest airport	8	8	34
	Using active travel and public transport modes to primary school (%)	7	11	34
	Disabled parking and accessibility*	2	38	26
	Highest Universal Design score for bus stop in town	3	13	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	0	29	1
	Level of service All Day to 10k town	1	33	34
	Level of service in the morning to any town	0	36	31
	Public transport to 50k city to arrive by 09:00	2	35	33
	% Settlements (1,500+) in 30k radius reachable by public transport	8	16	30
	10k town public transport /car time ratio	5	13	9
	50k town public transport /car time ratio	1	36	33
	Car time to nearest university, main campus	3	33	26
	Public transport time to nearest university, main campus	5	29	27
	Using active travel and public transport modes to work (%)	5	16	22

*Some difference between SMI 24 and SMI 22 in source or method.

Ballinasloe

Co. Galway

TOWN POPULATION:
6,597

POPULATION CHANGE 2002-2022:
+19%

19% POPULATION OVER 65

25% 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

20 KM Average distance from work

173% Daytime/nighttime working population

36% At work as % of total population

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

Median household gross income (2018):
€36,135

Pobal HP Score Deprivation Index: **-9.4** Marginally below average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**180**	**4**	**2**
Readiness for Low Carbon Transition	55	6	2
Access to Services and Social Facilities	57	11	8
Access to Employment and Economic Opportunities	68	4	3

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	2	34	26
	Using active travel and public transport modes to third level education (%)	7	15	9
	Lowest car ownership per household	8	5	7
	% Commuting to work by car who were car passengers	7	9	12
	Electric Vehicle (EV) Charging facilities (type and number)	3	9	1
	Active travel Allocations & Local Transport Plan*	7	1	9
	Cycle parking at rail stations or bus stop and across towns	9	4	1
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	7	13	3
	Public realm investment and pedestrianized zone*	5	7	13
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	10	1	1
	Car time to nearest international airport	3	32	28
	Car time to nearest cinema and theatre	5	27	11
	Public transport time to nearest hospital outpatient services	10	1	1
	Standard public transport fare to 10k town	7	17	11
	Public transport service after 19:00 to and from 10k town	4	8	2
	Public transport time to nearest airport	4	34	31
	Using active travel and public transport modes to primary school (%)	5	21	15
	Disabled parking and accessibility*	4	23	15
	Highest Universal Design score for bus stop in town	6	5	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	7	4	1
	Level of service All Day to 10k town	4	14	3
	Level of service in the morning to any town	6	12	8
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	8	18	9
	10k town public transport /car time ratio	7	9	9
	50k town public transport /car time ratio	8	6	10
	Car time to nearest university, main campus	7	16	10
	Public transport time to nearest university, main campus	7	20	8
	Using active travel and public transport modes to work (%)	5	13	9

*Some difference between SMI 24 and SMI 22 in source or method.

Ballinrobe

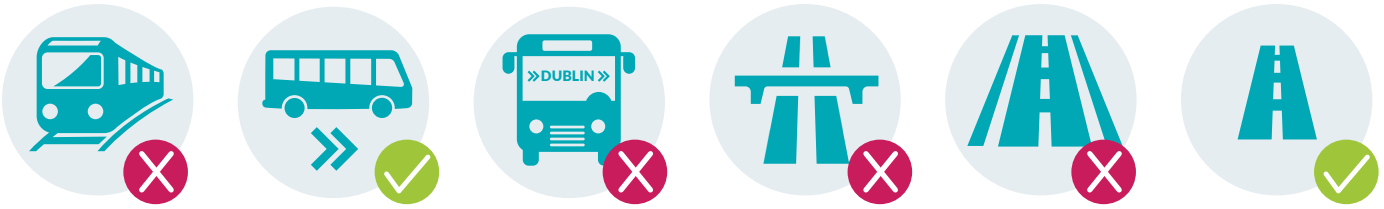
Co. Mayo

TOWN POPULATION:
3,148

POPULATION CHANGE 2002-2022:
+91%

13% POPULATION OVER 65

28% 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

14% % households without a car

19.2 KM Avg. commuting distance by car for town residents

144% Daytime/nighttime working population

42% At work as % of total population

Median household gross income (2018):
€36,044

Pobal HP Score Deprivation Index: **-4.18**

Marginally below average

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

THEATRE/ ARTS CENTRE

BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**110**	**34**	**24**
Readiness for Low Carbon Transition	32	31	21
Access to Services and Social Facilities	41	31	27
Access to Employment and Economic Opportunities	37	35	23

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	5	22	20
	Using active travel and public transport modes to third level education (%)	7	8	9
	Lowest car ownership per household	6	18	26
	% Commuting to work by car who were car passengers	3	26	20
	Electric Vehicle (EV) Charging facilities (type and number)	3	14	11
	Active travel Allocations & Local Transport Plan*	2	16	20
	Cycle parking at rail stations or bus stop and across towns	0	32	26
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	6	18	3
	Public realm investment and pedestrianized zone*	0	33	1
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	5	24	18
	Car time to nearest international airport	6	18	12
	Car time to nearest cinema and theatre	5	30	28
	Public transport time to nearest hospital outpatient services	6	15	24
	Standard public transport fare to 10k town	4	32	23
	Public transport service after 19:00 to and from 10k town	2	27	29
	Public transport time to nearest airport	6	18	26
	Using active travel and public transport modes to primary school (%)	6	17	6
	Disabled parking and accessibility*	2	37	10
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	0	29	1
	Level of service All Day to 10k town	1	37	30
	Level of service in the morning to any town	2	31	21
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	6	28	20
	10k town public transport /car time ratio	2	32	9
	50k town public transport /car time ratio	4	25	4
	Car time to nearest university, main campus	4	30	26
	Public transport time to nearest university, main campus	5	28	32
	Using active travel and public transport modes to work (%)	4	20	16

*Some difference between SMI 24 and SMI 22 in source or method.

Ballybofey-Stranorlar

Co. Donegal

TOWN POPULATION:
5,406

POPULATION CHANGE 2002-2022:
+43%

17% 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
✗	✓	✗	✗	✓	✗

- **16%** % households without a car
- **18.9 KM** Average distance from work
- **125%** Daytime/nighttime working population
- **39%** At work as % of total population

2 RETAIL/ SUPERMARKET	0 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 (2018):
€31,274

Pobal HP Score Deprivation Index: **-8.24**
Marginally below average

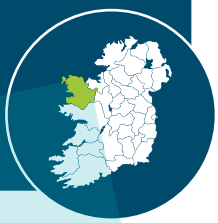
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**149**	**16**	**17**
Readiness for Low Carbon Transition	44	18	24
Access to Services and Social Facilities	46	24	23
Access to Employment and Economic Opportunities	59	11	6

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	5	24	20
	Using active travel and public transport modes to third level education (%)	5	21	21
	Lowest car ownership per household	5	26	12
	% Commuting to work by car who were car passengers	6	12	15
	Electric Vehicle (EV) Charging facilities (type and number)	4	8	11
	Active travel Allocations & Local Transport Plan*	1	26	9
	Cycle parking at rail stations or bus stop and across towns	8	6	10
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	5	24	28
	Public realm investment and pedestrianized zone*	5	7	26
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	6	19	13
	Car time to nearest international airport	5	27	25
	Car time to nearest cinema and theatre	6	23	20
	Public transport time to nearest hospital outpatient services	9	4	13
	Standard public transport fare to 10k town	8	9	23
	Public transport service after 19:00 to and from 10k town	2	27	18
	Public transport time to nearest airport	5	25	18
	Using active travel and public transport modes to primary school (%)	4	25	9
	Disabled parking and accessibility*	3	30	16
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	2	17	1
	Level of service All Day to 10k town	2	20	13
	Level of service in the morning to any town	7	8	8
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	7	23	15
	10k town public transport /car time ratio	6	11	23
	50k town public transport /car time ratio	5	18	10
	Car time to nearest university, main campus	8	13	10
	Public transport time to nearest university, main campus	9	3	8
	Using active travel and public transport modes to work (%)	4	25	16

*Some difference between SMI 24 and SMI 22 in source or method.

Ballyhaunis

Co. Mayo



TOWN POPULATION:
2,773

POPULATION CHANGE 2002-2022:
+104%

12% POPULATION OVER 65

30% 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

25% % households without a car

13.3 KM Average distance from work

162% 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 (2018):
€32,962

Pobal HP Score Deprivation Index: **-10.1** Disadvantaged

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**153**	**12**	**25**
Readiness for Low Carbon Transition	51	8	10
Access to Services and Social Facilities	52	17	28
Access to Employment and Economic Opportunities	50	21	30

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	7	11	14
	Using active travel and public transport modes to third level education (%)	9	4	1
	Lowest car ownership per household	10	1	1
	% Commuting to work by car who were car passengers	8	6	1
	Electric Vehicle (EV) Charging facilities (type and number)	1	22	16
	Active travel Allocations & Local Transport Plan*	1	23	12
	Cycle parking at rail stations or bus stop and across towns	3	23	26
	Presence of cycle paths/marked cycle lanes*	7	5	11
	Walkability	1	39	19
	Public realm investment and pedestrianized zone*	5	7	13
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	2	34	32
	Car time to nearest international airport	9	4	4
	Car time to nearest cinema and theatre	2	36	34
	Public transport time to nearest hospital outpatient services	7	8	15
	Standard public transport fare to 10k town	6	25	23
	Public transport service after 19:00 to and from 10k town	3	17	23
	Public transport time to nearest airport	9	5	6
	Using active travel and public transport modes to primary school (%)	8	5	23
	Disabled parking and accessibility*	5	13	12
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	0	29	34
	Level of service All Day to 10k town	1	33	30
	Level of service in the morning to any town	3	24	21
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	5	31	5
	10k town public transport /car time ratio	10	1	30
	50k town public transport /car time ratio	6	10	10
	Car time to nearest university, main campus	1	37	32
	Public transport time to nearest university, main campus	4	32	27
	Using active travel and public transport modes to work (%)	10	2	1

*Some difference between SMI 24 and SMI 22 in source or method.

Ballymote

Co. Sligo

TOWN POPULATION:
1,711

POPULATION CHANGE 2002-2022:
+77%

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

20% % households without a car

21.9 KM Average distance from work

82% Daytime/nighttime working population

41% 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 (2018):
€28,690

Pobal HP Score Deprivation Index: **-4.59** Marginally below average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**133**	**25**	**31**
Readiness for Low Carbon Transition	42	21	32
Access to Services and Social Facilities	53	15	16
Access to Employment and Economic Opportunities	39	32	29

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	5	27	26
	Using active travel and public transport modes to third level education (%)	5	22	29
	Lowest car ownership per household	4	27	20
	% Commuting to work by car who were car passengers	5	17	20
	Electric Vehicle (EV) Charging facilities (type and number)	0	33	28
	Active travel Allocations & Local Transport Plan*	0	37	25
	Cycle parking at rail stations or bus stop and across towns	7	9	26
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	6	18	12
	Public realm investment and pedestrianized zone*	10	1	13
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	6	19	18
	Car time to nearest international airport	8	9	8
	Car time to nearest cinema and theatre	6	21	21
	Public transport time to nearest hospital outpatient services	6	17	9
	Standard public transport fare to 10k town	8	9	5
	Public transport service after 19:00 to and from 10k town	4	8	20
	Public transport time to nearest airport	6	14	8
	Using active travel and public transport modes to primary school (%)	5	23	23
	Disabled parking and accessibility*	5	17	23
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	0	29	1
	Level of service All Day to 10k town	3	16	21
	Level of service in the morning to any town	0	36	31
	Public transport to 50k city to arrive by 09:00	2	35	27
	% Settlements (1,500+) in 30k radius reachable by public transport	7	21	9
	10k town public transport /car time ratio	5	18	27
	50k town public transport /car time ratio	4	21	32
	Car time to nearest university, main campus	7	17	10
	Public transport time to nearest university, main campus	7	15	8
	Using active travel and public transport modes to work (%)	3	30	27

*Some difference between SMI 24 and SMI 22 in source or method.

Ballysadare

Co. Sligo

TOWN POPULATION:
1,747

POPULATION CHANGE 2002-2022:
+106%

11% POPULATION OVER 65

27% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO 50k CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD: N4

NATIONAL SECONDARY ROAD: N59

11% % households without a car

16.7 KM Average distance from work

37% Daytime/nighttime working population

50% At work as % of total population

1 RETAIL/ SUPERMARKET

0 HEALTH PRIMARY CARE CENTRE

0 CINEMA

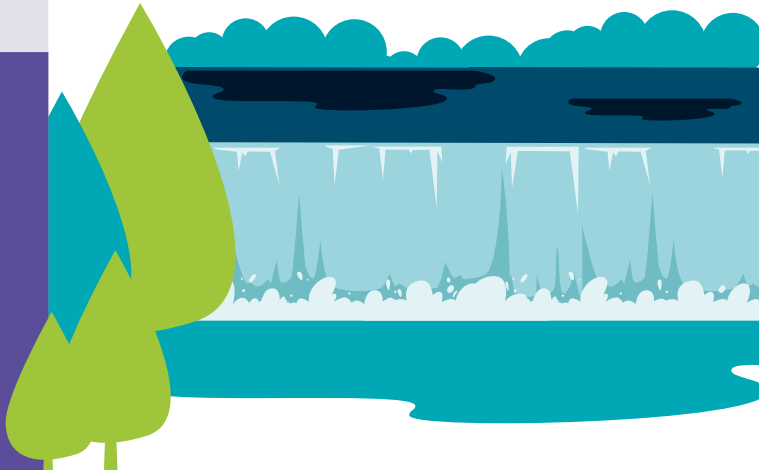
0 THEATRE/ ARTS CENTRE

0 BANK (EXCL CREDIT UNION AND AN POST)

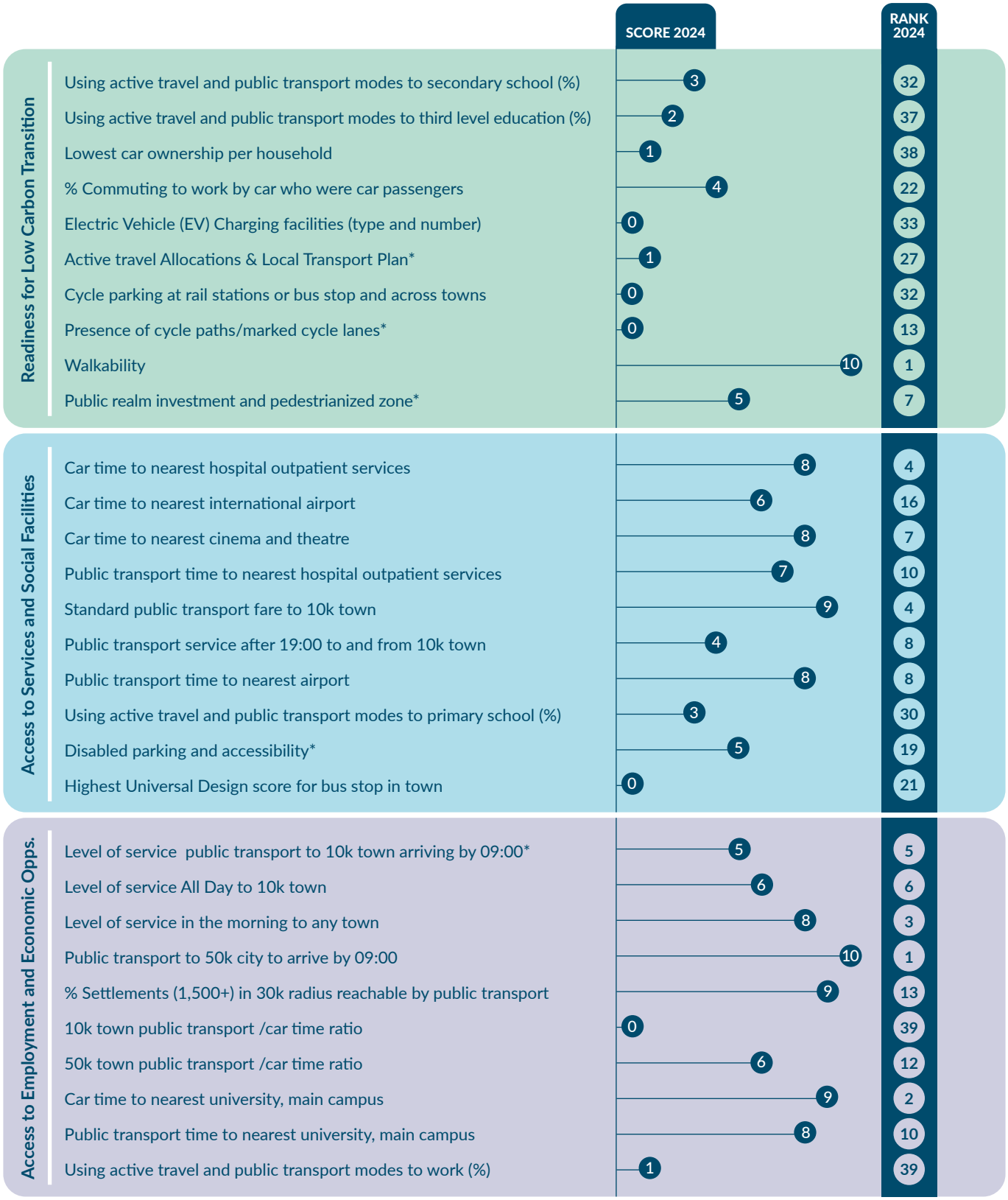
0 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income (2018): n/a

Pobal HP Score Deprivation Index: **5.75** Marginally above average



	SCORE 2024	RANK 2024
Sustainable Mobilty Index (SMI)	**146**	**18**
Readiness for Low Carbon Transition	25	36
Access to Services and Social Facilities	59	9
Access to Employment and Economic Opportunities	63	7



*Some difference between SMI 24 and SMI 22 in source or method.

Ballyshannon

Co. Donegal

TOWN POPULATION:
2,246

POPULATION CHANGE 2002-2022:
-17%

25% 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

25% % households without a car

19.6 KM Average distance from work

150% Daytime/nighttime working population

37% At work as % of total population

Median household gross income (2018):
€28,605

Pobal HP Score Deprivation Index: **-11** Disadvantaged

0 RETAIL/ SUPERMARKET

1 HEALTH PRIMARY CARE CENTRE

0 CINEMA

1 THEATRE/ ARTS CENTRE

2 BANK (EXCL CREDIT UNION AND AN POST)

1 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

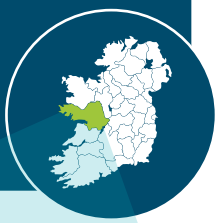
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**116**	**33**	**15**
Readiness for Low Carbon Transition	36	27	11
Access to Services and Social Facilities	34	35	29
Access to Employment and Economic Opportunities	46	27	10

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	6	17	7
	Using active travel and public transport modes to third level education (%)	8	7	21
	Lowest car ownership per household	6	12	7
	% Commuting to work by car who were car passengers	5	18	5
	Electric Vehicle (EV) Charging facilities (type and number)	1	22	16
	Active travel Allocations & Local Transport Plan*	1	20	3
	Cycle parking at rail stations or bus stop and across towns	7	9	10
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	3	36	34
	Public realm investment and pedestrianized zone*	0	33	9
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	3	32	27
	Car time to nearest international airport	2	37	33
	Car time to nearest cinema and theatre	9	6	5
	Public transport time to nearest hospital outpatient services	5	24	21
	Standard public transport fare to 10k town	1	36	34
	Public transport service after 19:00 to and from 10k town	2	21	23
	Public transport time to nearest airport	4	31	26
	Using active travel and public transport modes to primary school (%)	4	28	9
	Disabled parking and accessibility*	4	26	1
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	2	17	1
	Level of service All Day to 10k town	3	16	7
	Level of service in the morning to any town	1	35	3
	Public transport to 50k city to arrive by 09:00	4	31	27
	% Settlements (1,500+) in 30k radius reachable by public transport	10	1	9
	10k town public transport /car time ratio	4	28	9
	50k town public transport /car time ratio	6	13	4
	Car time to nearest university, main campus	5	27	23
	Public transport time to nearest university, main campus	5	26	24
	Using active travel and public transport modes to work (%)	6	6	6

*Some difference between SMI 24 and SMI 22 in source or method.

Bearna

Co. Galway



TOWN POPULATION:
2,336

POPULATION CHANGE 2002-2022:
+56%

16% 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
✗	✓	✗	✗	✗	✗

4% % households without a car

17.4 KM Average distance from work

54% Daytime/nighttime working population

45% 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	0	0

Median household gross income (2018):
€73,154

Pobal HP Score Deprivation Index: **10.6** Affluent

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**109**	**35**	**32**
Readiness for Low Carbon Transition	9	40	35
Access to Services and Social Facilities	54	12	14
Access to Employment and Economic Opportunities	47	26	18

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	0	39	35
	Using active travel and public transport modes to third level education (%)	0	40	34
	Lowest car ownership per household	0	40	33
	% Commuting to work by car who were car passengers	1	34	33
	Electric Vehicle (EV) Charging facilities (type and number)	0	33	28
	Active travel Allocations & Local Transport Plan*	0	34	25
	Cycle parking at rail stations or bus stop and across towns	0	32	26
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	7	13	19
	Public realm investment and pedestrianized zone*	0	33	33
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	7	11	6
	Car time to nearest international airport	1	38	33
	Car time to nearest cinema and theatre	7	13	11
	Public transport time to nearest hospital outpatient services	7	14	3
	Standard public transport fare to 10k town	10	3	1
	Public transport service after 19:00 to and from 10k town	5	4	12
	Public transport time to nearest airport	5	22	29
	Using active travel and public transport modes to primary school (%)	6	13	23
	Disabled parking and accessibility*	3	33	34
	Highest Universal Design score for bus stop in town	3	13	8
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	4	7	1
	Level of service All Day to 10k town	4	10	13
	Level of service in the morning to any town	2	31	8
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	6	28	26
	10k town public transport /car time ratio	2	36	9
	50k town public transport /car time ratio	0	39	23
	Car time to nearest university, main campus	8	10	5
	Public transport time to nearest university, main campus	9	4	2
	Using active travel and public transport modes to work (%)	1	38	34

*Some difference between SMI 24 and SMI 22 in source or method.

Bearna
Co. na Gaillimhe

DAONRA AN BHAILE:
2,336

ATHRÚ AR DHAONRA AN BHAILE 2002-2022:
+56%

16% DAONRA NÍOS SINE NÁ 65 BLIAIN

26% DAONRA NÍOS ÓIGE NÁ 18 MBLIANA

- NASC IARNRÓID
- IOMPAR POIBLÍ DÍREACH CHUIG AN gCATHAIR IS GAIRE
- IOMPAR POIBLÍ DÍREACH GO BAILE ÁTHA CLIATH
- PRÍOMHBHÓTHAR NÁISIÚNTA
- BÓTHAR NÁISIÚNTA DEN DARA GRÁD

4% % de theaghlaigh gan ghluaisteán

17.4 KM Meánfhad ón obair (ciliméadair)

54% Daonra oibre i rith an lae/istoíche

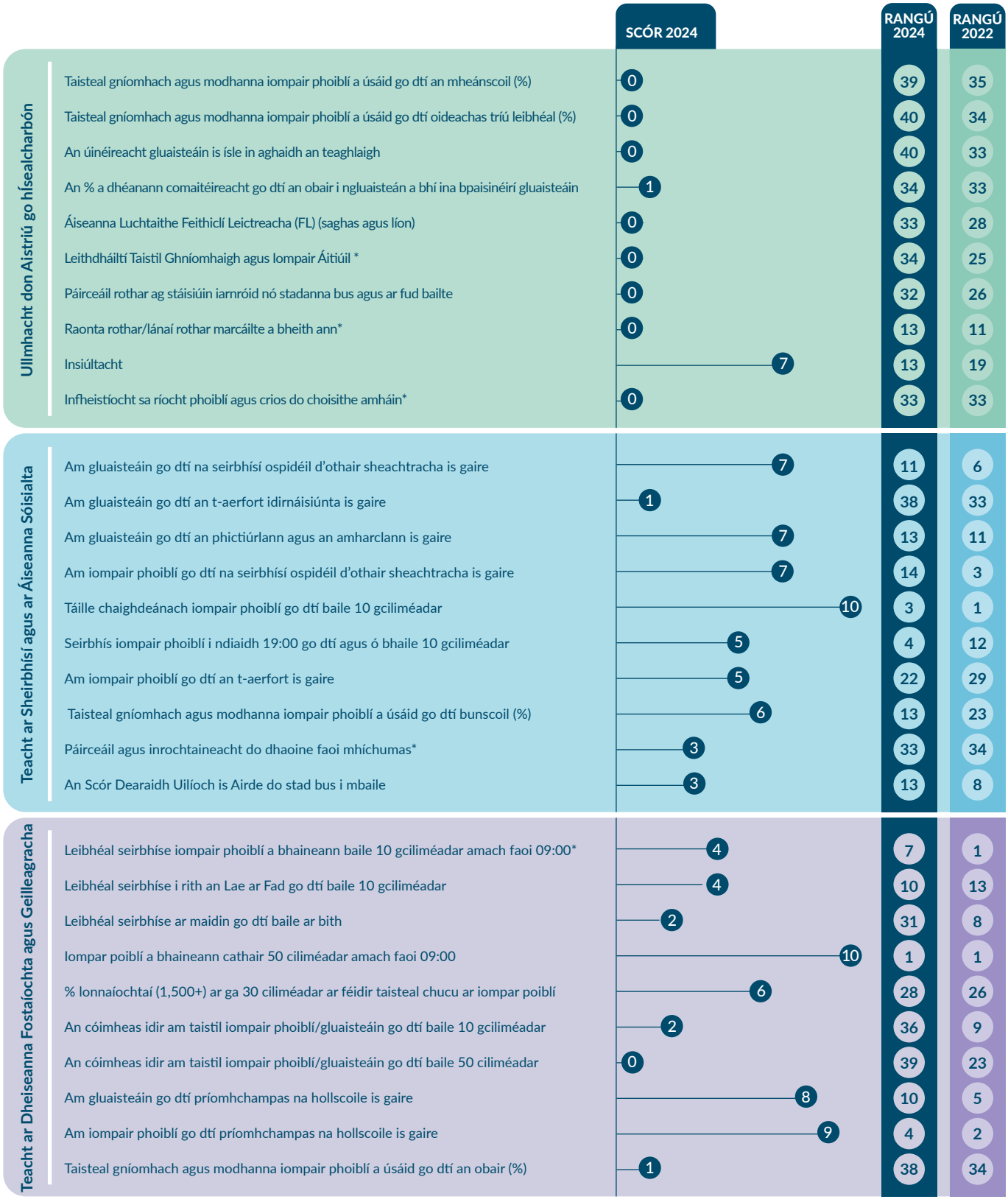
45% Ag an obair mar % den daonra

1 MIONDÍOL/ OMHARGADH	0 IONAD CÚRAIM PHRÍOMHÚIL SLÁINTE	0 PICTIÚRLANN
0 AMHARCLANN/ IONAD EALAÍON	0 BANC (GAN COMHAIR CREIDMHEASA AGUS AN POST A ÁIREAMH)	0 MOL CIANOIBRE (I NGRÉASÁN NA MOL CEANGAILTE)

Meán-Ollioncam Teaghlaigh (2018):
€73,154

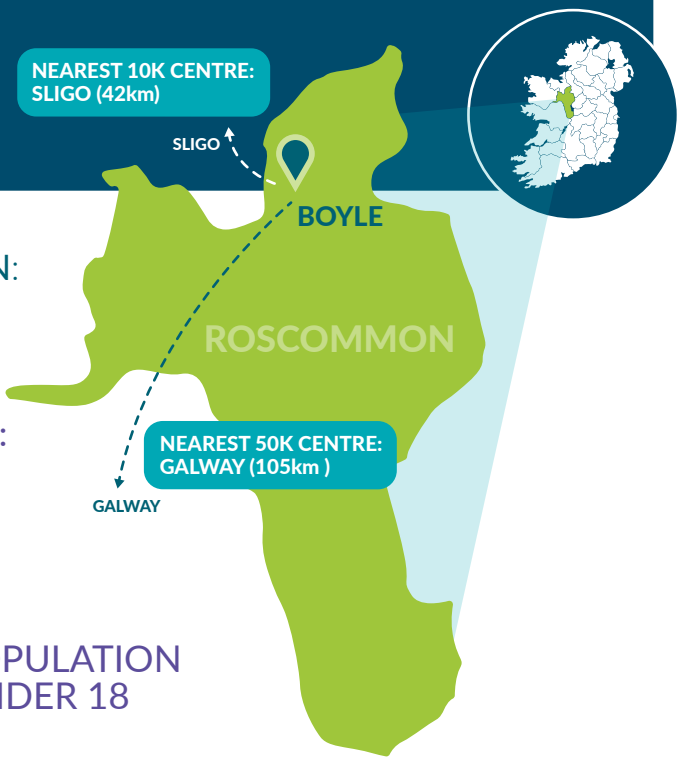
Scór Innéacs Díothachta HP Pobal: **10.6** Rachmasach

	SCÓR 2024	RANGÚ 2024	RANGÚ 2022
Innéacs Soghluaisteachta Inbhuanaithe (SMI)	**109**	**35**	**32**
Ullmhacht don Aistriú go hÍsealcharbón	9	40	35
Teacht ar Sheirbhísí agus ar Áiseanna Sóisialta	54	12	14
Teacht ar Dheiseanna Fostaíochta agus Geilleagracha	47	26	18



*Difríocht áirithe idir SMI 24 agus SMI 22 ó thaobh foinse nó modha

Boyle
Co. Roscommon



TOWN POPULATION:
2,915

POPULATION CHANGE 2002-2022:
+27%

25% 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

22% % households without a car

22.4 KM Average distance from work

157% Daytime/nighttime working population

34% 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 (2018):
€28,922

Pobal HP Score Deprivation Index: **-8.34**

Marginally below average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**121**	**30**	**18**
Readiness for Low Carbon Transition	42	19	7
Access to Services and Social Facilities	42	30	25
Access to Employment and Economic Opportunities	37	36	28

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	5	26	7
	Using active travel and public transport modes to third level education (%)	6	19	5
	Lowest car ownership per household	7	8	7
	% Commuting to work by car who were car passengers	4	20	28
	Electric Vehicle (EV) Charging facilities (type and number)	1	20	11
	Active travel Allocations & Local Transport Plan*	0	31	1
	Cycle parking at rail stations or bus stop and across towns	2	25	18
	Presence of cycle paths/marked cycle lanes*	7	5	6
	Walkability	5	24	25
	Public realm investment and pedestrianized zone*	5	7	1
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	4	31	23
	Car time to nearest international airport	6	14	12
	Car time to nearest cinema and theatre	7	13	11
	Public transport time to nearest hospital outpatient services	5	18	15
	Standard public transport fare to 10k town	0	38	30
	Public transport service after 19:00 to and from 10k town	2	21	13
	Public transport time to nearest airport	5	26	13
	Using active travel and public transport modes to primary school (%)	7	10	9
	Disabled parking and accessibility*	5	14	11
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	0	29	1
	Level of service All Day to 10k town	2	26	13
	Level of service in the morning to any town	3	24	21
	Public transport to 50k city to arrive by 09:00	0	38	27
	% Settlements (1,500+) in 30k radius reachable by public transport	7	23	15
	10k town public transport /car time ratio	5	14	19
	50k town public transport /car time ratio	3	31	28
	Car time to nearest university, main campus	6	26	19
	Public transport time to nearest university, main campus	6	22	20
	Using active travel and public transport modes to work (%)	6	7	9

*Some difference between SMI 24 and SMI 22 in source or method.

Buncrana
Co. Donegal

TOWN POPULATION:
6,971

POPULATION CHANGE 2002-2022:
+31%

16% 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

17% % households without a car

13.4 KM Average distance from work

112% Daytime/nighttime working population

39% At work as % of total population

Median household gross income (2018):
€28,458

Pobal HP Score Deprivation Index: **-6.36**
Marginally below average

RETAIL/ SUPERMARKET | HEALTH PRIMARY CARE CENTRE | CINEMA

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

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**123**	**29**	**20**
Readiness for Low Carbon Transition	44	17	9
Access to Services and Social Facilities	37	33	30
Access to Employment and Economic Opportunities	43	31	23

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	1	38	26
	Using active travel and public transport modes to third level education (%)	5	24	9
	Lowest car ownership per household	5	21	12
	% Commuting to work by car who were car passengers	8	7	3
	Electric Vehicle (EV) Charging facilities (type and number)	3	9	11
	Active travel Allocations & Local Transport Plan*	1	24	20
	Cycle parking at rail stations or bus stop and across towns	7	9	4
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	9	2	19
	Public realm investment and pedestrianized zone*	5	7	1
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	2	34	27
	Car time to nearest international airport	7	10	8
	Car time to nearest cinema and theatre	7	17	11
	Public transport time to nearest hospital outpatient services	0	39	24
	Standard public transport fare to 10k town	6	24	20
	Public transport service after 19:00 to and from 10k town	1	36	31
	Public transport time to nearest airport	6	13	13
	Using active travel and public transport modes to primary school (%)	0	39	34
	Disabled parking and accessibility*	4	24	19
	Highest Universal Design score for bus stop in town	3	13	8
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	0	29	1
	Level of service All Day to 10k town	1	30	21
	Level of service in the morning to any town	3	24	21
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	10	1	23
	10k town public transport /car time ratio	4	21	23
	50k town public transport /car time ratio	3	27	10
	Car time to nearest university, main campus	5	28	23
	Public transport time to nearest university, main campus	3	36	20
	Using active travel and public transport modes to work (%)	3	28	27

*Some difference between SMI 24 and SMI 22 in source or method.

Bundoran

Co. Donegal

TOWN POPULATION:
2,599

POPULATION CHANGE 2022-2022:
+35%

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

20% % households without a car

21.1 KM Average distance from work

102% Daytime/nighttime working population

40% 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 (2018):
€27,461

Pobal HP Score Deprivation Index:

-3.63

Marginally below average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**152**	**13**	**12**
Readiness for Low Carbon Transition	52	7	12
Access to Services and Social Facilities	48	21	21
Access to Employment and Economic Opportunities	52	17	14

	SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition			
Using active travel and public transport modes to secondary school (%)	6	19	20
Using active travel and public transport modes to third level education (%)	7	9	1
Lowest car ownership per household	7	7	4
% Commuting to work by car who were car passengers	3	23	12
Electric Vehicle (EV) Charging facilities (type and number)	1	22	28
Active travel Allocations & Local Transport Plan*	1	22	3
Cycle parking at rail stations or bus stop and across towns	9	3	18
Presence of cycle paths/marked cycle lanes*	0	13	11
Walkability	8	10	28
Public realm investment and pedestrianized zone*	10	1	1
Access to Services and Social Facilities			
Car time to nearest hospital outpatient services	4	30	23
Car time to nearest international airport	2	33	30
Car time to nearest cinema and theatre	9	5	5
Public transport time to nearest hospital outpatient services	5	19	21
Standard public transport fare to 10k town	3	34	30
Public transport service after 19:00 to and from 10k town	3	17	23
Public transport time to nearest airport	4	30	18
Using active travel and public transport modes to primary school (%)	5	20	15
Disabled parking and accessibility*	9	1	1
Highest Universal Design score for bus stop in town	3	13	8
Access to Employment and Economic Opps.			
Level of service public transport to 10k town arriving by 09:00*	2	17	1
Level of service All Day to 10k town	3	15	7
Level of service in the morning to any town	4	18	6
Public transport to 50k city to arrive by 09:00	4	31	27
% Settlements (1,500+) in 30k radius reachable by public transport	10	1	5
10k town public transport /car time ratio	4	19	9
50k town public transport /car time ratio	6	14	10
Car time to nearest university, main campus	6	23	16
Public transport time to nearest university, main campus	6	24	27
Using active travel and public transport modes to work (%)	7	5	6

*Some difference between SMI 24 and SMI 22 in source or method.

Carndonagh

Co. Donegal

TOWN POPULATION:
2,768

POPULATION CHANGE 2002-2022:
+62%

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

18% % households without a car

17.8 KM Average distance from work

166% Daytime/nighttime working population

38% At work as % of total population

1 RETAIL/ SUPERMARKET

0 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 (2018):
€25,496

Pobal HP Score Deprivation Index: **-10.7** Disadvantaged

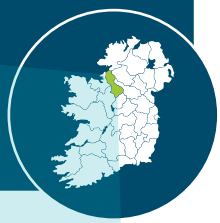
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**106**	**36**	**30**
Readiness for Low Carbon Transition	38	26	17
Access to Services and Social Facilities	30	38	32
Access to Employment and Economic Opportunities	37	33	30

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	5	25	20
	Using active travel and public transport modes to third level education (%)	3	30	16
	Lowest car ownership per household	4	30	20
	% Commuting to work by car who were car passengers	7	11	5
	Electric Vehicle (EV) Charging facilities (type and number)	1	22	16
	Active travel Allocations & Local Transport Plan*	2	15	20
	Cycle parking at rail stations or bus stop and across towns	7	9	26
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	5	24	3
	Public realm investment and pedestrianized zone*	5	7	1
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	0	39	34
	Car time to nearest international airport	7	13	12
	Car time to nearest cinema and theatre	4	33	28
	Public transport time to nearest hospital outpatient services	0	39	24
	Standard public transport fare to 10k town	8	9	11
	Public transport service after 19:00 to and from 10k town	1	36	30
	Public transport time to nearest airport	4	33	13
	Using active travel and public transport modes to primary school (%)	3	33	29
	Disabled parking and accessibility*	5	22	25
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	2	17	1
	Level of service All Day to 10k town	0	39	30
	Level of service in the morning to any town	4	18	19
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	7	23	26
	10k town public transport /car time ratio	4	26	30
	50k town public transport /car time ratio	3	30	10
	Car time to nearest university, main campus	3	34	29
	Public transport time to nearest university, main campus	3	35	32
	Using active travel and public transport modes to work (%)	3	32	22

*Some difference between SMI 24 and SMI 22 in source or method.

Carrick-On-Shannon

Co. Leitrim & Roscommon



TOWN POPULATION:
4,743

POPULATION CHANGE 2002-2022:
+105%

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: N4
- NATIONAL SECONDARY ROAD

17% % households without a car

19.4 KM Average distance from work

193% 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)	2 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income (2018):
€33,636

Pobal HP Score Deprivation Index: **-1.54**

Marginally below average

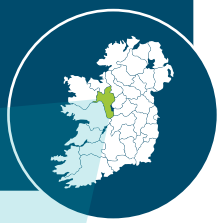
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**143**	**19**	**7**
Readiness for Low Carbon Transition	64	2	1
Access to Services and Social Facilities	44	27	18
Access to Employment and Economic Opportunities	35	37	19

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	3	30	14
	Using active travel and public transport modes to third level education (%)	4	26	21
	Lowest car ownership per household	5	23	12
	% Commuting to work by car who were car passengers	2	28	20
	Electric Vehicle (EV) Charging facilities (type and number)	10	1	3
	Active travel Allocations & Local Transport Plan*	6	4	3
	Cycle parking at rail stations or bus stop and across towns	9	4	1
	Presence of cycle paths/marked cycle lanes*	10	1	1
	Walkability	9	2	1
	Public realm investment and pedestrianized zone*	5	7	13
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	3	33	27
	Car time to nearest international airport	6	20	18
	Car time to nearest cinema and theatre	9	2	1
	Public transport time to nearest hospital outpatient services	5	23	19
	Standard public transport fare to 10k town	7	23	11
	Public transport service after 19:00 to and from 10k town	2	21	8
	Public transport time to nearest airport	4	32	18
	Using active travel and public transport modes to primary school (%)	1	38	15
	Disabled parking and accessibility*	7	5	13
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	2	17	1
	Level of service All Day to 10k town	2	20	13
	Level of service in the morning to any town	0	36	8
	Public transport to 50k city to arrive by 09:00	0	38	27
	% Settlements (1,500+) in 30k radius reachable by public transport	10	1	1
	10k town public transport /car time ratio	4	26	3
	50k town public transport /car time ratio	3	29	28
	Car time to nearest university, main campus	4	29	23
	Public transport time to nearest university, main campus	5	27	24
	Using active travel and public transport modes to work (%)	6	10	9

*Some difference between SMI 24 and SMI 22 in source or method.

Castlerea

Co. Roscommon



TOWN POPULATION:
2,348

POPULATION CHANGE 2002-2022:
+31%

22% 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: N60


25% % households without a car


22.4 KM Average distance from work


176% Daytime/nighttime working population


38% At work as % of total population


Median household gross income (2018):
€28,929

Pobal HP Score Deprivation Index: **-10.3** Disadvantaged

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

THEATRE/ ARTS CENTRE

BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

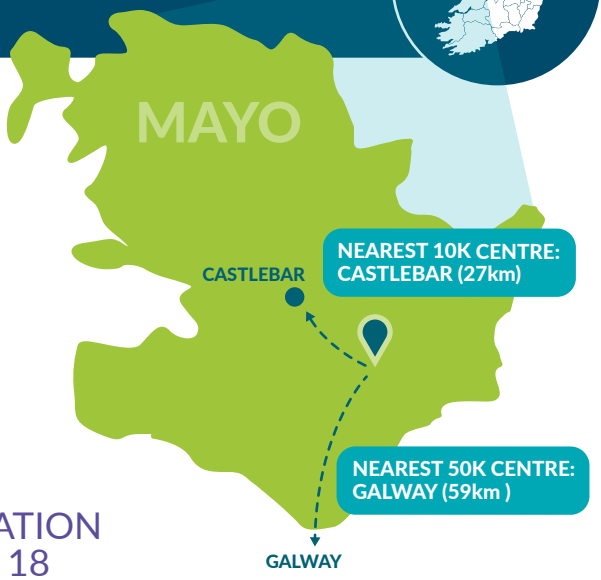
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**141**	**20**	**21**
Readiness for Low Carbon Transition	40	23	25
Access to Services and Social Facilities	54	13	12
Access to Employment and Economic Opportunities	47	24	23

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	3	31	7
	Using active travel and public transport modes to third level education (%)	7	13	5
	Lowest car ownership per household	9	2	4
	% Commuting to work by car who were car passengers	7	10	8
	Electric Vehicle (EV) Charging facilities (type and number)	1	22	11
	Active travel Allocations & Local Transport Plan*	0	32	25
	Cycle parking at rail stations or bus stop and across towns	1	30	26
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	7	13	19
	Public realm investment and pedestrianized zone*	5	7	33
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	5	24	18
	Car time to nearest international airport	8	8	8
	Car time to nearest cinema and theatre	5	28	21
	Public transport time to nearest hospital outpatient services	8	5	9
	Standard public transport fare to 10k town	6	27	20
	Public transport service after 19:00 to and from 10k town	2	27	23
	Public transport time to nearest airport	6	15	8
	Using active travel and public transport modes to primary school (%)	2	35	15
	Disabled parking and accessibility*	6	8	6
	Highest Universal Design score for bus stop in town	6	5	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	0	29	1
	Level of service All Day to 10k town	1	30	21
	Level of service in the morning to any town	4	18	31
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	10	1	20
	10k town public transport /car time ratio	10	1	1
	50k town public transport /car time ratio	2	32	23
	Car time to nearest university, main campus	2	36	29
	Public transport time to nearest university, main campus	3	34	30
	Using active travel and public transport modes to work (%)	5	18	6

*Some difference between SMI 24 and SMI 22 in source or method.

Claremorris

Co. Mayo



TOWN POPULATION:
3,857

POPULATION CHANGE 2002-2022:
+104%

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: N17
- NATIONAL SECONDARY ROAD: N60

19% % households without a car

21.8 KM Average distance from work

111% Daytime/nighttime working population

48% At work as % of total population

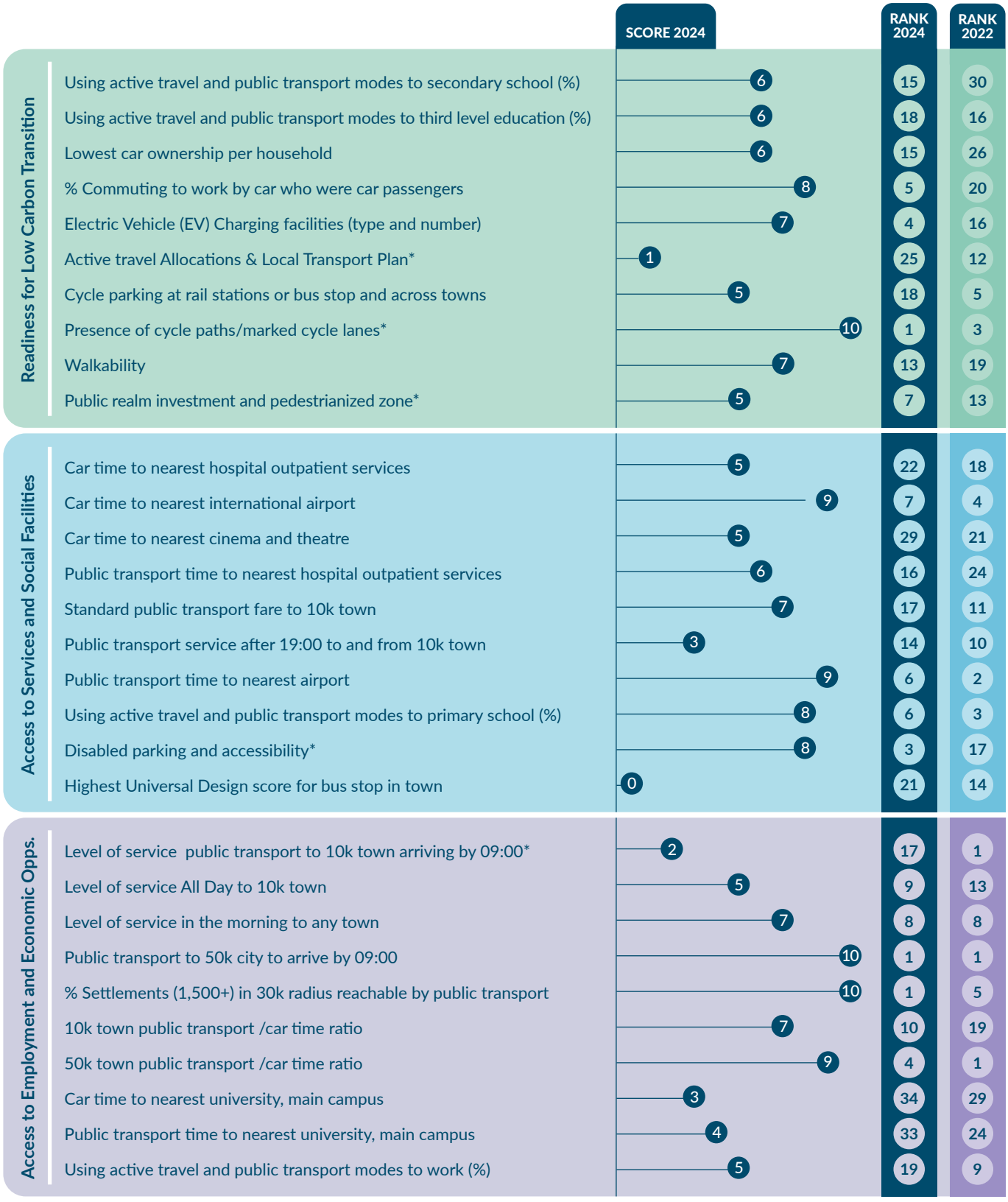
4 RETAIL/ SUPERMARKET	1 HEALTH PRIMARY CARE CENTRE	0 CINEMA
0 THEATRE/ ARTS CENTRE	2 BANK (EXCL CREDIT UNION AND AN POST)	1 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income (2018):
€37,226

Pobal HP Score Deprivation Index: **1.08**

Marginally above average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**179**	**5**	**9**
Readiness for Low Carbon Transition	60	4	17
Access to Services and Social Facilities	60	7	11
Access to Employment and Economic Opportunities	60	9	10



*Some difference between SMI 24 and SMI 22 in source or method.

Clifden

Co. Galway

TOWN POPULATION:
1,259

POPULATION CHANGE 2002-2022:
+11%

23% POPULATION OVER 65

20% POPULATION UNDER 18

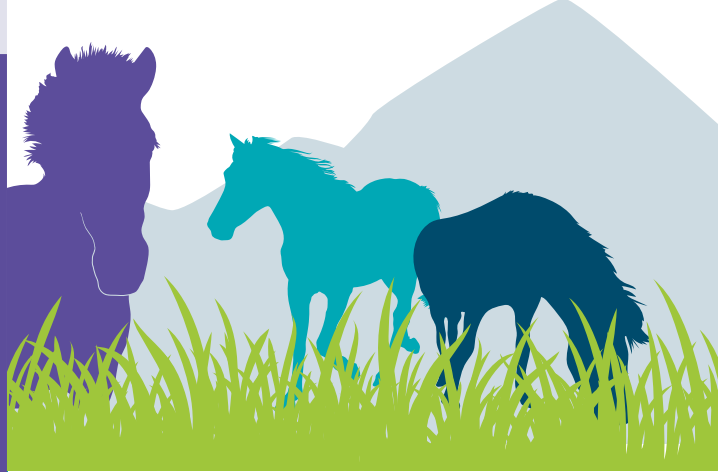
RAIL LINK	DIRECT PUBLIC TRANSPORT TO NEAREST CITY	DIRECT PUBLIC TRANSPORT TO DUBLIN	MOTORWAY	NATIONAL PRIMARY ROAD	NATIONAL SECONDARY ROAD: N59
✗	✓	✗	✗	✗	✓

27%	% households without a car
n/a	Average distance from work
n/a	Daytime/nighttime working population
46%	At work as % of total population

RETAIL/ SUPERMARKET: 2	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): 0

Median household gross income (2018):
€30,861

Pobal HP Score Deprivation Index: **-7.89**
Marginally below average



	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**105**	**37**	**35**
Readiness for Low Carbon Transition	42	22	23
Access to Services and Social Facilities	20	40	35
Access to Employment and Economic Opportunities	43	30	26

	SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition			
Using active travel and public transport modes to secondary school (%)	2	36	33
Using active travel and public transport modes to third level education (%)	9	2	1
Lowest car ownership per household	9	3	2
% Commuting to work by car who were car passengers	0	39	28
Electric Vehicle (EV) Charging facilities (type and number)	2	17	10
Active travel Allocations & Local Transport Plan*	5	7	12
Cycle parking at rail stations or bus stop and across towns	1	31	18
Presence of cycle paths/marked cycle lanes*	0	13	11
Walkability	9	2	3
Public realm investment and pedestrianized zone*	5	7	26
Access to Services and Social Facilities			
Car time to nearest hospital outpatient services	0	39	34
Car time to nearest international airport	0	40	35
Car time to nearest cinema and theatre	0	40	35
Public transport time to nearest hospital outpatient services	2	37	24
Standard public transport fare to 10k town	0	38	34
Public transport service after 19:00 to and from 10k town	2	21	32
Public transport time to nearest airport	0	39	34
Using active travel and public transport modes to primary school (%)	8	7	15
Disabled parking and accessibility*	6	9	7
Highest Universal Design score for bus stop in town	3	13	14
Access to Employment and Economic Opps.			
Level of service public transport to 10k town arriving by 09:00*	2	17	1
Level of service All Day to 10k town	2	26	21
Level of service in the morning to any town	2	31	27
Public transport to 50k city to arrive by 09:00	10	1	1
% Settlements (1,500+) in 30k radius reachable by public transport	0	39	34
10k town public transport /car time ratio	8	8	3
50k town public transport /car time ratio	8	9	1
Car time to nearest university, main campus	0	39	34
Public transport time to nearest university, main campus	3	37	30
Using active travel and public transport modes to work (%)	10	1	1

*Some difference between SMI 24 and SMI 22 in source or method.

Collooney

Co. Sligo

TOWN POPULATION:
1,797

POPULATION CHANGE 2002-2022:
+192%

10% POPULATION OVER 65

30% 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

11% % households without a car

18.6 KM Average distance from work

115% Daytime/nighttime working population

45% At work as % of total population

Median household gross income (2018):
€35,660

Pobal HP Score Deprivation Index: **-0.22**

Marginally below average

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

THEATRE/ ARTS CENTRE

BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**150**	**15**	**26**
Readiness for Low Carbon Transition	21	38	33
Access to Services and Social Facilities	63	5	9
Access to Employment and Economic Opportunities	65	6	14

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	2	35	30
	Using active travel and public transport modes to third level education (%)	1	39	32
	Lowest car ownership per household	2	34	29
	% Commuting to work by car who were car passengers	3	27	20
	Electric Vehicle (EV) Charging facilities (type and number)	1	22	16
	Active travel Allocations & Local Transport Plan*	4	9	23
	Cycle parking at rail stations or bus stop and across towns	0	32	26
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	3	36	25
	Public realm investment and pedestrianized zone*	5	7	32
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	8	5	3
	Car time to nearest international airport	7	12	12
	Car time to nearest cinema and theatre	8	8	7
	Public transport time to nearest hospital outpatient services	5	19	9
	Standard public transport fare to 10k town	8	6	5
	Public transport service after 19:00 to and from 10k town	5	4	13
	Public transport time to nearest airport	8	7	6
	Using active travel and public transport modes to primary school (%)	6	15	23
	Disabled parking and accessibility*	3	34	28
	Highest Universal Design score for bus stop in town	6	5	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	4	7	1
	Level of service All Day to 10k town	8	4	3
	Level of service in the morning to any town	7	6	8
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	7	21	9
	10k town public transport /car time ratio	4	23	34
	50k town public transport /car time ratio	6	16	4
	Car time to nearest university, main campus	9	4	1
	Public transport time to nearest university, main campus	8	8	2
	Using active travel and public transport modes to work (%)	2	35	33

*Some difference between SMI 24 and SMI 22 in source or method.

Convoy
Co. Donegal

TOWN POPULATION:
1,702

POPULATION CHANGE 1996-2016:
+62%

17% 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

14% % households without a car

14.9 KM Average distance from work

67% Daytime/nighttime working population

38% At work as % of total population

Median household gross income (2018):
€28,252

Pobal HP Score Deprivation Index: **-11.1** Disadvantaged

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)

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**135**	**24**	**23**
Readiness for Low Carbon Transition	32	30	30
Access to Services and Social Facilities	43	28	22
Access to Employment and Economic Opportunities	60	10	17

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	8	7	1
	Using active travel and public transport modes to third level education (%)	4	29	29
	Lowest car ownership per household	5	22	12
	% Commuting to work by car who were car passengers	6	13	15
	Electric Vehicle (EV) Charging facilities (type and number)	0	33	28
	Active travel Allocations & Local Transport Plan*	0	33	25
	Cycle parking at rail stations or bus stop and across towns	0	32	26
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	4	31	28
	Public realm investment and pedestrianized zone*	5	7	13
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	6	14	6
	Car time to nearest international airport	6	21	18
	Car time to nearest cinema and theatre	7	18	11
	Public transport time to nearest hospital outpatient services	8	6	19
	Standard public transport fare to 10k town	8	9	5
	Public transport service after 19:00 to and from 10k town	0	38	32
	Public transport time to nearest airport	5	26	13
	Using active travel and public transport modes to primary school (%)	2	36	9
	Disabled parking and accessibility*	2	40	30
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	2	17	1
	Level of service All Day to 10k town	1	33	34
	Level of service in the morning to any town	8	3	27
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	10	1	15
	10k town public transport /car time ratio	4	29	23
	50k town public transport /car time ratio	5	17	19
	Car time to nearest university, main campus	9	5	5
	Public transport time to nearest university, main campus	9	4	2
	Using active travel and public transport modes to work (%)	1	37	16

*Some difference between SMI 24 and SMI 22 in source or method.

Donegal

Co. Donegal

TOWN POPULATION:
2,749

POPULATION CHANGE 2002-2022:
+12%

21% POPULATION OVER 65

22% 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

18% % households without a car

17.6 KM Average distance from work

224% 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 (2018):
€34,306

Pobal HP Score Deprivation Index:

-4.48

Marginally below average

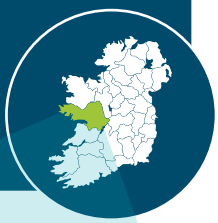
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**137**	**22**	**29**
Readiness for Low Carbon Transition	50	11	14
Access to Services and Social Facilities	36	34	34
Access to Employment and Economic Opportunities	51	20	27

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	2	37	20
	Using active travel and public transport modes to third level education (%)	5	23	16
	Lowest car ownership per household	6	17	12
	% Commuting to work by car who were car passengers	5	16	12
	Electric Vehicle (EV) Charging facilities (type and number)	10	1	16
	Active travel Allocations & Local Transport Plan*	6	6	3
	Cycle parking at rail stations or bus stop and across towns	8	6	18
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	4	31	12
	Public realm investment and pedestrianized zone*	5	7	9
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	1	38	32
	Car time to nearest international airport	2	35	30
	Car time to nearest cinema and theatre	6	24	21
	Public transport time to nearest hospital outpatient services	7	9	24
	Standard public transport fare to 10k town	8	9	30
	Public transport service after 19:00 to and from 10k town	2	27	18
	Public transport time to nearest airport	3	35	26
	Using active travel and public transport modes to primary school (%)	0	39	31
	Disabled parking and accessibility*	8	4	9
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	0	29	34
	Level of service All Day to 10k town	2	25	21
	Level of service in the morning to any town	4	18	8
	Public transport to 50k city to arrive by 09:00	4	31	27
	% Settlements (1,500+) in 30k radius reachable by public transport	10	1	1
	10k town public transport /car time ratio	9	5	3
	50k town public transport /car time ratio	6	11	4
	Car time to nearest university, main campus	4	30	26
	Public transport time to nearest university, main campus	7	18	15
	Using active travel and public transport modes to work (%)	6	12	16

*Some difference between SMI 24 and SMI 22 in source or method.

Gort

Co. Galway



TOWN POPULATION:
2,870

POPULATION CHANGE 2002-2022:
+78%

12% 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
✓	✓	✗	✓	✗	✗

17% % households without a car

22.3 KM Average distance from work

128% Daytime/nighttime working population

45% At work as % of total population

RETAIL/ SUPERMARKET	HEALTH PRIMARY CARE CENTRE	CINEMA
3	0	0

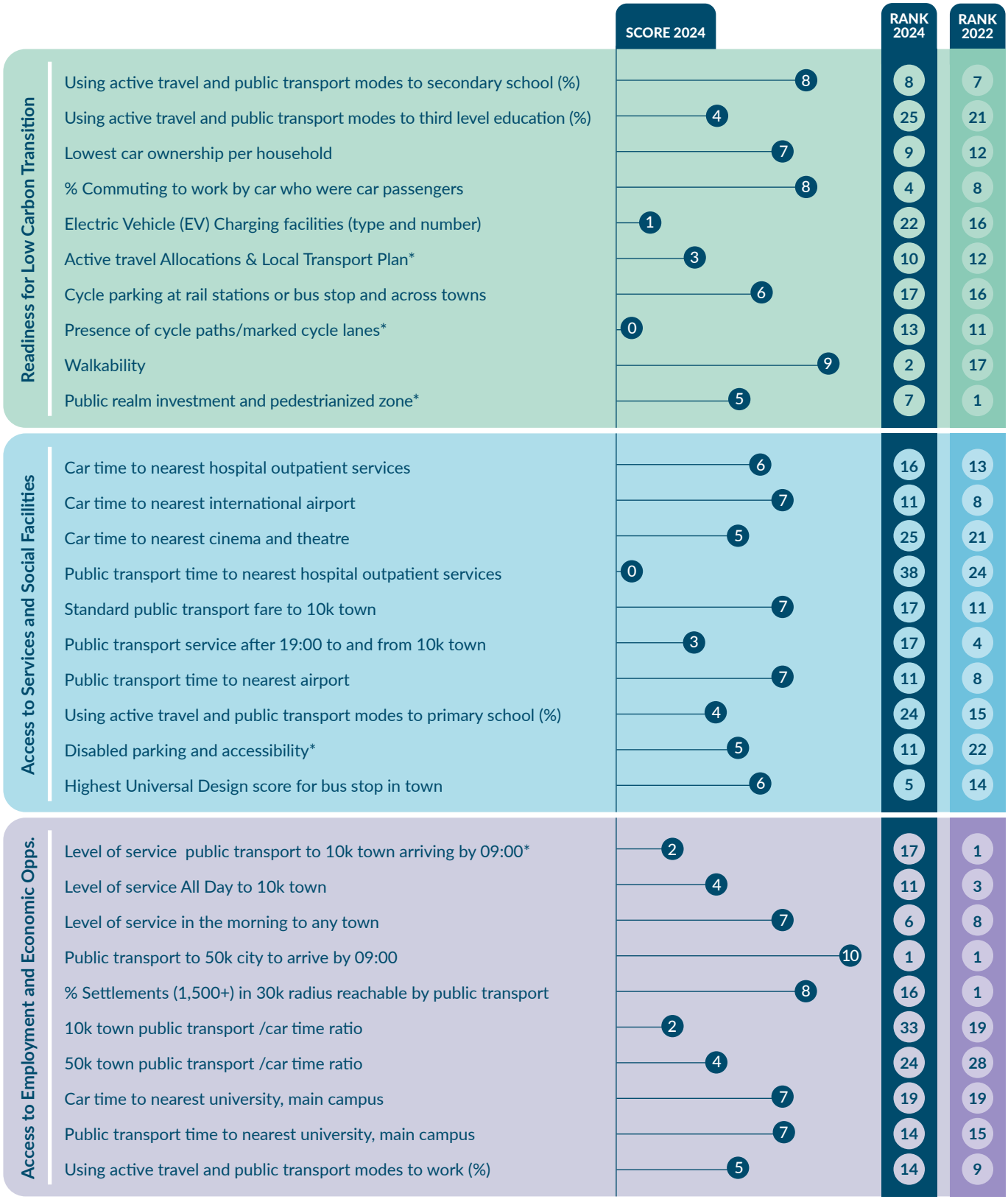
THEATRE/ ARTS CENTRE	BANK (EXCL CREDIT UNION AND AN POST)	REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)
0	2	0

Median household gross income (2018):
€32,009

Pobal HP Score Deprivation Index: **-5.09**

Marginally below average

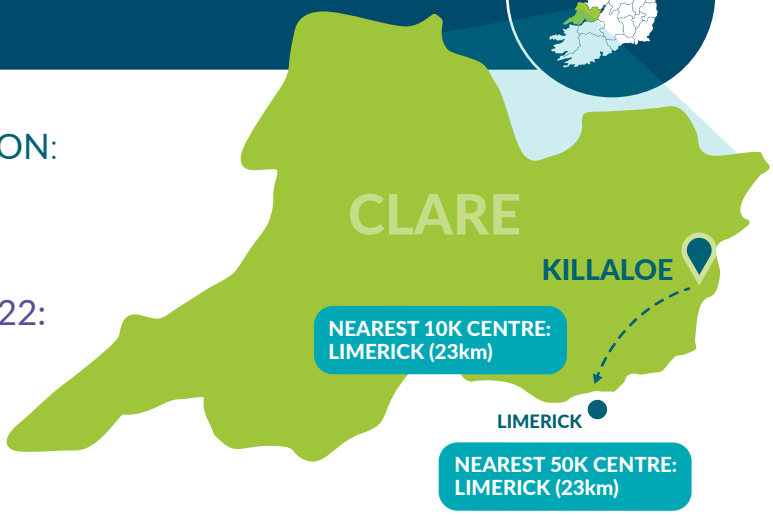
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**158**	**10**	**10**
Readiness for Low Carbon Transition	51	9	12
Access to Services and Social Facilities	51	18	20
Access to Employment and Economic Opportunities	56	14	6



*Some difference between SMI 24 and SMI 22 in source or method.

Killaloe

Co. Clare



TOWN POPULATION:
1,666

POPULATION CHANGE 2002-2022:
+41%

19% POPULATION OVER 65

22% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD

16% % households without a car

20.5 KM Average distance from work

117% Daytime/nighttime working population

42% 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)

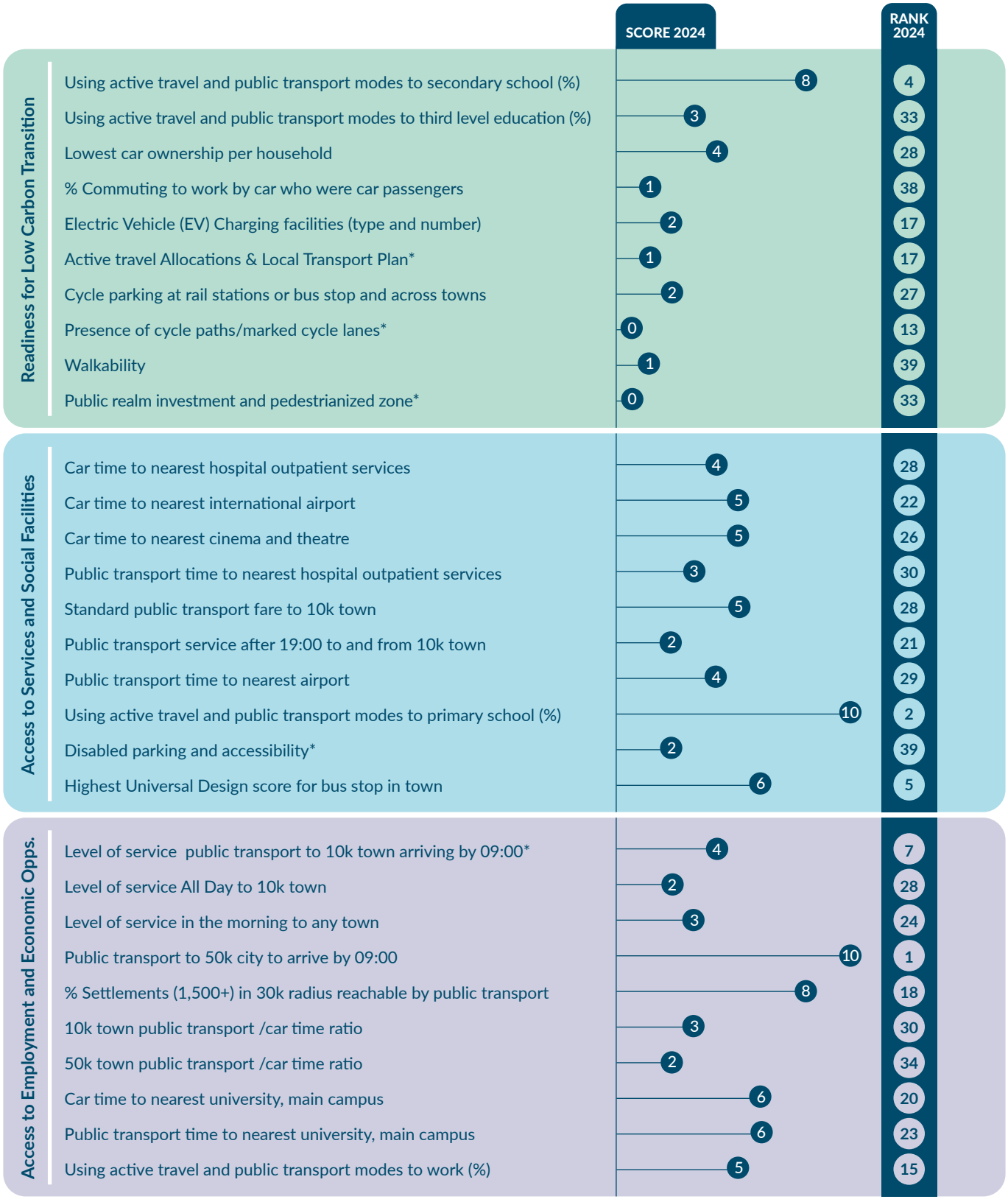
Median household gross income (2018):
n/a

Pobal HP Score Deprivation Index:

-1.19

Marginally below average

	SCORE 2024	RANK 2024
Sustainable Mobilty Index (SMI)	**118**	**32**
Readiness for Low Carbon Transition	22	37
Access to Services and Social Facilities	48	22
Access to Employment and Economic Opportunities	49	22



*Some difference between SMI 24 and SMI 22 in source or method.

Kilrush

Co. Clare

TOWN POPULATION:
2,649

POPULATION CHANGE 2002-2022:
+9%

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
- NATIONAL SECONDARY ROAD: N67, N68

28% % households without a car

21.5 KM Average distance from work

194% Daytime/nighttime working population

32% 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)	1 REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

Median household gross income (2018):
€29,887

Pobal HP Score Deprivation Index: **-16.5** Disadvantaged

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**101**	**38**	**33**
Readiness for Low Carbon Transition	40	24	27
Access to Services and Social Facilities	31	37	31
Access to Employment and Economic Opportunities	30	39	33

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	6	18	14
	Using active travel and public transport modes to third level education (%)	3	31	25
	Lowest car ownership per household	8	4	4
	% Commuting to work by car who were car passengers	3	24	20
	Electric Vehicle (EV) Charging facilities (type and number)	1	22	16
	Active travel Allocations & Local Transport Plan*	2	13	25
	Cycle parking at rail stations or bus stop and across towns	4	21	26
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	8	10	3
	Public realm investment and pedestrianized zone*	5	7	13
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	2	34	27
	Car time to nearest international airport	5	27	18
	Car time to nearest cinema and theatre	2	37	31
	Public transport time to nearest hospital outpatient services	5	22	24
	Standard public transport fare to 10k town	1	36	29
	Public transport service after 19:00 to and from 10k town	1	34	22
	Public transport time to nearest airport	3	36	18
	Using active travel and public transport modes to primary school (%)	6	14	8
	Disabled parking and accessibility*	5	15	5
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	4	7	1
	Level of service All Day to 10k town	1	33	21
	Level of service in the morning to any town	3	24	27
	Public transport to 50k city to arrive by 09:00	4	31	1
	% Settlements (1,500+) in 30k radius reachable by public transport	0	39	34
	10k town public transport /car time ratio	5	17	23
	50k town public transport /car time ratio	4	20	23
	Car time to nearest university, main campus	1	38	32
	Public transport time to nearest university, main campus	0	38	34
	Using active travel and public transport modes to work (%)	8	4	5

*Some difference between SMI 24 and SMI 22 in source or method.

Lifford
Co. Donegal

TOWN POPULATION:
1,613

POPULATION CHANGE 2002-2022:
+15%

16% POPULATION OVER 65

26% POPULATION UNDER 18

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

24% % households without a car

18.5 KM Average distance from work

212% Daytime/nighttime working population

33% At work as % of total population

0 RETAIL/ SUPERMARKET	1 HEALTH PRIMARY CARE CENTRE	1 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 (2018):
€26,087

Pobal HP Score Deprivation Index: **-19.9** Disadvantaged

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**147**	**17**	**16**
Readiness for Low Carbon Transition	46	16	14
Access to Services and Social Facilities	49	19	17
Access to Employment and Economic Opportunities	52	18	19

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	5	21	14
	Using active travel and public transport modes to third level education (%)	4	28	29
	Lowest car ownership per household	7	11	2
	% Commuting to work by car who were car passengers	10	1	1
	Electric Vehicle (EV) Charging facilities (type and number)	3	9	9
	Active travel Allocations & Local Transport Plan*	3	11	25
	Cycle parking at rail stations or bus stop and across towns	7	13	17
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	2	38	34
	Public realm investment and pedestrianized zone*	5	7	1
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	5	22	18
	Car time to nearest international airport	6	14	12
	Car time to nearest cinema and theatre	9	3	1
	Public transport time to nearest hospital outpatient services	3	34	24
	Standard public transport fare to 10k town	9	4	1
	Public transport service after 19:00 to and from 10k town	1	34	17
	Public transport time to nearest airport	6	16	13
	Using active travel and public transport modes to primary school (%)	2	34	15
	Disabled parking and accessibility*	7	6	29
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	0	29	1
	Level of service All Day to 10k town	4	11	7
	Level of service in the morning to any town	8	3	8
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	10	1	15
	10k town public transport /car time ratio	0	40	34
	50k town public transport /car time ratio	2	35	27
	Car time to nearest university, main campus	8	15	10
	Public transport time to nearest university, main campus	7	18	15
	Using active travel and public transport modes to work (%)	3	27	9

*Some difference between SMI 24 and SMI 22 in source or method.

Loughrea
Co. Galway

TOWN POPULATION:
6,322

POPULATION CHANGE 2002-2022:
+60%

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
✗	✓	✓	✗	✗	✓

16% % households without a car

20.8 KM Average distance from work

105% Daytime/nighttime working population

45% At work as % of total population

RETAIL/ SUPERMARKET	HEALTH PRIMARY CARE CENTRE	CINEMA
2	1	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 (2018):
€36,101

Pobal HP Score Deprivation Index: **0.31**
Marginally above average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**150**	**14**	**11**
Readiness for Low Carbon Transition	50	13	14
Access to Services and Social Facilities	45	25	15
Access to Employment and Economic Opportunities	55	15	8

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	7	14	14
	Using active travel and public transport modes to third level education (%)	7	10	5
	Lowest car ownership per household	5	20	20
	% Commuting to work by car who were car passengers	5	15	15
	Electric Vehicle (EV) Charging facilities (type and number)	3	9	4
	Active travel Allocations & Local Transport Plan*	6	5	12
	Cycle parking at rail stations or bus stop and across towns	2	27	10
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	9	2	28
	Public realm investment and pedestrianized zone*	5	7	13
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	6	16	13
	Car time to nearest international airport	4	29	18
	Car time to nearest cinema and theatre	4	34	21
	Public transport time to nearest hospital outpatient services	9	3	4
	Standard public transport fare to 10k town	4	32	23
	Public transport service after 19:00 to and from 10k town	3	17	10
	Public transport time to nearest airport	1	37	32
	Using active travel and public transport modes to primary school (%)	4	27	9
	Disabled parking and accessibility*	5	20	24
	Highest Universal Design score for bus stop in town	6	5	3
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	4	7	1
	Level of service All Day to 10k town	2	20	13
	Level of service in the morning to any town	4	18	21
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	7	23	5
	10k town public transport /car time ratio	6	11	9
	50k town public transport /car time ratio	5	19	19
	Car time to nearest university, main campus	7	18	16
	Public transport time to nearest university, main campus	7	12	15
	Using active travel and public transport modes to work (%)	4	22	16

*Some difference between SMI 24 and SMI 22 in source or method.

Maigh Cuilinn

Co. Galway

TOWN POPULATION:
2,279

POPULATION CHANGE 2002-2022:
+147%

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	NATIONAL SECONDARY ROAD: N59
✗	✓	✗	✗	✗	✓

- **5.3%** % households without a car
- **19.4 KM** Average distance from work
- **59%** Daytime/nighttime working population
- **48%** 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)
0	0	1

Median household gross income (2018):
€54,153

Pobal HP Score Deprivation Index: **10.4** Affluent

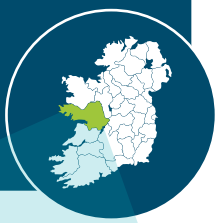
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**124**	**28**	**28**
Readiness for Low Carbon Transition	30	33	34
Access to Services and Social Facilities	48	20	13
Access to Employment and Economic Opportunities	46	28	10

	SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition			
Using active travel and public transport modes to secondary school (%)	9	3	4
Using active travel and public transport modes to third level education (%)	2	36	35
Lowest car ownership per household	2	35	31
% Commuting to work by car who were car passengers	1	36	28
Electric Vehicle (EV) Charging facilities (type and number)	0	33	28
Active travel Allocations & Local Transport Plan*	1	28	25
Cycle parking at rail stations or bus stop and across towns	2	27	18
Presence of cycle paths/marked cycle lanes*	0	13	11
Walkability	4	31	28
Public realm investment and pedestrianized zone*	10	1	33
Access to Services and Social Facilities			
Car time to nearest hospital outpatient services	7	6	6
Car time to nearest international airport	2	36	30
Car time to nearest cinema and theatre	7	18	11
Public transport time to nearest hospital outpatient services	5	21	4
Standard public transport fare to 10k town	8	6	5
Public transport service after 19:00 to and from 10k town	5	4	13
Public transport time to nearest airport	5	23	29
Using active travel and public transport modes to primary school (%)	6	12	3
Disabled parking and accessibility*	3	29	34
Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.			
Level of service public transport to 10k town arriving by 09:00*	4	7	1
Level of service All Day to 10k town	2	20	13
Level of service in the morning to any town	3	24	21
Public transport to 50k city to arrive by 09:00	10	1	1
% Settlements (1,500+) in 30k radius reachable by public transport	4	34	30
10k town public transport /car time ratio	2	35	19
50k town public transport /car time ratio	0	38	10
Car time to nearest university, main campus	8	10	1
Public transport time to nearest university, main campus	10	2	1
Using active travel and public transport modes to work (%)	2	34	22

*Some difference between SMI 24 and SMI 22 in source or method.

Maigh Cuilinn

Co. na Gaillimhe



DAONRA AN BHAILE:
2,279

ATHRÚ AR DHAONRA AN BHAILE 2002-2022:
+147%

13% DAONRA NÍOS SINE NÁ 65 BLIAIN

27% DAONRA NÍOS ÓIGE NÁ 18 MBLIANA

- NASC IARNRÓID
- IOMPAR POIBLÍ DÍREACH CHUIG AN gCATHAIR IS GAIRE
- IOMPAR POIBLÍ DÍREACH GO BAILE ÁTHA CLIATH
- MÓTARBHEALACH
- PRÍOMHBHÓTHAR NÁISIÚNTA
- BÓTHAR NÁISIÚNTA DEN DARA GRÁD

5.3% % de theaghlaigh gan ghluaisteán

19.4 KM Meánfhad ón obair (ciliméadair)

59% Daonra oibre i rith an lae/istoíche

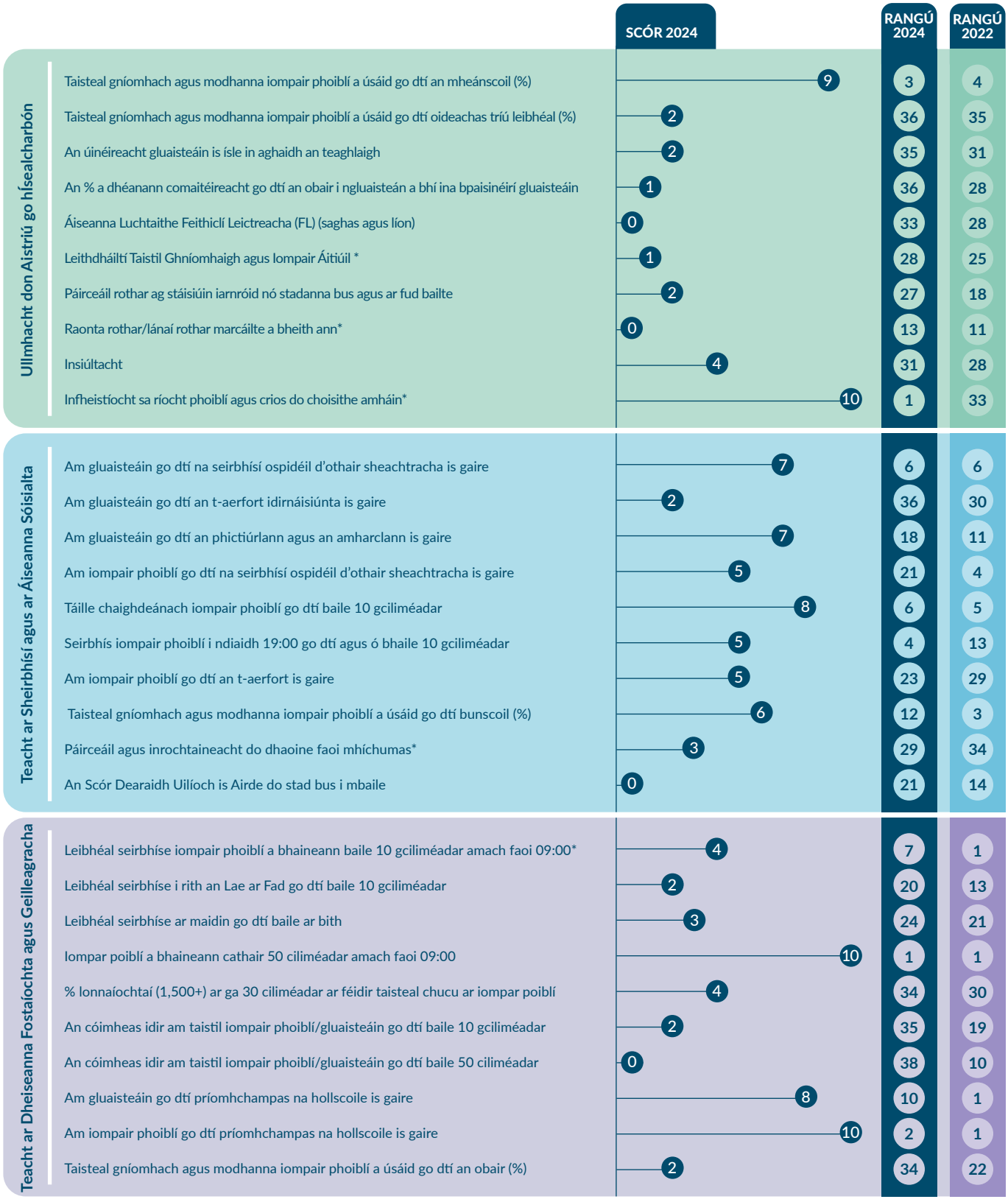
48% Ag an obair mar % den daonra

- MIONDÍOL/ OMHARGADH: 1
- IONAD CÚRAIM PHRÍOMHÚIL SLÁINTE: 1
- PICTIÚRLANN: 0
- AMHARCLANN/ IONAD EALAÍON: 0
- BANC (GAN COMHAIR CREIDMHEASA AGUS AN POST A ÁIREAMH): 0
- MOL CIANOIBRE (I NGRÉASÁN NA MOL CEANGAILTE): 1

Meán-Ollioncam Teaghlaigh (2018):
€54,153

Scór Innéacs Díothachta HP Pobal: **10.4** Rachmasach

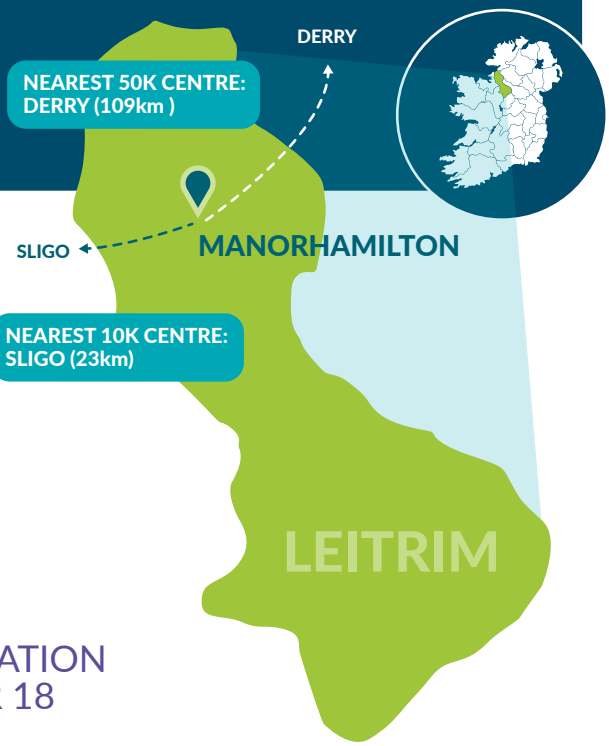
	SCÓR 2024	RANGÚ 2024	RANGÚ 2022
Innéacs Soghluaisteachta Inbhuanaithe (SMI)	**124**	**28**	**28**
Ullmhacht don Aistriú go hÍsealcharbón	30	33	34
Teacht ar Sheirbhísí agus ar Áiseanna Sóisialta	48	20	13
Teacht ar Dheiseanna Fostaíochta agus Geilleagracha	46	28	10



*Difríocht áirithe idir SMI 24 agus SMI 22 ó thaobh foinse nó modha

Manorhamilton

Co. Leitrim



TOWN POPULATION:
1,667

POPULATION CHANGE 2002-2022:
+79%

18% POPULATION OVER 65

24% POPULATION UNDER 18

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

- **21%** % households without a car
- **16.7 KM** Average distance from work
- **192%** Daytime/nighttime working population
- **40%** 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)
1	1	3

Median household gross income (2018): n/a

Pobal HP Score Deprivation Index: **-4.18** Marginally below average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**138**	**21**	**22**
Readiness for Low Carbon Transition	49	14	19
Access to Services and Social Facilities	52	16	10
Access to Employment and Economic Opportunities	37	34	32

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	7	13	4
	Using active travel and public transport modes to third level education (%)	3	34	16
	Lowest car ownership per household	5	24	20
	% Commuting to work by car who were car passengers	2	29	15
	Electric Vehicle (EV) Charging facilities (type and number)	3	9	28
	Active travel Allocations & Local Transport Plan*	2	14	12
	Cycle parking at rail stations or bus stop and across towns	8	6	18
	Presence of cycle paths/marked cycle lanes*	4	9	6
	Walkability	9	2	12
	Public realm investment and pedestrianized zone*	5	7	13
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	6	18	13
	Car time to nearest international airport	4	31	28
	Car time to nearest cinema and theatre	7	15	11
	Public transport time to nearest hospital outpatient services	7	12	4
	Standard public transport fare to 10k town	4	31	23
	Public transport service after 19:00 to and from 10k town	2	21	20
	Public transport time to nearest airport	5	20	32
	Using active travel and public transport modes to primary school (%)	8	4	6
	Disabled parking and accessibility*	6	7	3
	Highest Universal Design score for bus stop in town	3	13	8
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	0	29	1
	Level of service All Day to 10k town	1	37	30
	Level of service in the morning to any town	0	36	31
	Public transport to 50k city to arrive by 09:00	0	38	33
	% Settlements (1,500+) in 30k radius reachable by public transport	8	15	30
	10k town public transport /car time ratio	2	31	9
	50k town public transport /car time ratio	4	23	19
	Car time to nearest university, main campus	8	14	10
	Public transport time to nearest university, main campus	9	7	2
	Using active travel and public transport modes to work (%)	6	11	31

*Some difference between SMI 24 and SMI 22 in source or method.

Newmarket-On-Fergus

Co. Clare

TOWN POPULATION:
1,887

POPULATION CHANGE 2002-2022:
+32%

15% POPULATION OVER 65

24% POPULATION UNDER 18

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

16% % households without a car

13.1 KM Average distance from work

29% Daytime/nighttime working population

46% 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 (2018):
€42,322

Pobal HP Score Deprivation Index: **-3.98**
Marginally below average

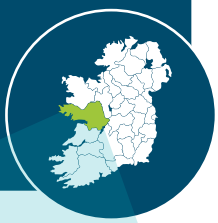
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**157**	**11**	**6**
Readiness for Low Carbon Transition	35	28	19
Access to Services and Social Facilities	69	2	2
Access to Employment and Economic Opportunities	53	16	10

	SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition			
Using active travel and public transport modes to secondary school (%)	7	12	7
Using active travel and public transport modes to third level education (%)	5	20	25
Lowest car ownership per household	4	29	26
% Commuting to work by car who were car passengers	10	1	5
Electric Vehicle (EV) Charging facilities (type and number)	1	22	16
Active travel Allocations & Local Transport Plan*	0	37	25
Cycle parking at rail stations or bus stop and across towns	0	32	26
Presence of cycle paths/marked cycle lanes*	0	13	6
Walkability	8	10	3
Public realm investment and pedestrianized zone*	0	33	9
Access to Services and Social Facilities			
Car time to nearest hospital outpatient services	7	7	6
Car time to nearest international airport	10	2	1
Car time to nearest cinema and theatre	8	10	11
Public transport time to nearest hospital outpatient services	4	29	24
Standard public transport fare to 10k town	8	6	5
Public transport service after 19:00 to and from 10k town	3	14	5
Public transport time to nearest airport	9	2	2
Using active travel and public transport modes to primary school (%)	5	19	1
Disabled parking and accessibility*	5	16	21
Highest Universal Design score for bus stop in town	10	1	3
Access to Employment and Economic Opps.			
Level of service public transport to 10k town arriving by 09:00*	4	7	1
Level of service All Day to 10k town	5	7	7
Level of service in the morning to any town	4	18	8
Public transport to 50k city to arrive by 09:00	10	1	1
% Settlements (1,500+) in 30k radius reachable by public transport	10	1	9
10k town public transport /car time ratio	4	25	30
50k town public transport /car time ratio	2	33	23
Car time to nearest university, main campus	8	10	5
Public transport time to nearest university, main campus	5	29	2
Using active travel and public transport modes to work (%)	2	36	27

*Some difference between SMI 24 and SMI 22 in source or method.

Oranmore

Co. Galway



TOWN POPULATION:
5,819

POPULATION CHANGE 2002-2022:
+243%

9% 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: N67
✓	✓	✓	✗	✗	✓

6% % households without a car

16.8 KM Average distance from work

128% Daytime/nighttime working population

53% At work as % of total population

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

Median household gross income (2018):
€60,985

Pobal HP Score Deprivation Index: **11.6** Affluent

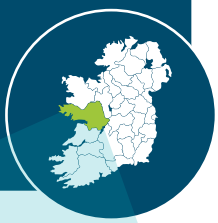
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**188**	**3**	**8**
Readiness for Low Carbon Transition	47	15	29
Access to Services and Social Facilities	59	8	3
Access to Employment and Economic Opportunities	82	1	4

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	7	9	7
	Using active travel and public transport modes to third level education (%)	7	12	28
	Lowest car ownership per household	0	39	33
	% Commuting to work by car who were car passengers	1	35	33
	Electric Vehicle (EV) Charging facilities (type and number)	1	22	28
	Active travel Allocations & Local Transport Plan*	1	19	3
	Cycle parking at rail stations or bus stop and across towns	10	2	5
	Presence of cycle paths/marked cycle lanes*	4	9	6
	Walkability	5	24	25
	Public realm investment and pedestrianized zone*	10	1	26
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	8	3	3
	Car time to nearest international airport	5	25	18
	Car time to nearest cinema and theatre	8	11	7
	Public transport time to nearest hospital outpatient services	4	28	4
	Standard public transport fare to 10k town	10	1	1
	Public transport service after 19:00 to and from 10k town	10	1	1
	Public transport time to nearest airport	5	20	18
	Using active travel and public transport modes to primary school (%)	6	16	23
	Disabled parking and accessibility*	3	32	33
	Highest Universal Design score for bus stop in town	0	21	3
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	10	1	1
	Level of service All Day to 10k town	10	1	1
	Level of service in the morning to any town	10	1	1
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	5	31	15
	10k town public transport /car time ratio	10	3	27
	50k town public transport /car time ratio	4	22	33
	Car time to nearest university, main campus	10	1	1
	Public transport time to nearest university, main campus	10	1	2
	Using active travel and public transport modes to work (%)	3	29	31

*Some difference between SMI 24 and SMI 22 in source or method.

Oughterard

Co. Galway



TOWN POPULATION:
1,846

POPULATION CHANGE 2002-2022:
+22%

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	NATIONAL SECONDARY ROAD: N59
✗	✓	✗	✗	✗	✓

11% % households without a car

24.1 KM Average distance from work

77% Daytime/nighttime working population

44% At work as % of total population

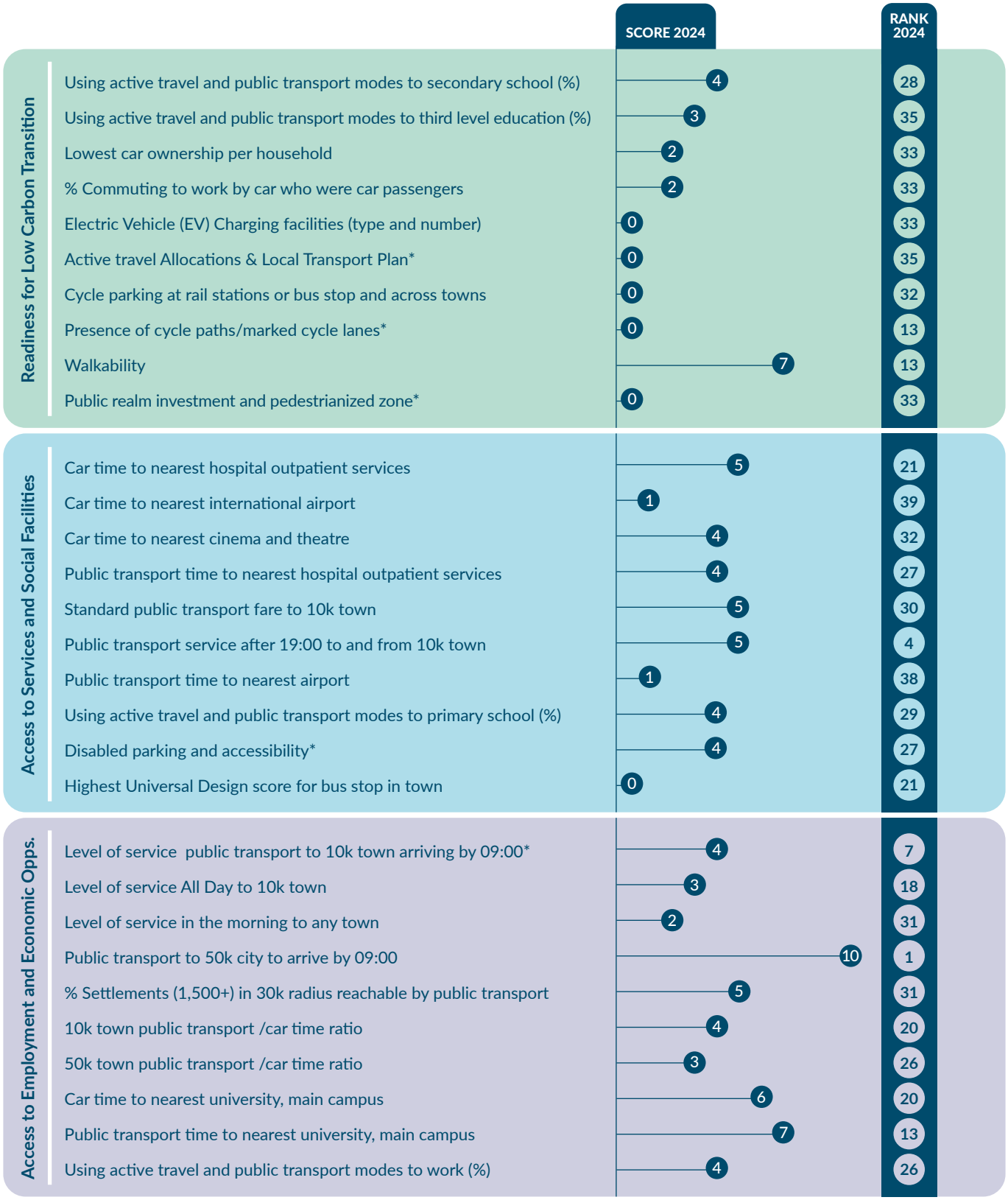
RETAIL/ SUPERMARKET	HEALTH PRIMARY CARE CENTRE	CINEMA
1	0	0

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

Median household gross income (2018):
n/a

Pobal HP Score Deprivation Index: **3.34** Marginally above average

	SCORE 2024	RANK 2024
Sustainable Mobilty Index (SMI)	**99**	**39**
Readiness for Low Carbon Transition	18	39
Access to Services and Social Facilities	32	36
Access to Employment and Economic Opportunities	48	23



*Some difference between SMI 24 and SMI 22 in source or method.

Portumna

Co. Galway

TOWN POPULATION:
1,690

POPULATION CHANGE 2002-2022:
+38%

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: N65

16% % households without a car

26.2 KM Average distance from work

149% Daytime/nighttime working population

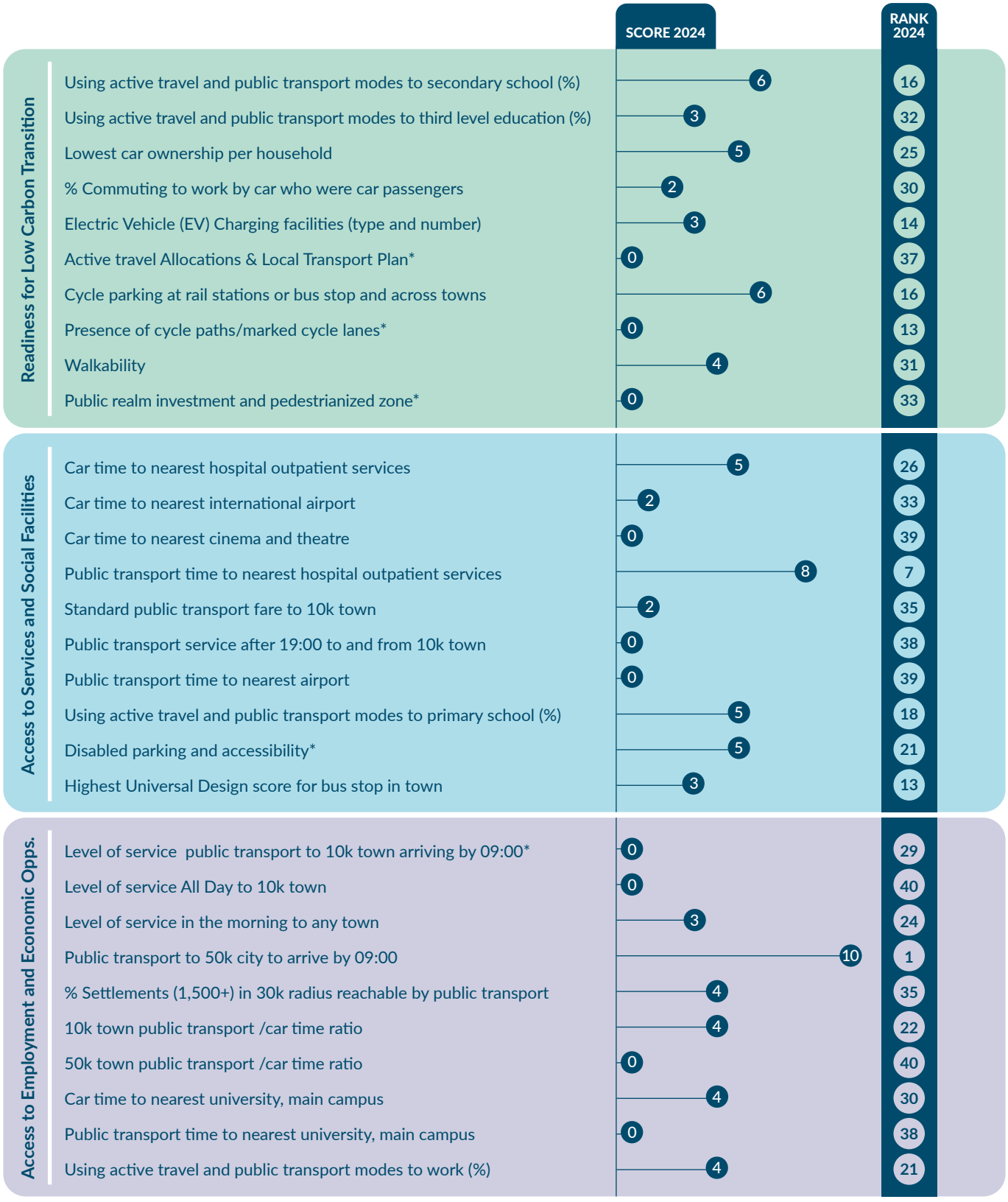
38% At work as % of total population

2 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 (2018): n/a

Pobal HP Score Deprivation Index: **-5.41** Marginally below average

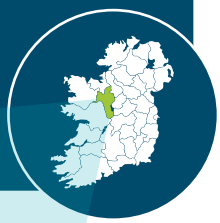
	SCORE 2024	RANK 2024
Sustainable Mobilty Index (SMI)	**87**	**40**
Readiness for Low Carbon Transition	29	34
Access to Services and Social Facilities	30	39
Access to Employment and Economic Opportunities	29	40



*Some difference between SMI 24 and SMI 22 in source or method.

Roscommon

Co. Roscommon



TOWN POPULATION:
6,555

POPULATION CHANGE 2002-2022:
+51%

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

19% % households without a car

18.3 KM Average distance from work

205% Daytime/nighttime working population

39% At work as % of total population

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

Median household gross income (2018):
€39,066

Pobal HP Score Deprivation Index: **-3.1** Marginally below average

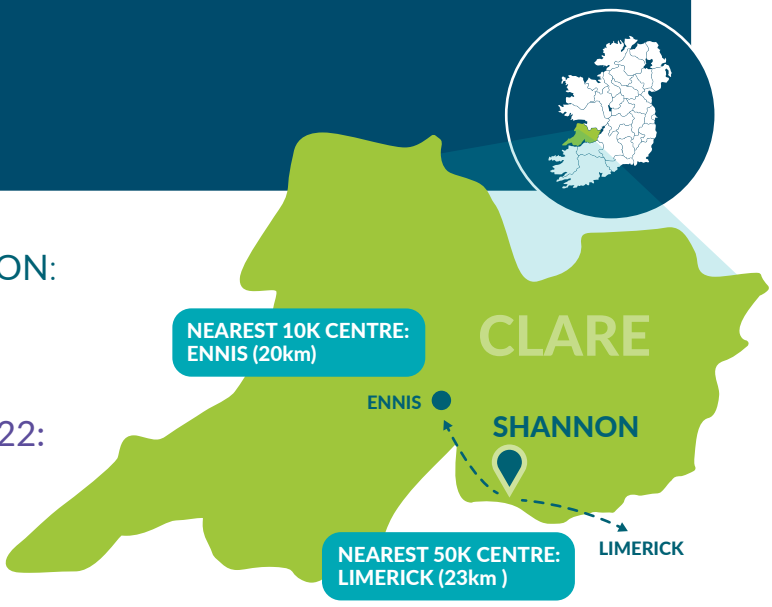
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**175**	**6**	**3**
Readiness for Low Carbon Transition	50	10	4
Access to Services and Social Facilities	66	4	4
Access to Employment and Economic Opportunities	59	12	14

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	3	29	30
	Using active travel and public transport modes to third level education (%)	6	16	1
	Lowest car ownership per household	6	19	20
	% Commuting to work by car who were car passengers	7	8	8
	Electric Vehicle (EV) Charging facilities (type and number)	7	5	4
	Active travel Allocations & Local Transport Plan*	3	12	3
	Cycle parking at rail stations or bus stop and across towns	4	19	14
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	9	2	17
	Public realm investment and pedestrianized zone*	5	7	1
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	10	2	1
	Car time to nearest international airport	5	22	25
	Car time to nearest cinema and theatre	10	1	1
	Public transport time to nearest hospital outpatient services	10	2	1
	Standard public transport fare to 10k town	7	17	11
	Public transport service after 19:00 to and from 10k town	2	27	23
	Public transport time to nearest airport	5	26	18
	Using active travel and public transport modes to primary school (%)	3	31	31
	Disabled parking and accessibility*	6	10	18
	Highest Universal Design score for bus stop in town	10	1	1
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	2	17	1
	Level of service All Day to 10k town	2	28	21
	Level of service in the morning to any town	5	14	8
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	8	18	20
	10k town public transport /car time ratio	8	6	3
	50k town public transport /car time ratio	10	2	4
	Car time to nearest university, main campus	6	24	16
	Public transport time to nearest university, main campus	4	31	20
	Using active travel and public transport modes to work (%)	5	17	27

*Some difference between SMI 24 and SMI 22 in source or method.

Shannon

Co. Clare



TOWN POPULATION:
10,256

POPULATION CHANGE 2002-2022:
+20%

15% POPULATION OVER 65

24% 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

11.2 KM Average distance from work

213% Daytime/nighttime working population

45% At work as % of total population

3 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 (2018):
€41,841

Pobal HP Score Deprivation Index: **-2.89**
Marginally below average

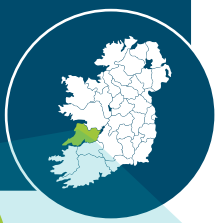
	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**192**	**2**	**1**
Readiness for Low Carbon Transition	60	3	4
Access to Services and Social Facilities	71	1	1
Access to Employment and Economic Opportunities	61	8	4

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	10	1	2
	Using active travel and public transport modes to third level education (%)	7	11	25
	Lowest car ownership per household	6	13	12
	% Commuting to work by car who were car passengers	9	3	3
	Electric Vehicle (EV) Charging facilities (type and number)	1	20	6
	Active travel Allocations & Local Transport Plan*	0	30	25
	Cycle parking at rail stations or bus stop and across towns	7	13	18
	Presence of cycle paths/marked cycle lanes*	10	1	5
	Walkability	5	24	1
	Public realm investment and pedestrianized zone*	5	7	9
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	7	12	6
	Car time to nearest international airport	10	1	1
	Car time to nearest cinema and theatre	8	9	7
	Public transport time to nearest hospital outpatient services	3	32	24
	Standard public transport fare to 10k town	6	26	20
	Public transport service after 19:00 to and from 10k town	5	2	5
	Public transport time to nearest airport	10	1	1
	Using active travel and public transport modes to primary school (%)	10	1	1
	Disabled parking and accessibility*	3	35	31
	Highest Universal Design score for bus stop in town	10	1	1
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	2	17	1
	Level of service All Day to 10k town	4	11	7
	Level of service in the morning to any town	6	12	3
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	10	1	9
	10k town public transport /car time ratio	1	38	27
	50k town public transport /car time ratio	8	5	28
	Car time to nearest university, main campus	8	8	5
	Public transport time to nearest university, main campus	7	17	15
	Using active travel and public transport modes to work (%)	6	8	3

*Some difference between SMI 24 and SMI 22 in source or method.

Sixmilebridge

Co. Clare



TOWN POPULATION:
2,832

POPULATION CHANGE 2002-2022:
+115%

9% POPULATION OVER 65

31% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD

7.8% % households without a car

16.2 KM Average distance from work

30% Daytime/nighttime working population

45% 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 (2018):
€48,672

Pobal HP Score Deprivation Index: **-0.94**

Marginally below average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**136**	**23**	**15**
Readiness for Low Carbon Transition	32	32	27
Access to Services and Social Facilities	54	14	5
Access to Employment and Economic Opportunities	51	19	22

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	9	2	2
	Using active travel and public transport modes to third level education (%)	2	38	32
	Lowest car ownership per household	1	37	31
	% Commuting to work by car who were car passengers	6	14	8
	Electric Vehicle (EV) Charging facilities (type and number)	1	22	16
	Active travel Allocations & Local Transport Plan*	0	36	25
	Cycle parking at rail stations or bus stop and across towns	3	23	14
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	6	18	3
	Public realm investment and pedestrianized zone*	5	7	13
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	7	12	6
	Car time to nearest international airport	9	3	3
	Car time to nearest cinema and theatre	7	16	11
	Public transport time to nearest hospital outpatient services	3	32	15
	Standard public transport fare to 10k town	7	17	11
	Public transport service after 19:00 to and from 10k town	2	27	23
	Public transport time to nearest airport	9	4	2
	Using active travel and public transport modes to primary school (%)	7	8	5
	Disabled parking and accessibility*	3	31	20
	Highest Universal Design score for bus stop in town	0	21	8
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	4	7	1
	Level of service All Day to 10k town	2	20	21
	Level of service in the morning to any town	5	14	19
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	6	27	26
	10k town public transport /car time ratio	4	24	9
	50k town public transport /car time ratio	3	28	33
	Car time to nearest university, main campus	9	5	5
	Public transport time to nearest university, main campus	8	11	8
	Using active travel and public transport modes to work (%)	0	40	22

*Some difference between SMI 24 and SMI 22 in source or method.

Strandhill

Co. Sligo

TOWN POPULATION:
1,982

POPULATION CHANGE 2002-2022:
99%

14% POPULATION OVER 65

25% POPULATION UNDER 18

RAIL LINK

DIRECT PUBLIC TRANSPORT TO NEAREST CITY

DIRECT PUBLIC TRANSPORT TO DUBLIN

MOTORWAY

NATIONAL PRIMARY ROAD

NATIONAL SECONDARY ROAD

5.6% % households without a car

18.3 KM Average distance from work

56% Daytime/nighttime working population

48% At work as % of total population

RETAIL/ SUPERMARKET

HEALTH PRIMARY CARE CENTRE

CINEMA

THEATRE/ ARTS CENTRE

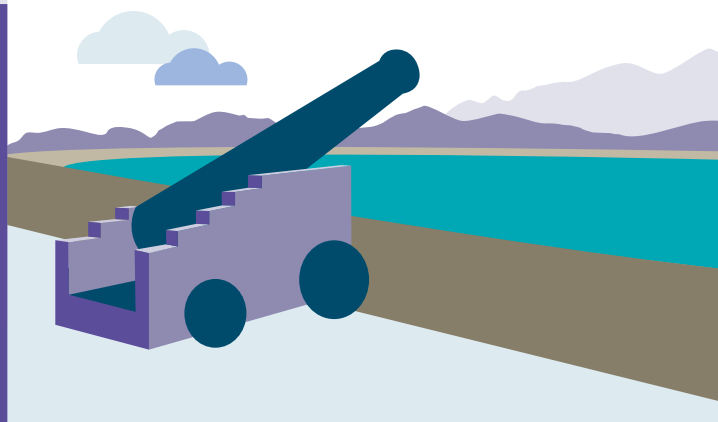
BANK (EXCL CREDIT UNION AND AN POST)

REMOTE WORKING HUB (IN CONNECTED HUBS NETWORK)

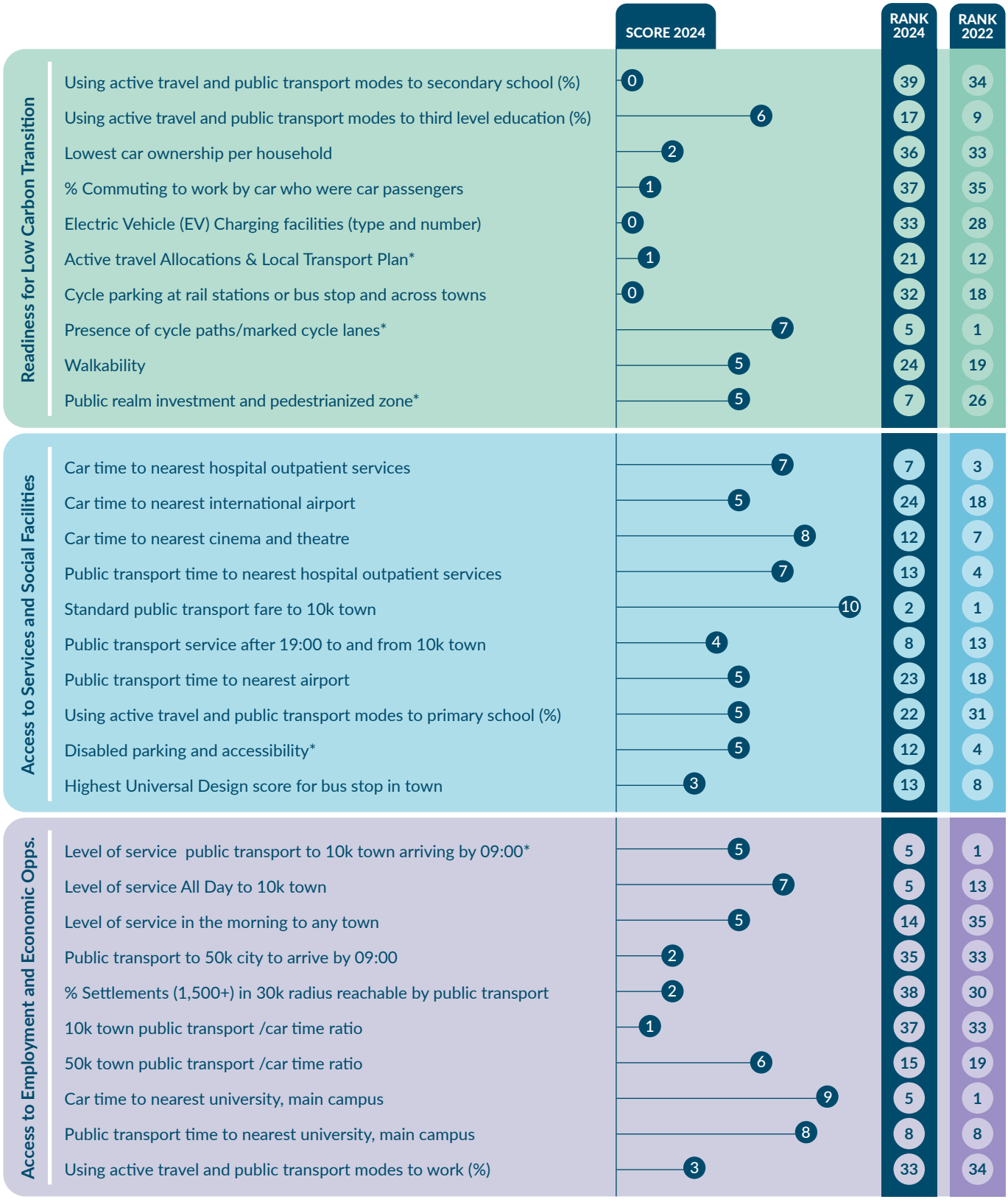
Median household gross income (2018):
€52,060

Pobal HP Score Deprivation Index: **9.12**

Marginally above average



	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**132**	**26**	**27**
Readiness for Low Carbon Transition	27	35	30
Access to Services and Social Facilities	58	10	6
Access to Employment and Economic Opportunities	47	25	34



*Some difference between SMI 24 and SMI 22 in source or method.

Tuam

Co. Galway

TOWN POPULATION:
9,647

POPULATION CHANGE 2002-2022:
+61%

13% POPULATION OVER 65

27% 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

16% % households without a car

20.5 KM Average distance from work

128% 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 (2018):
€35,174

Pobal HP Score Deprivation Index: **-4.42**
Marginally below average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**163**	**9**	**5**
Readiness for Low Carbon Transition	50	12	4
Access to Services and Social Facilities	38	32	26
Access to Employment and Economic Opportunities	75	2	1

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	6	20	14
	Using active travel and public transport modes to third level education (%)	9	5	9
	Lowest car ownership per household	6	14	12
	% Commuting to work by car who were car passengers	4	21	20
	Electric Vehicle (EV) Charging facilities (type and number)	7	5	1
	Active travel Allocations & Local Transport Plan*	6	3	11
	Cycle parking at rail stations or bus stop and across towns	4	19	5
	Presence of cycle paths/marked cycle lanes*	0	13	11
	Walkability	4	31	12
	Public realm investment and pedestrianized zone*	5	7	13
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	4	27	23
	Car time to nearest international airport	6	16	12
	Car time to nearest cinema and theatre	3	35	31
	Public transport time to nearest hospital outpatient services	2	35	15
	Standard public transport fare to 10k town	5	29	23
	Public transport service after 19:00 to and from 10k town	5	2	3
	Public transport time to nearest airport	7	10	8
	Using active travel and public transport modes to primary school (%)	2	37	23
	Disabled parking and accessibility*	4	28	27
	Highest Universal Design score for bus stop in town	0	21	14
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	10	1	1
	Level of service All Day to 10k town	10	1	1
	Level of service in the morning to any town	7	8	1
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	4	36	23
	10k town public transport /car time ratio	8	7	3
	50k town public transport /car time ratio	8	8	10
	Car time to nearest university, main campus	6	20	19
	Public transport time to nearest university, main campus	7	15	8
	Using active travel and public transport modes to work (%)	6	9	9

*Some difference between SMI 24 and SMI 22 in source or method.

Tubbercurry

Co. Sligo

TOWN POPULATION:
2,307

POPULATION CHANGE 2002-2022:
+99%

15% POPULATION OVER 65

27% POPULATION UNDER 18

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

20% % households without a car

22.6 KM Average distance from work

117% Daytime/nighttime working population

39% At work as % of total population

RETAIL/ SUPERMARKET: 1	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): 1

Median household gross income (2018):
29,562

Pobal HP Score Deprivation Index: **-6.8**
Marginally below average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**126**	**27**	**19**
Readiness for Low Carbon Transition	39	25	21
Access to Services and Social Facilities	43	29	19
Access to Employment and Economic Opportunities	45	29	21

	SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition			
Using active travel and public transport modes to secondary school (%)	3	33	26
Using active travel and public transport modes to third level education (%)	4	27	9
Lowest car ownership per household	6	16	20
% Commuting to work by car who were car passengers	2	31	28
Electric Vehicle (EV) Charging facilities (type and number)	3	14	16
Active travel Allocations & Local Transport Plan*	1	29	25
Cycle parking at rail stations or bus stop and across towns	7	13	8
Presence of cycle paths/marked cycle lanes*	4	9	6
Walkability	6	18	3
Public realm investment and pedestrianized zone*	5	7	13
Access to Services and Social Facilities			
Car time to nearest hospital outpatient services	4	29	23
Car time to nearest international airport	9	5	4
Car time to nearest cinema and theatre	5	31	28
Public transport time to nearest hospital outpatient services	4	25	13
Standard public transport fare to 10k town	0	38	30
Public transport service after 19:00 to and from 10k town	0	38	32
Public transport time to nearest airport	9	3	2
Using active travel and public transport modes to primary school (%)	3	32	15
Disabled parking and accessibility*	2	36	14
Highest Universal Design score for bus stop in town	6	5	3
Access to Employment and Economic Opps.			
Level of service public transport to 10k town arriving by 09:00*	0	29	1
Level of service All Day to 10k town	1	30	21
Level of service in the morning to any town	0	36	27
Public transport to 50k city to arrive by 09:00	10	1	1
% Settlements (1,500+) in 30k radius reachable by public transport	4	36	26
10k town public transport /car time ratio	5	16	9
50k town public transport /car time ratio	9	3	10
Car time to nearest university, main campus	6	25	19
Public transport time to nearest university, main campus	6	24	20
Using active travel and public transport modes to work (%)	4	23	22

*Some difference between SMI 24 and SMI 22 in source or method.

Westport

Co. Mayo

TOWN POPULATION:
6,872

POPULATION CHANGE 2002-2022:
+20%

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: N5

NATIONAL SECONDARY ROAD: N59

18% % households without a car

17.1 KM Average distance from work

182% Daytime/nighttime working population

47% At work as % of total population

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

Median household gross income (2018):
€36,906

Pobal HP Score Deprivation Index: **2.25** Marginally above average

	SCORE 2024	RANK 2024	RANK 2022
Sustainable Mobilty Index (SMI)	**200**	**1**	**4**
Readiness for Low Carbon Transition	75	1	3
Access to Services and Social Facilities	68	3	7
Access to Employment and Economic Opportunities	57	13	8

		SCORE 2024	RANK 2024	RANK 2022
Readiness for Low Carbon Transition	Using active travel and public transport modes to secondary school (%)	7	10	7
	Using active travel and public transport modes to third level education (%)	8	6	9
	Lowest car ownership per household	7	10	7
	% Commuting to work by car who were car passengers	2	32	28
	Electric Vehicle (EV) Charging facilities (type and number)	6	7	6
	Active travel Allocations & Local Transport Plan*	6	2	23
	Cycle parking at rail stations or bus stop and across towns	10	1	1
	Presence of cycle paths/marked cycle lanes*	10	1	3
	Walkability	9	2	12
	Public realm investment and pedestrianized zone*	10	1	13
Access to Services and Social Facilities	Car time to nearest hospital outpatient services	7	7	6
	Car time to nearest international airport	6	19	25
	Car time to nearest cinema and theatre	9	3	1
	Public transport time to nearest hospital outpatient services	7	11	24
	Standard public transport fare to 10k town	7	16	11
	Public transport service after 19:00 to and from 10k town	3	14	9
	Public transport time to nearest airport	7	12	8
	Using active travel and public transport modes to primary school (%)	7	9	9
	Disabled parking and accessibility*	8	2	8
	Highest Universal Design score for bus stop in town	6	5	3
Access to Employment and Economic Opps.	Level of service public transport to 10k town arriving by 09:00*	4	7	1
	Level of service All Day to 10k town	5	7	7
	Level of service in the morning to any town	7	8	6
	Public transport to 50k city to arrive by 09:00	10	1	1
	% Settlements (1,500+) in 30k radius reachable by public transport	10	1	1
	10k town public transport /car time ratio	5	15	3
	50k town public transport /car time ratio	8	7	1
	Car time to nearest university, main campus	0	39	34
	Public transport time to nearest university, main campus	0	38	34
	Using active travel and public transport modes to work (%)	9	3	3

*Some difference between SMI 24 and SMI 22 in source or method.

Appendix 1
Sources for Town Profiles

	Town population	cso.ie/en/statistics/population/censusofpopulation2022/
	Population change 1996-2016	CSO Census of Population, Reports 2002, 2016 and 2022
	Nearest 10k centre:	google.com/maps
	Nearest 50k centre:	google.com/maps
	Population over 65	cso.ie/en/statistics/population/censusofpopulation2022/ & own calculations
	Population under 18	cso.ie/en/statistics/population/censusofpopulation2022/ & own calculations
	Rail link	irishrail.ie/en-ie/travel-information/station-and-route-maps/ireland-rail-map
	Direct public transport to nearest city	google.com/maps & rome2rio.com
	Direct public transport to Dublin	google.com/maps & rome2rio.com
	Motorway	tii.ie/en/roads-tolling/operations-and-maintenance/
	National primary road	tii.ie/en/roads-tolling/operations-and-maintenance/
	National secondary road	tii.ie/en/roads-tolling/operations-and-maintenance/

	% households without a car	cso.ie/en/statistics/population/censusofpopulation2022/
	Avg. commuting distance by car for town residents (km)	cso.ie/en/statistics/population/censusofpopulation2022/
	Daytime/ nighttime working population	ccso.ie/en/statistics/population/censusofpopulation2022/ & own calculations
	At work as % of total population	ccso.ie/en/statistics/population/censusofpopulation2022/ & 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	hse.ie & google.ie
	Cinema	Cinema websites and google.ie
	Theatre/ arts centre	artscouncil.ie/arts-in-ireland/arts-centres/links/ theatre websites & google.ie
	Bank (excl Ulster Banks, Credit Union and An Post)	Bank websites & 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 and own calculations
Ratio public transport/ car journey time 10k town	Google Maps Service information
Ratio public transport/ car journey time 50k city	Google Maps Service information
Car travel time to university	Google Maps Service information
Public transport travel time to university	Google Maps Service information
Use of active travel & public transport to work (%)	Census of Population 2022, SAP 2022 T11 T1 TOWN22, Means of Travel & own calculations
Car travel time to hospital with outpatient services	Google Maps
Car travel time to international airport	Google Maps
Car travel time to cinema and theatre	Google Maps
Public transport travel time to hospital with outpatient services	Google Maps Service information
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 Service information
Public transport travel time to international airport	Google Maps Service information
Use of active travel and public transport to primary school (%)	Census of Population 2022, Means of Travel, CSO special tabulation & own calculations
Disabled parking spaces	WDC survey
Best universal design score for bus stop in town	National Transport Authority
Use of active travel & public transport to secondary school (%)	Census of Population 2022, Means of Travel, CSO special tabulation & own calculations
Use of active travel & public transport to 3rd level education (%)	Census of Population 2022, Means of Travel, CSO special tabulation & own calculations
Lowest car ownership per household	Census of Population 2022, SAP 2022 T15 T1 TOWN22 & own calculations
Propensity to car share for work	Census of Population 2022, SAP 2022 T15 T1 TOWN22 & own calculations
Availability of charging facilities for electric vehicles	Plug Share
Active Travel Allocations (21-24) and Local Transport Plan	National Transport Authority and Transport infrastructure Ireland
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 zone	WDC survey

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WESTERN
DEVELOPMENT
COMMISSION

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