



Comhairle Contae Mhaigh Eo
Mayo County Council



NTA
Údarás Náisiúnta Iompair
National Transport Authority



Mayo County Council

EXECUTIVE SUMMARY

Westport Local Transport Plan





EXECUTIVE SUMMARY

The Local Transport Plan for Westport envisions the development of a transport system that embodies sustainability, accessibility, and community wellbeing. By integrating land use planning and transport planning, the plan aims to create a vibrant and inclusive environment that prioritises people and encourages a shift away from private car usage. The vision is to establish a network of streets that provide seamless connectivity, reduce traffic, and vehicle emissions, while enhancing the quality of public spaces. Through the promotion of active travel and sustainable modes, the plan seeks to improve accessibility for all individuals and journey types, fostering a more inclusive environment.

Through the appropriate management of parking and considering the needs of local businesses and residents, the LTP strives to strike a balance that accommodates everyone's requirements. Ensuring road safety, with a particular focus on vulnerable users, is a fundamental aspect of the vision. By establishing clear objectives and adhering to the principles of climate change mitigation, sustainable development, and community engagement, the Westport LTP aims to create a transport system that enhances the overall quality of life in the town. Furthermore, the LTP recognises the importance of protecting designated areas of natural and heritage value. Therefore, proposals within or adjacent to these areas will be designed to minimise any negative impacts.

This plan has been developed in line with the Area Based Transport Assessment process which is an iterative approach where each step informs the next. The integration of land use and transport planning enables greater consistency and effectiveness at local level. The LTP has been developed in tandem with the Local Area Plan to ensure trip origins and destinations are connected by sustainable transport modes and interventions are identified to address the gaps in the networks. This helps to future proof transport provision and ensure transport facilitates the movement of people in line with the Local Area Plan.

All modes of transport within Westport have been addressed but with a focus on Active Travel incentives. The standard of walking within the centre of Westport will be improved following pedestrian permeability upgrades through existing car parks. Localised widening of footpaths across the town will aim to improve accessibility. Cycling interventions have been proposed to provide a more complete network throughout the study area. This includes segregated cycle tracks and an increased area of shared-use paths. The measures have been categorised based on the delivery time framework as follows:

- Short-term: Within 5 years (Figure 1-1)
- Medium-term: 6-10 years (Figure 1-2)
- Long-term: More than 10 years (Figure 1-3)

Figure 1-1 - Short Term Measures

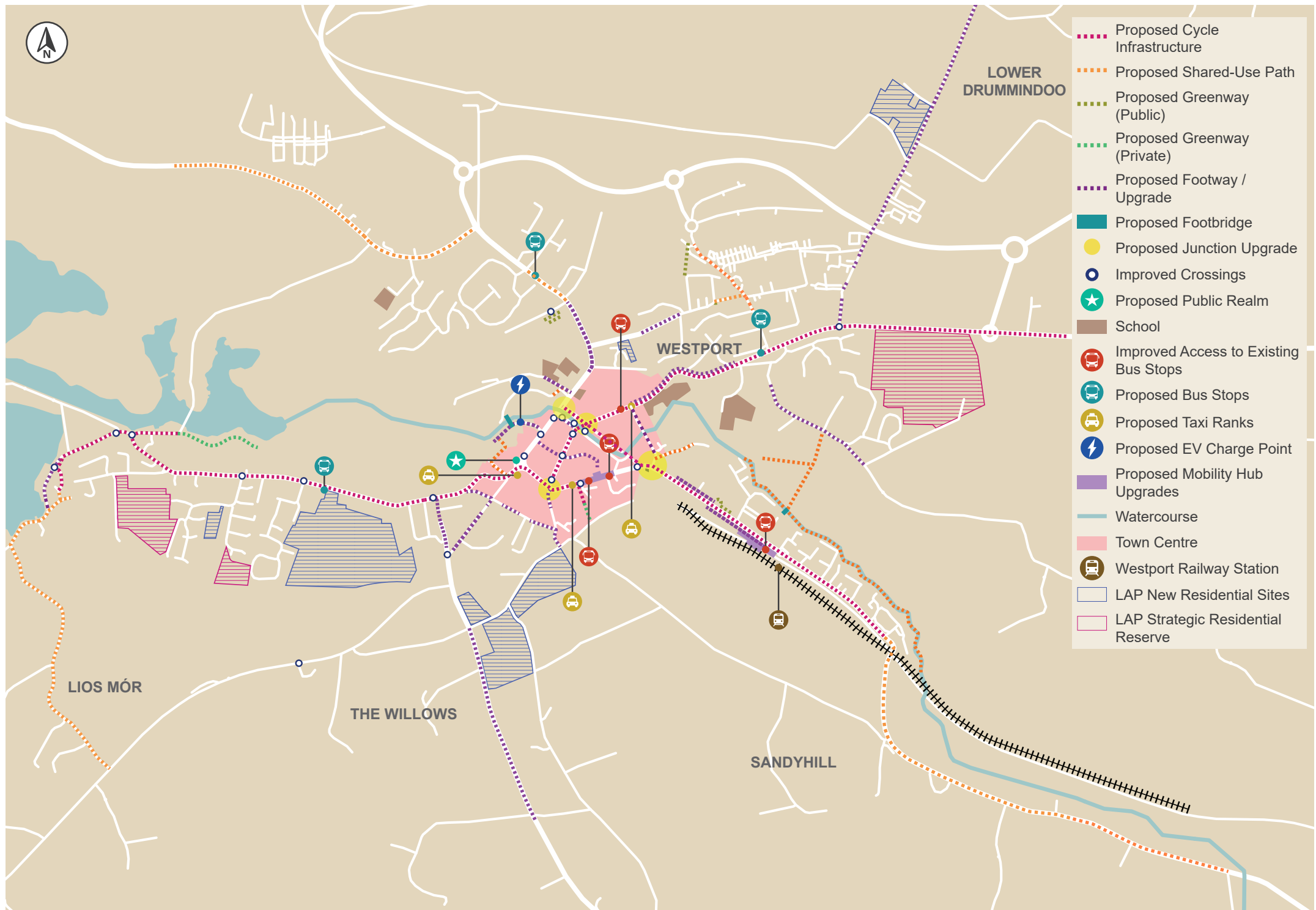


Figure 1-2 - Medium Term Measures

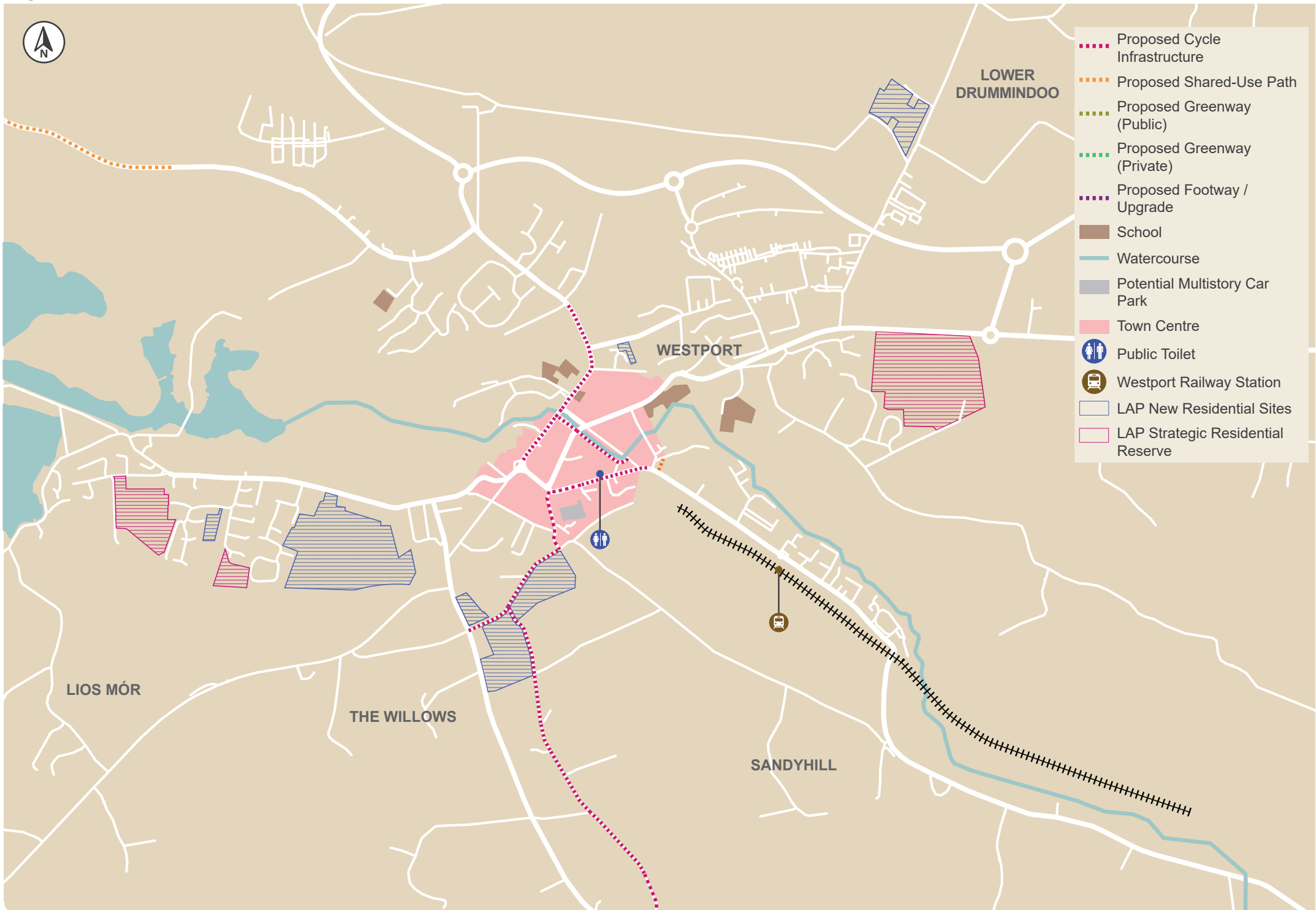


Figure 1-3 - Long Term Measures

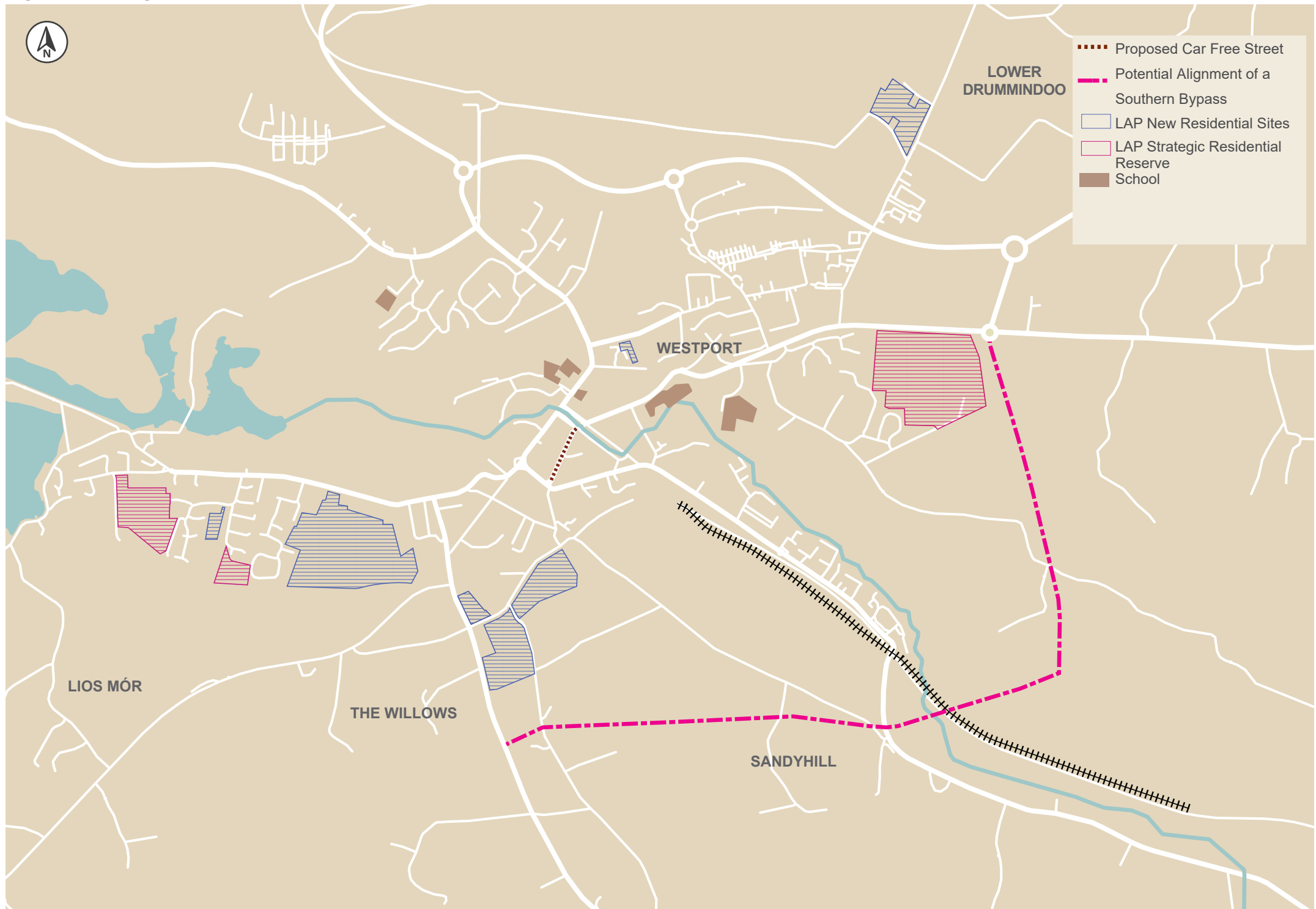
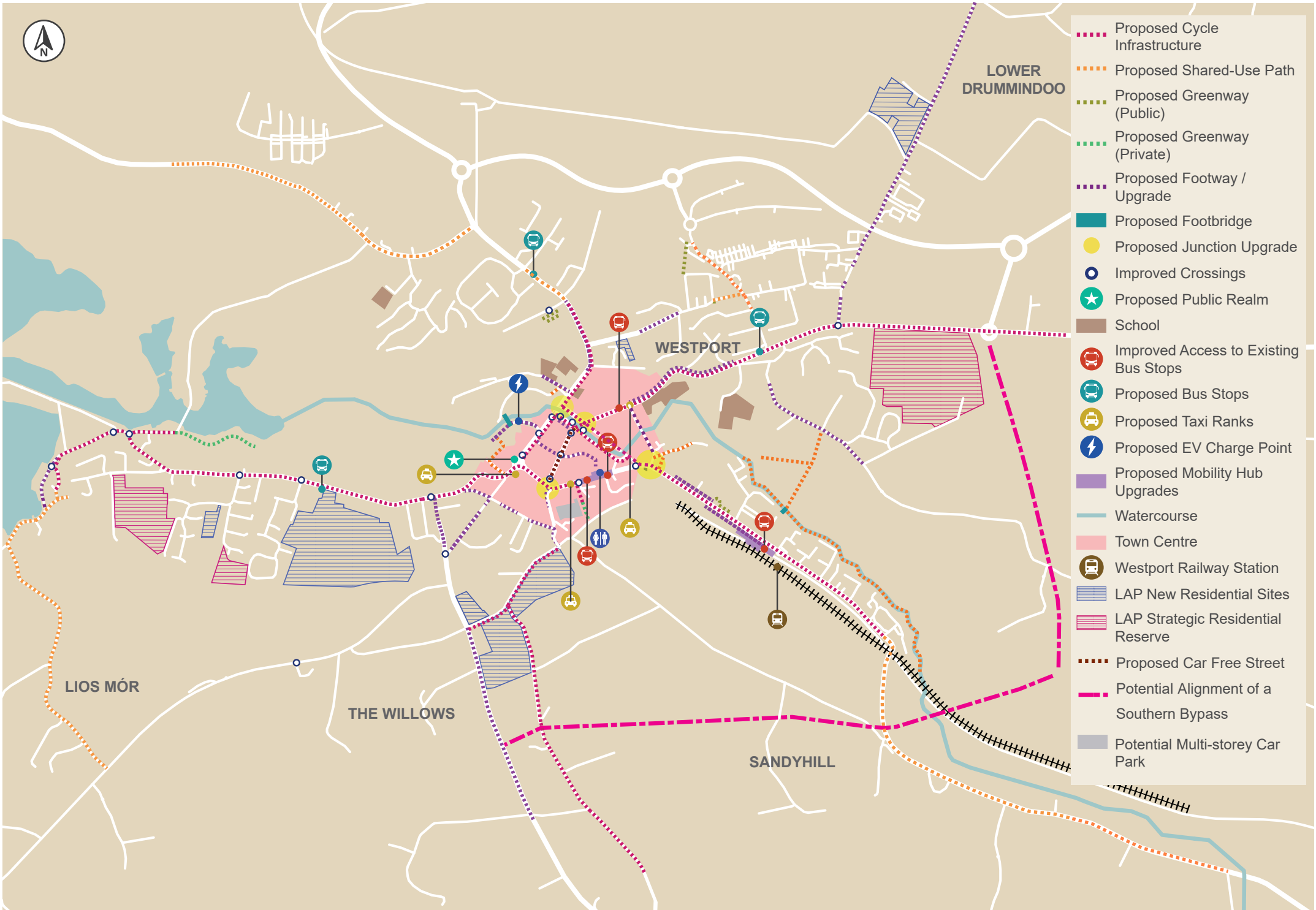


Figure 1-4 - Combined Measures



- Proposed Cycle Infrastructure
- Proposed Shared-Use Path
- Proposed Greenway (Public)
- Proposed Greenway (Private)
- Proposed Footway / Upgrade
- Proposed Footbridge
- Proposed Junction Upgrade
- Improved Crossings
- Proposed Public Realm
- School
- Improved Access to Existing Bus Stops
- Proposed Bus Stops
- Proposed Taxi Ranks
- Proposed EV Charge Point
- Proposed Mobility Hub Upgrades
- Watercourse
- Town Centre
- Westport Railway Station
- LAP New Residential Sites
- LAP Strategic Residential Reserve
- Proposed Car Free Street
- Potential Alignment of a Southern Bypass
- Potential Multi-storey Car Park

Figure 1-5 - Existing and Potential Layouts



Quay Road

Castlebar Road

Altamont Street

MODAL SHIFT

A suite of objectives were developed to enable significant modal shift to walking, cycling and public transport in order to reduce emissions and align with national policies.

1. More effective integration of land use and transport planning to reduce number of car trips;
2. Reduce traffic movements through and within the town to reduce vehicle emissions and create opportunities to enhance placemaking by roadspace reallocation;
3. Encourage mode shift to active travel and sustainable modes and improve accessibility for all users and all journey types;
4. Accommodate the needs of businesses and local residents by suitable provision and appropriate allocation and management of parking; and
5. Enhance road safety with focus on vulnerable users.

The definition of mode share ambitions should reflect the amount of change which would be considered to broadly reflect a “successful” outcome of one or more objectives. It must also be recognised that many of the factors which influence mode choices are not within the direct influence of LAP/LTP. The monitoring of these ambitions should therefore look at how change has come about, rather than simply whether an ambition has been met.

It is recommended the LTP set out the following mode shares targets, informed national policy, to be achieved within the next 10 years (in line with the medium-term measures):

1. Walking will be the first choice for everyday journeys within Westport. This will include trips to leisure, shopping, visiting friends, journeys to work for people both living and working in Westport and journeys to school.
2. The number of wheeling and cycling trips to work and education will be increased to 10% for those living and working in Westport.
3. The number of children driven to school will be reduced by 20% in favour of sustainable modes (walking, cycling, wheeling, public transport) and 80% of children within 1km will walk, cycle or wheel.
4. There will be a 20% reduction in the number of kilometres driven by fossil fuelled cars within Westport.



MONITORING AND REVIEW

Part 6 of the ABTA process is Monitoring and Evaluation. Given the intrinsic role of the ABTA as part of the LAP preparation, a monitoring and review process should encompass the assumptions and objectives underpinning the ABTA's preparation. It is recommended that a monitoring and review strategy is developed for the ABTA itself as a supplemental element to the LAP monitoring and review process. Monitoring related specifically to the ABTA will help identify if the ABTA requires amendment; for example, if any changes occur, through the Plan variations, or in light of different outcomes to those anticipated in relation to traffic changes.



Town Centre House
Dublin Road
Naas
Co Kildare

wsp.com