

# WESTPORT LOCAL TRANSPORT PLAN

Public Presentation

4th April 2023

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- Introduction
- Methodology
- Study Area
- Findings
- Principles and Objectives
- Next Steps
- Questions



# PROJECT INTRODUCTION

- Mayo County Council in association with the National Transport Authority, has identified a need to develop a transport plan for Westport Town.
- ▶ A LTP provides the policies and strategies for how people are able to travel to, from and through the town now and in the future. It will include ideas for projects to make the town a more attractive place that is safer and more accessible for people.
- ▶ The Plan will focus on sustainable and active travel, making it easier and safer for people to walk and cycle around the town and have better access to public transport services. As people use more sustainable ways of travelling around the town, this will help to reduce the numbers of vehicles on the town's roads.



# PROJECT INTRODUCTION

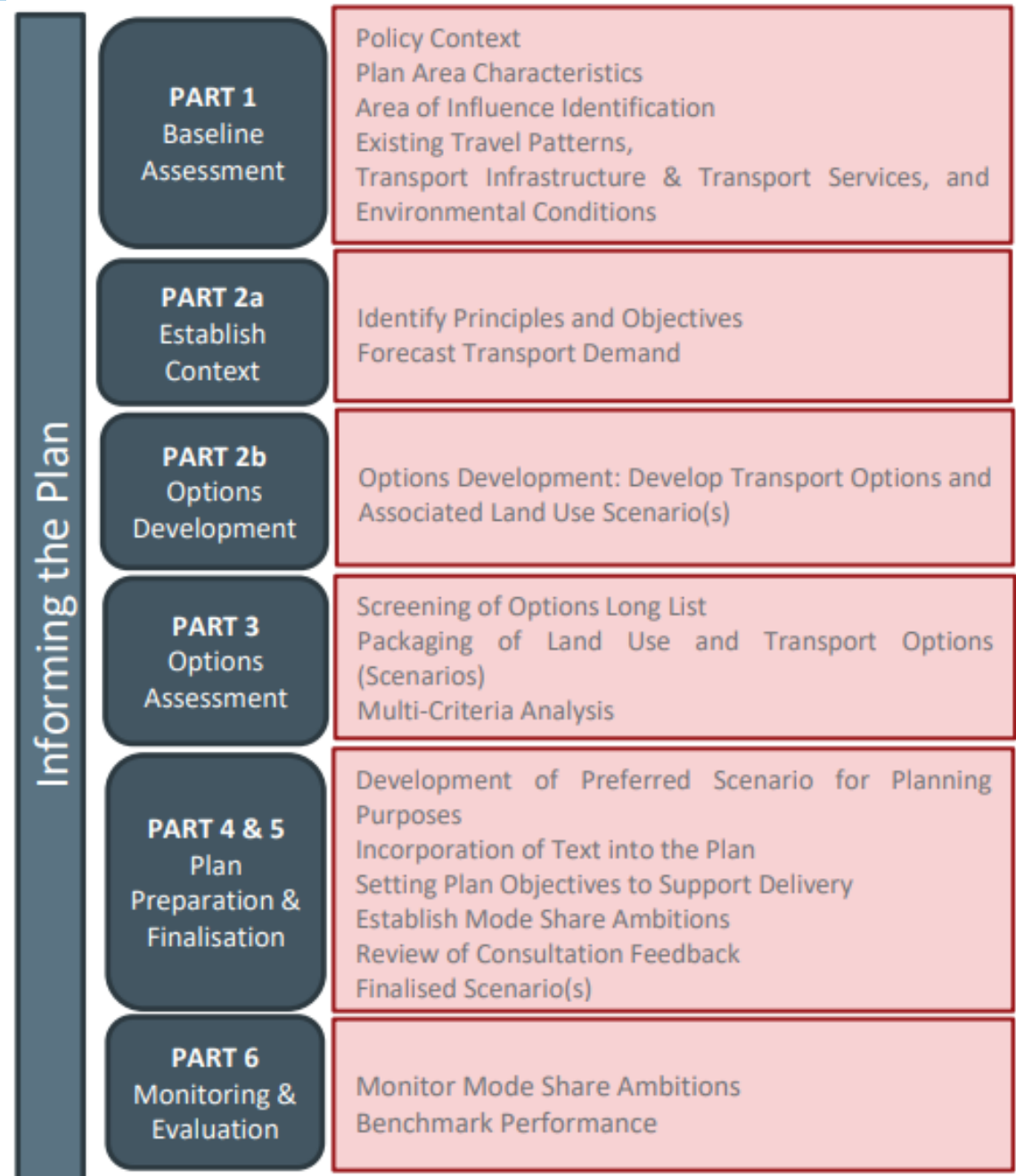
The overall objective of the LTP is to enable the introduction of transport policies and a series of projects to improve traffic and transportation around the town up to 2040. This is so that Westport's transport network is fit for the future and will enable the town and its communities to thrive.

It is expected to cover

- Making it easier for people to walk and cycle
- Maintaining access for vehicles and managing traffic
- Designing pedestrian friendly and attractive environments
- Providing a safe cycle network
- Making the streets safer for everyone
- Making it easier for people to get around, especially for those with mobility difficulties
- Improving people's access to public transport
- Providing and managing parking



- The LTP is being developed using the Area Based Transport Assessment (ABTA) methodology developed by the National Transport Authority (NTA).
- The ABTA process has six stages, starting with an assessment of the existing situation.
- NTA Guidance Document enables a consistent approach to the preparation of transport assessments to inform the preparation of Development Plans and Local Area Plans.





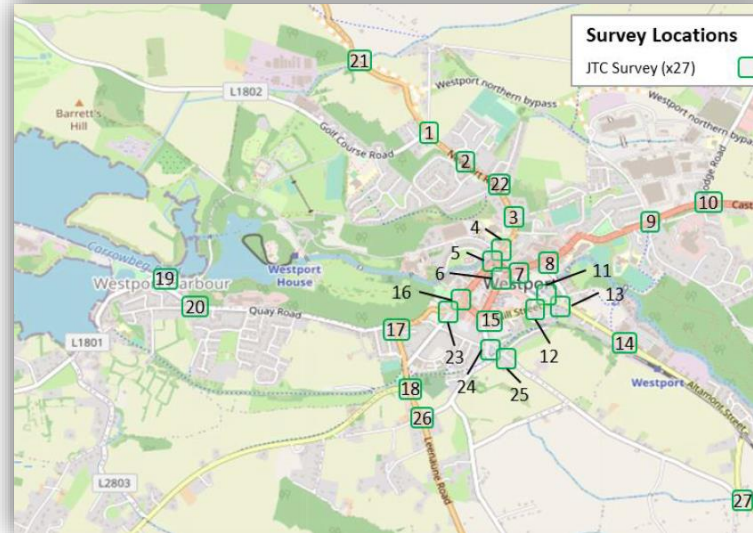
# Baseline Assessment

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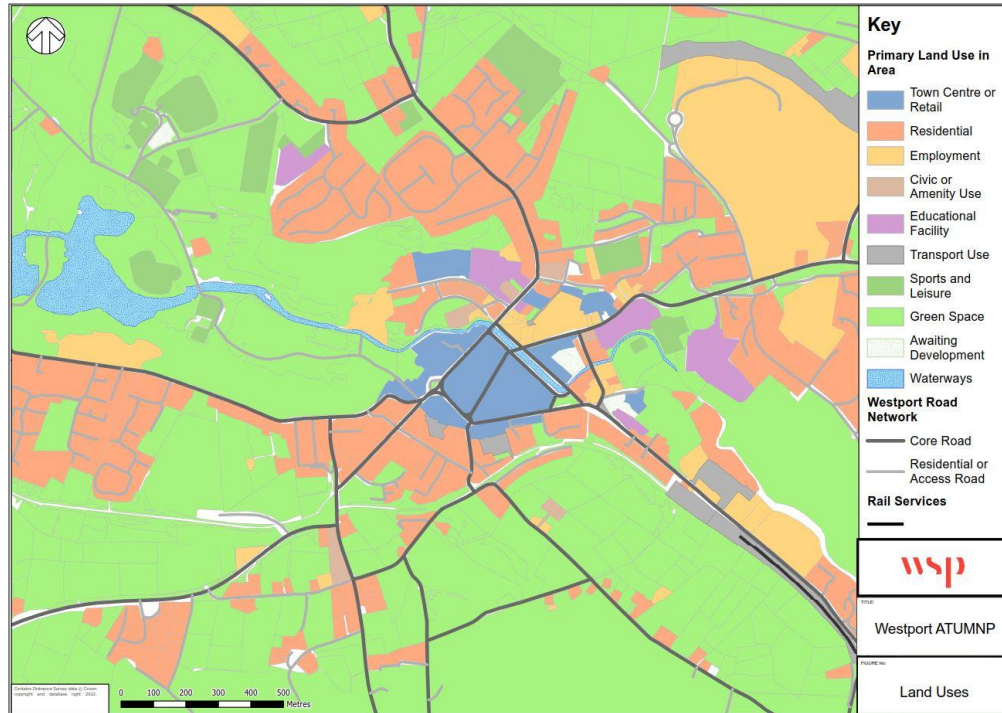
# USED DATASETS

- Census 2011/2016
  - ▶ Demographics
  - ▶ Travel to work/school
- Traffic Surveys:
  - ▶ Number of vehicles & speeds
  - ▶ Junction turning counts
  - ▶ ANPR surveys
  - ▶ On-street parking
  - ▶ Off-street parking
  - ▶ Pedestrian surveys
  - ▶ School surveys
- National, Regional and Local Policies
- Public transport operators
- Collision data (traffic accidents)
- App for leisure athletes (Strava)
- Site Visits



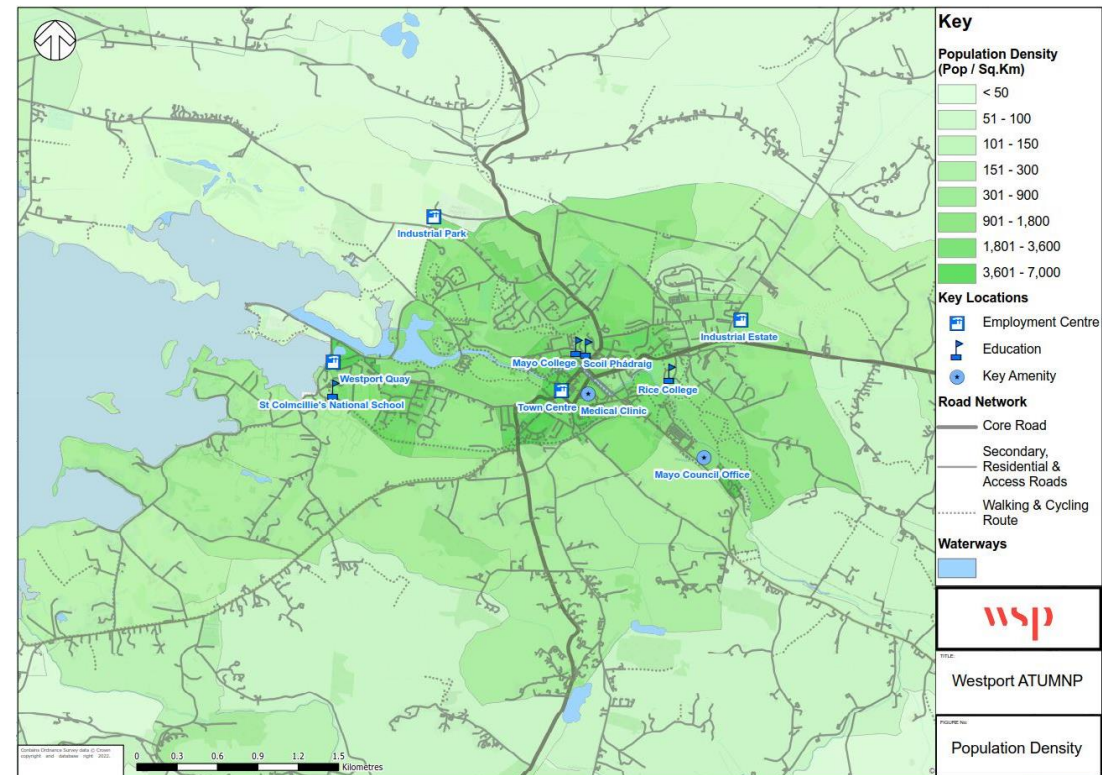
# PLAN AREA CHARACTERISTICS

- Land Uses, Trip Generators/Attractors, Population and Employment Densities



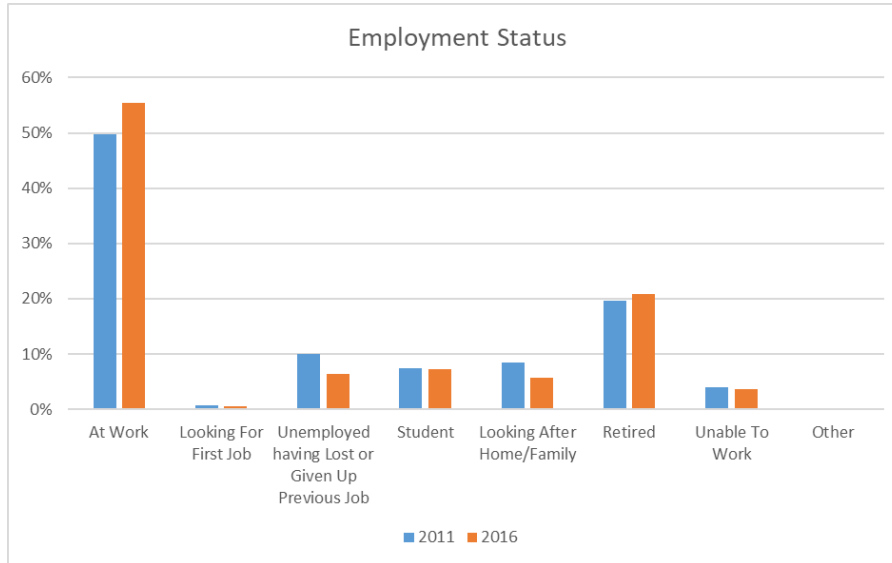
- Shopping and amenities concentrated in the town centre.
- Industrial employers distributed around the edges of the town away from the centre.
- Leisure activities spread across the north of the town.
- Educational sites in the north of the town centre.
- Railway station remote from the centre to the southeast.

- Historic town centre and Westport Quay areas are the main population centres.
- Many small hamlets and dwellings in a wider hinterland around the town.



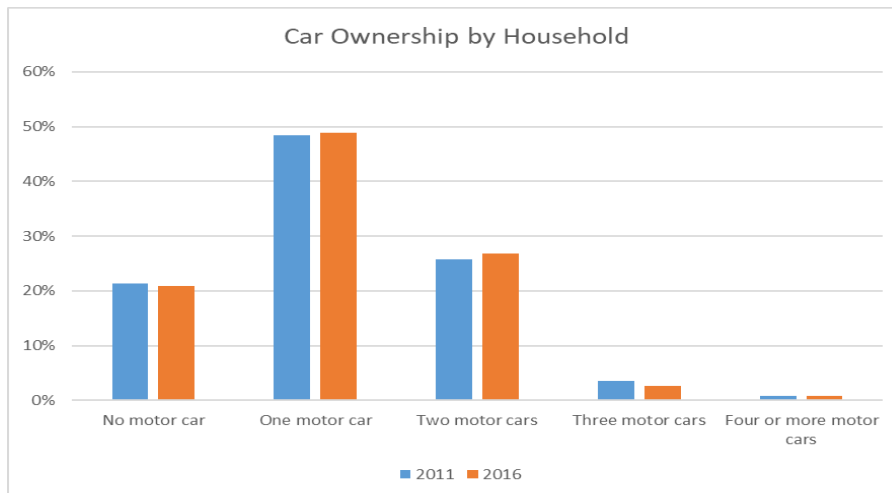


# PLAN AREA CHARACTERISTICS

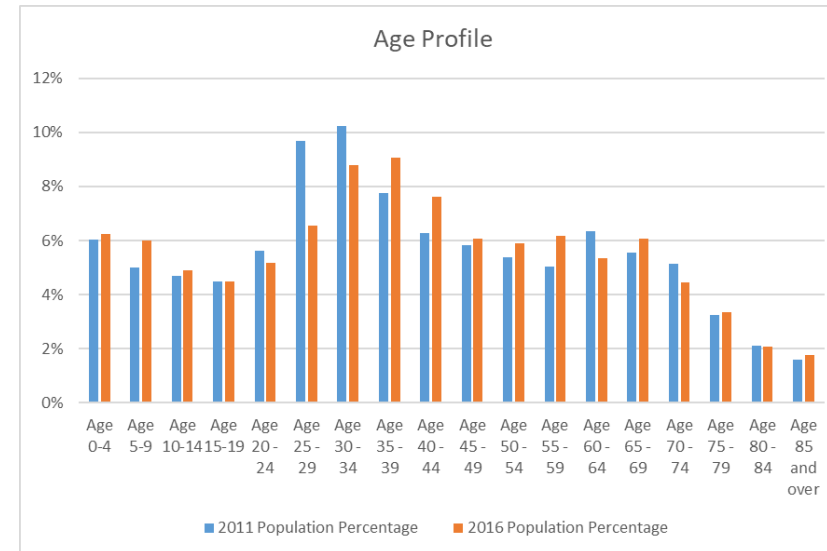


- Increasing proportion of population who are retired
- Population 'at work' also increased from 2011-2016
- Data is from 2011 and 2016 Census; 2021 is yet to be published at a detailed level.

○ 2011-2016 Census show an aging population

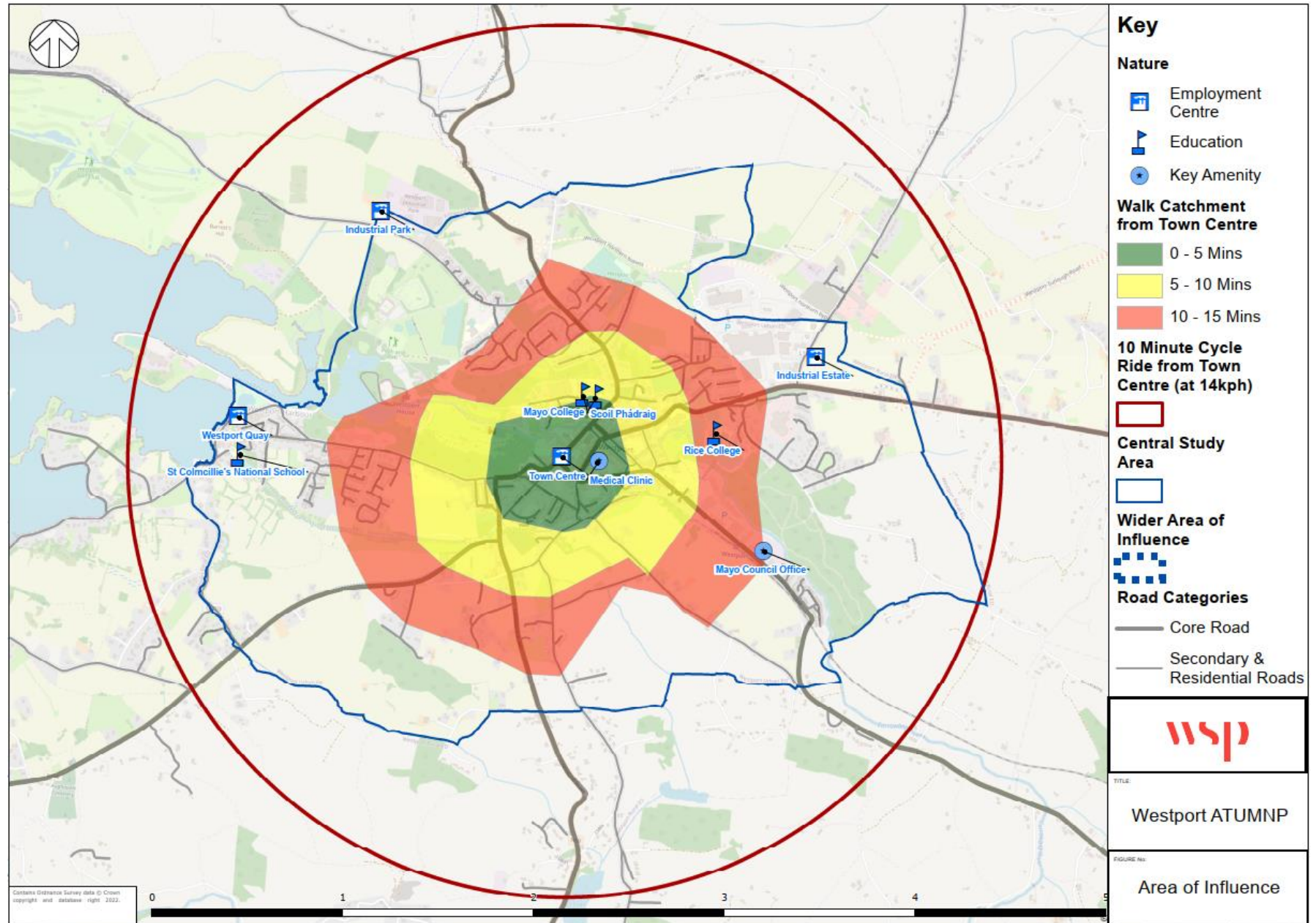


- Number of households with two cars increased slightly
- Number of households without a car declined slightly



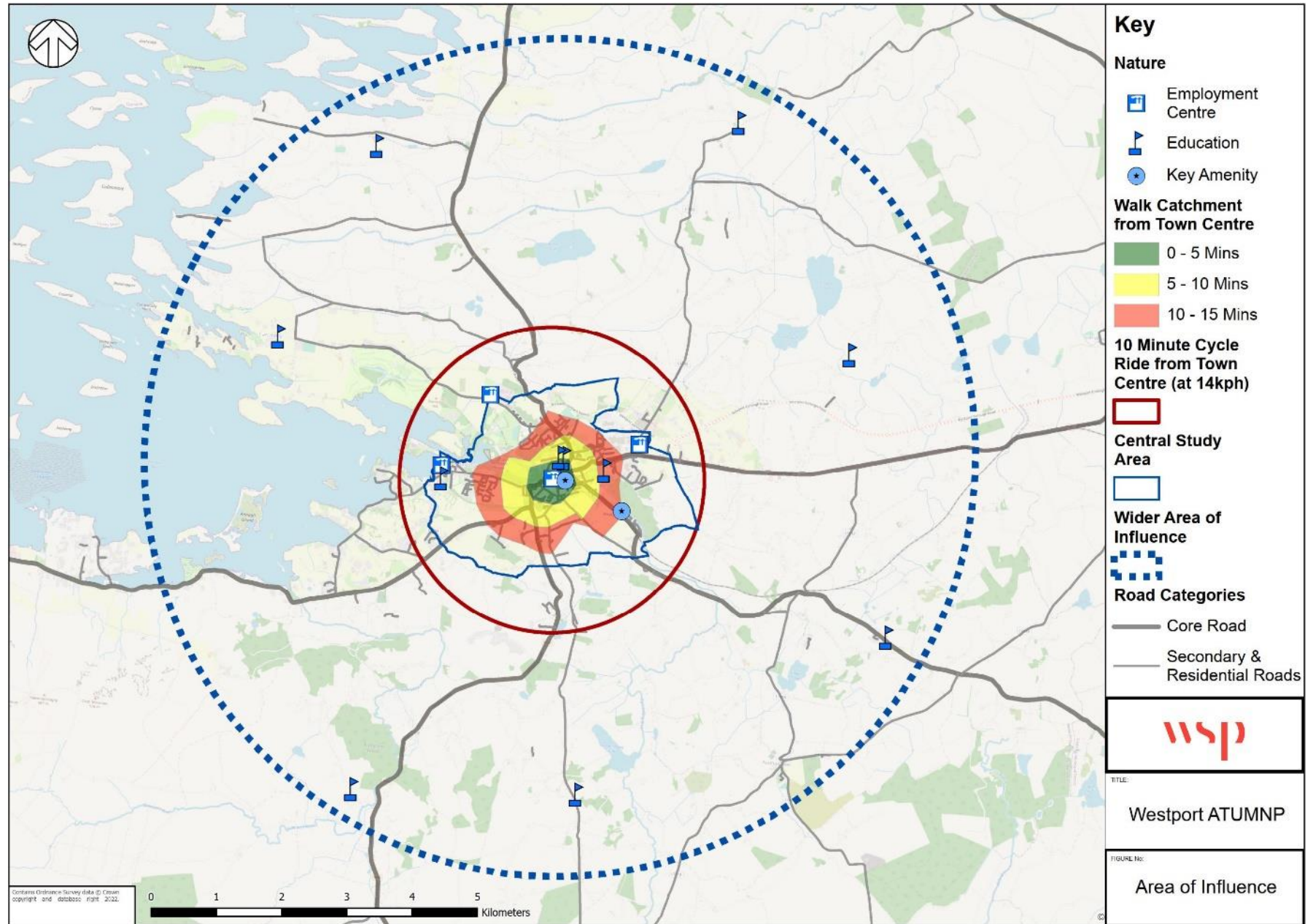
# MAIN STUDY AREA

- 15-Minute Neighbourhood
  - ▶ Most of town within 15 min walk from the centre
  - ▶ The whole town within a 10 min cycle ride

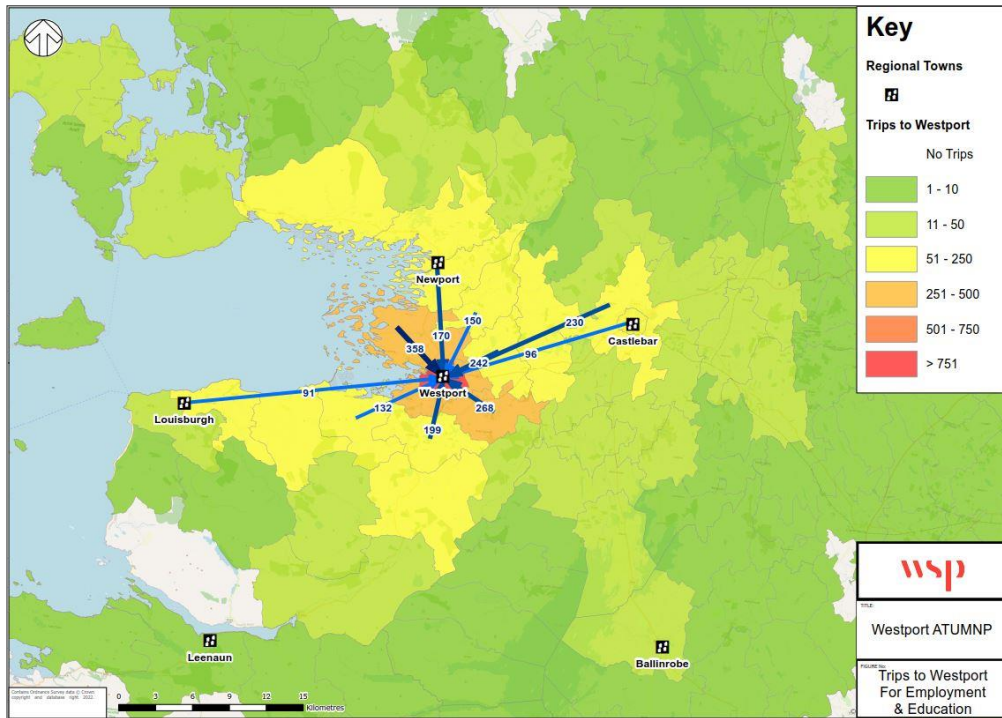


# WIDER AREA OF INFLUENCE

- Covers schools and villages within approximately 6.5km radius
- ▶ About 25 min cycle ride



# CENSUS DATA – TRAVEL TO WORK

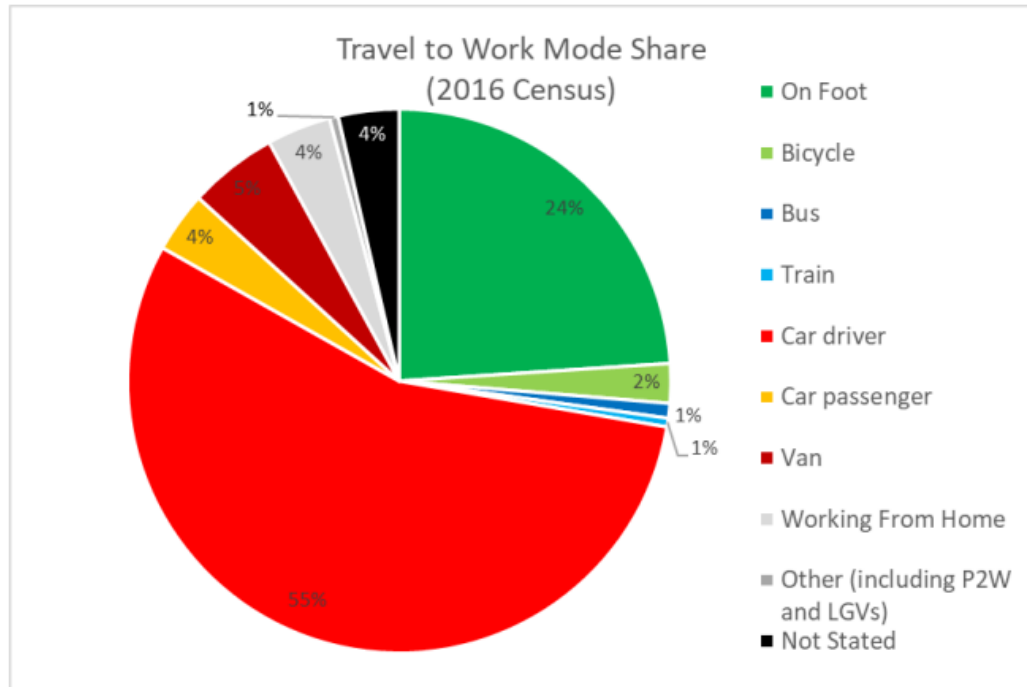


- Majority of trips to Westport are from within Westport's Urban Area (31.7%)
- Next most important origin location is Westport's Rural Area (8.5%), formed from the surrounding towns and Westport Quay



- Majority of trips from Westport are to within Westport's Urban Area (67.5%)
- Next most important destination from Westport is Castlebar (8.1%)

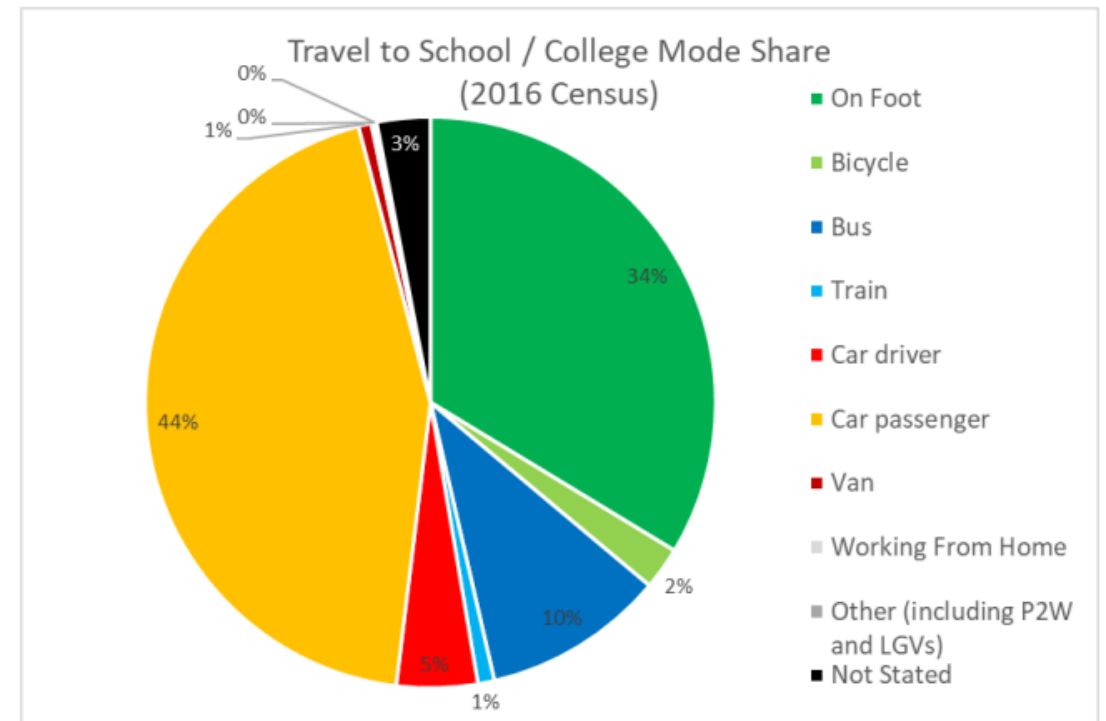
# CENSUS – MODAL SPLIT



- Travel to Work (TTW) Mode Share from 2016 Census Data
- 64% by Car/Van
- 24% are On Foot
- Bus and Rail are both 1%



- Travel to School (TTS) Mode Share from 2016 Census Data
- Combined Primary, Secondary and College Movement
- 44% are Car Passengers
- 34% are On Foot
- Bus is more significant at 10%, with Rice College & Sacred Heart school both offering dedicated school services.



# BASELINE SURVEYS

- Number of road user surveys of existing vehicle and non-vehicle movements undertaken within the main study area
- Surveys undertaken 20<sup>th</sup> and 21<sup>st</sup> of September 2022 in line with NTA survey guidance (i.e. during the school year excluding public holidays and seasonal peaks)

## Traffic Surveys

- ▶ 13 no. 24hr Automated Traffic Counts (ATCs) picking up numbers of vehicles and speeds using rubber tubes placed across the carriageway, see image
- ▶ 27 no. 12hrs (07:00-19:00hrs) video-based Junction Turning Counts (JTCs) recording vehicle turning movements (second image) as well as pedestrian and cyclist movements at each junction
- ▶ 6 no. Automatic Number Plate Recognition (ANPR) camera on approach roads into Westport and 1 no. ANPR camera in the centre of Westport

## Town Centre Parking Surveys

- ▶ On-street parking surveys (2 x 4hr periods, AM 07:00-11:00 & PM 15:00-19:00) including loading bay activity
- ▶ 24hr off-street car park surveys at 4 Town Centre locations

## School Travel Surveys

- ▶ Students and staff at 7 schools were surveyed to gain a better understanding of existing travel habits and potential travel infrastructure improvement they wish to see

## Purpose of Survey Data

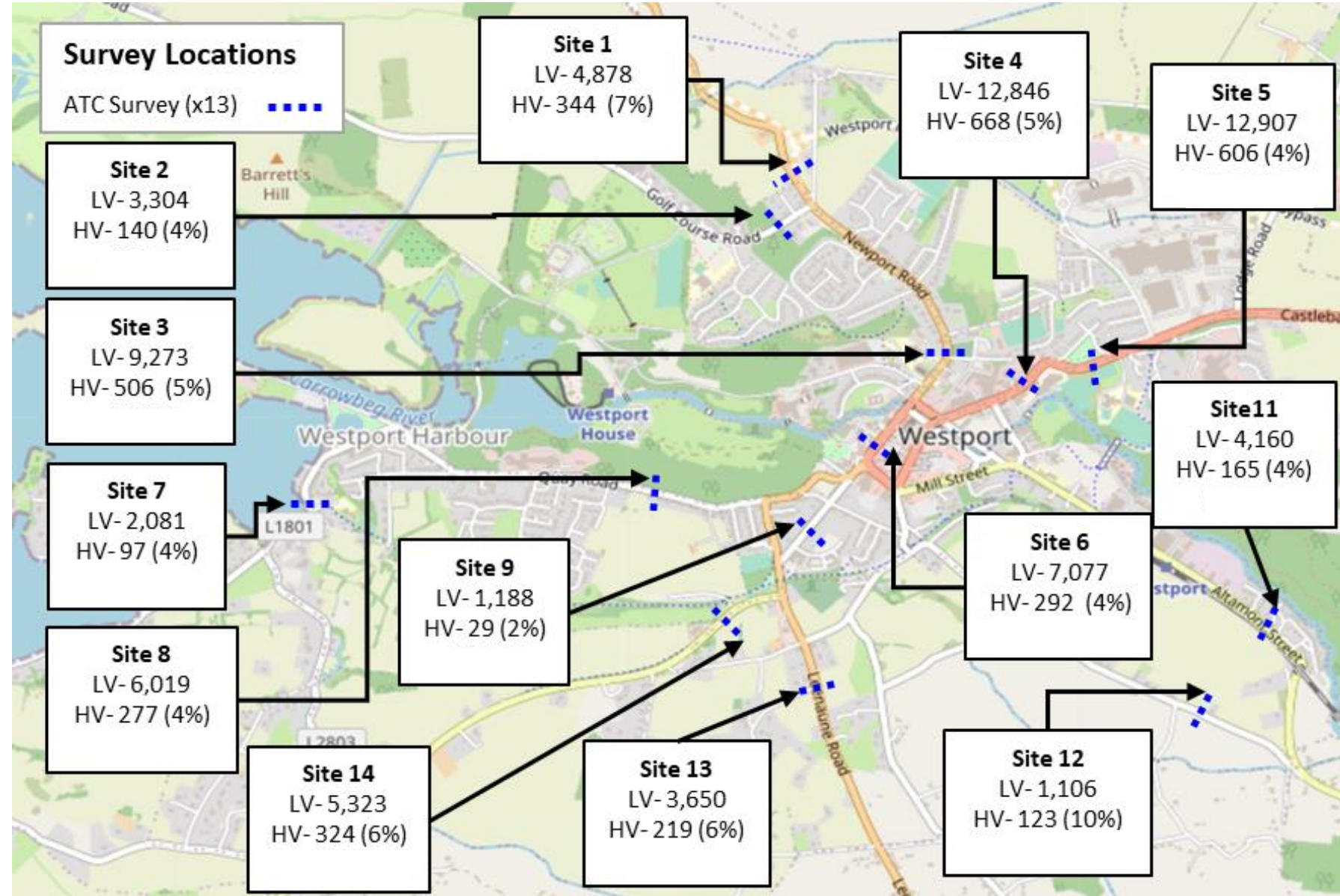
- ▶ The collected survey information provides an indication of existing travel within Westport
- ▶ Survey data informed development of the Local Area Model (LAM)



# TRAFFIC SURVEYS

## ATCs Surveys

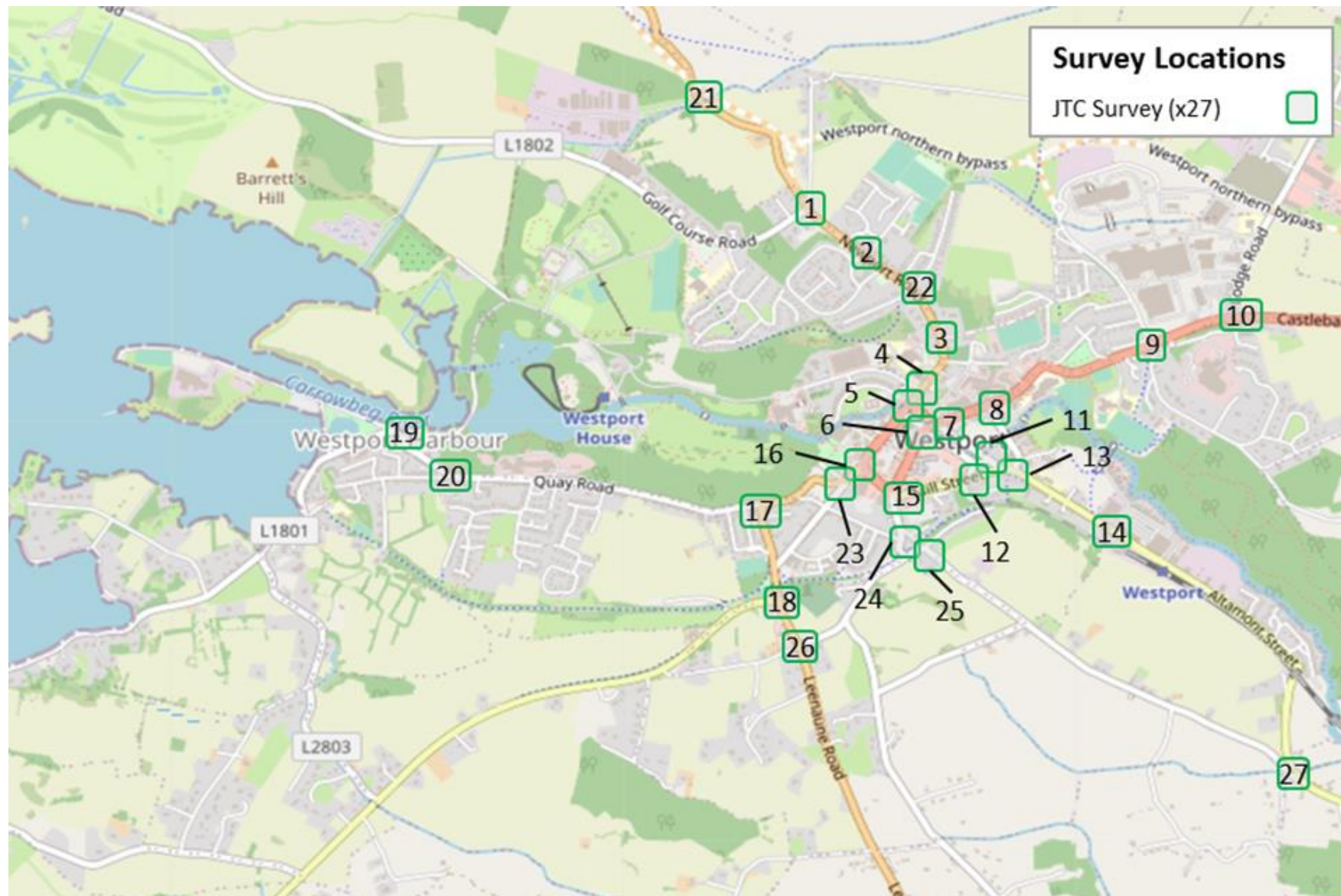
- Surveys undertaken on the 20<sup>th</sup> of September 2022
- Image (on the right) illustrates the location and key results from the 13 no. ATC sites, providing total light (LV) and heavy (HV) vehicles (over 12hrs)
- Largest volumes of vehicles recorded on the N5 (ATC 4 & 5) also ATC 12 noted to have a large volume of HV (10%)
- For the majority of ATC locations recorded 85<sup>th</sup> percentile speeds were under the posted speed limit



# TRAFFIC SURVEYS CONTINUED

## Junction Turning Count Surveys

- 27 no. surveys undertaken on the 20<sup>th</sup> of September 2022 (7am-7pm) – observed vehicle, pedestrian and cyclist movements
- Locations were chosen in consultation with MCC and NTA, giving an extensive coverage of Westport including town centre junctions and key junctions on approach to Westport
- Castlebar Road/ Distillery Road signal junction (JTC 8) recorded the highest number of vehicle movements (ca. 13,500)
- Outside Town Centre, much wider variation in total number of recorded vehicle movements with junctions on approach roads (e.g. JTC 9 & 10 on N5) recording higher flows
- Location of junctions with higher vehicle movements likely reflects network layout in Westport which funnels traffic through the Town Centre

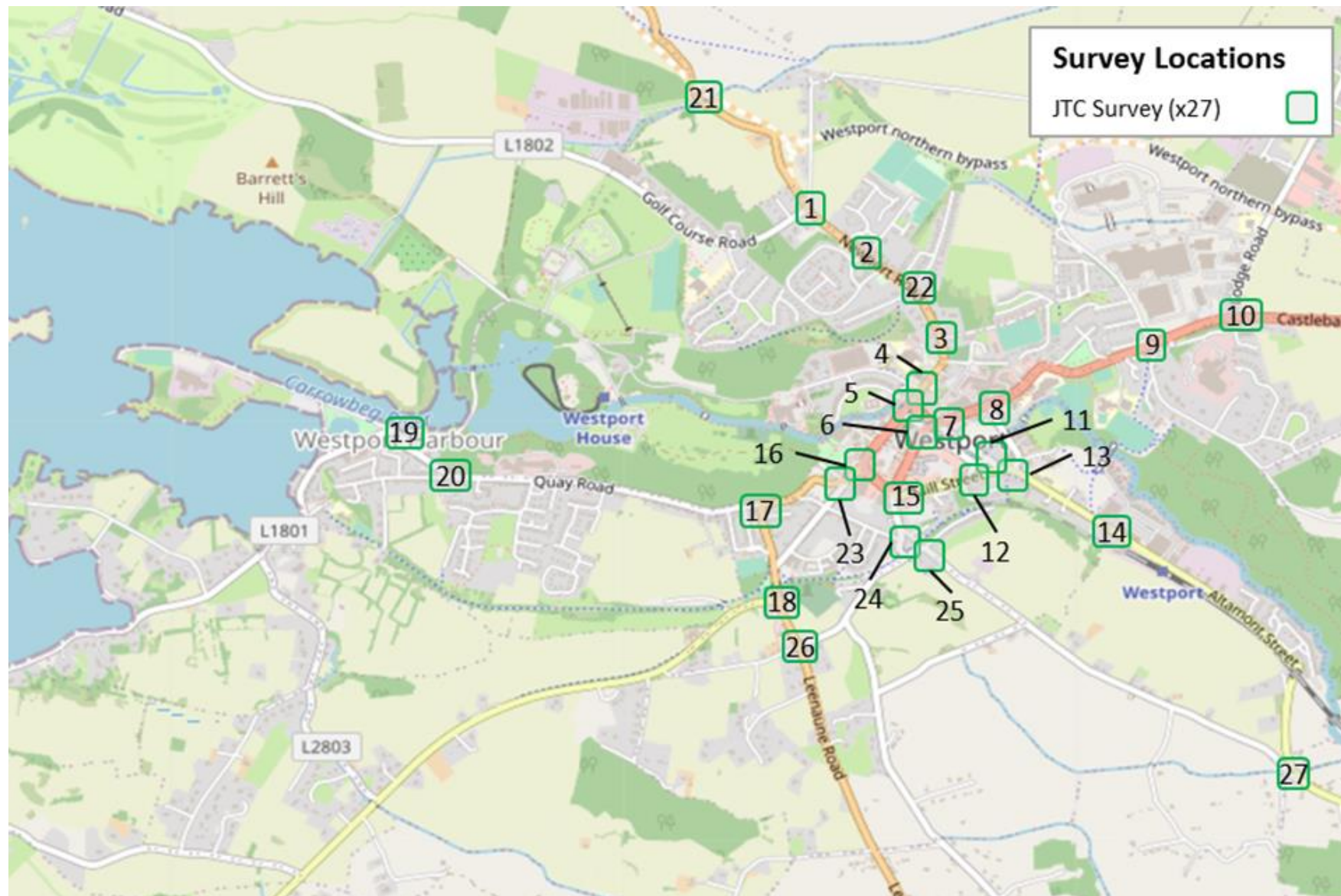




# TRAFFIC SURVEYS CONTINUED

## Junction Turning Count Surveys

- Pedestrian and cyclist surveys undertaken concurrently with JTCs
- Wide variation in total number of pedestrian movements across the 27 no. locations
- Town Centre locations indicate higher number of pedestrian movements (ca. 350 - 600 movements per AM & PM peak hour) at JTC locations 6, 7, 15 & 16
- Locations outside Town Centre indicate comparatively lower number of pedestrian movements (ca. 10 - 70 movements per peak hour)
- Regarding cyclist movements, generally a low level of movements observed, for instance, ca. 5 - 20 movements per junction during peak hours - again with Town Centre junctions recording the highest numbers



# TRAFFIC SURVEYS CONTINUED

## ANPR Surveys

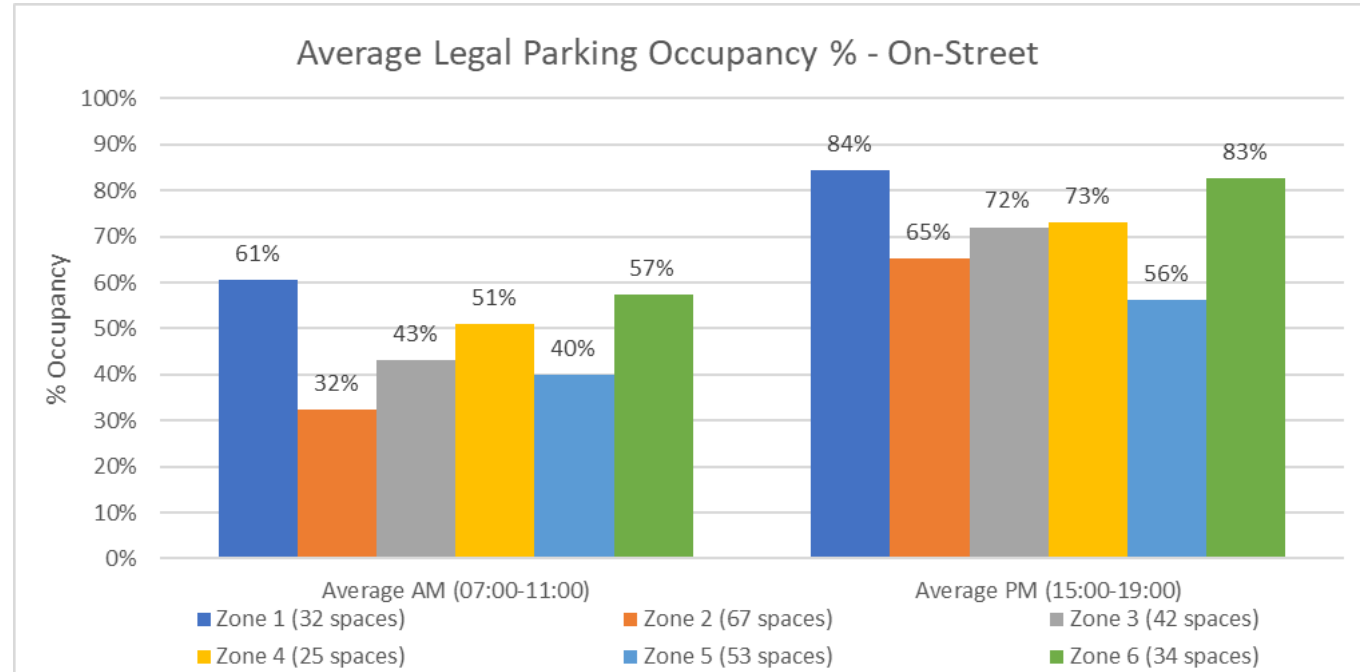
- 7 no. locations surveyed using cameras with number plate recognition software
- 6 no. locations form a cordon around Westport with 1 no. ANPR location within Westport for comparison
- Vehicle number plates (all data recorded is anonymous) are recorded passing each ANPR location, enabling an aggregated overview of vehicle routes and journey times around Westport
- Image on right shows the 7 no. ANPR locations
- ANPR data is used to help calibrate and validate the Local Area Model



# PARKING SURVEYS

## On-Street Car Parking Surveys

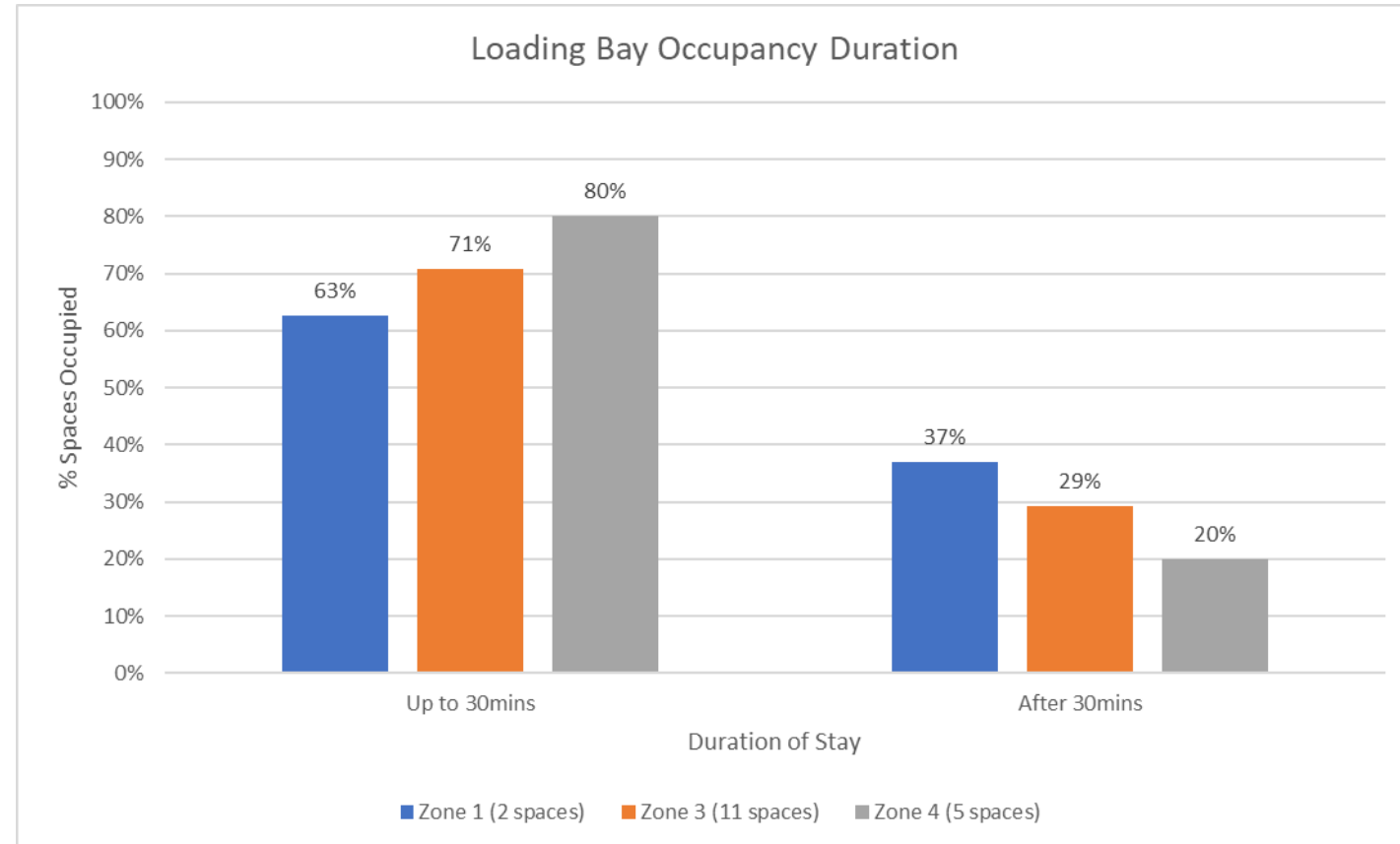
- Surveys undertaken on 20<sup>th</sup> of September 2022 (AM + PM survey window)
- AM and PM period survey of parking activity, including car parking and loading spaces/ bays, in the centre of Westport, designated the following zones:
  - ▶ Zone 1 – James Street
  - ▶ Zone 2 – South Mall
  - ▶ Zone 3 – Bridge Street
  - ▶ Zone 4 – Shop Street
  - ▶ Zone 5 – Mill Street
  - ▶ Zone 6 – Octagon (including parking on N59)
- Average occupancy of the various zones in the AM period ranges between 32% to 61%, with zone 1 indicating the highest average occupancy
- In PM period, average occupancy ranges between 56% to 84%, with zone 1 indicating the highest percentage of average occupancy
- It is also noted, that no zone in either the AM or PM period reached full capacity, with maximum occupancy generally occurring between 10:00-11:00hrs



# PARKING SURVEYS CONTINUED

## Loading Bay Activity

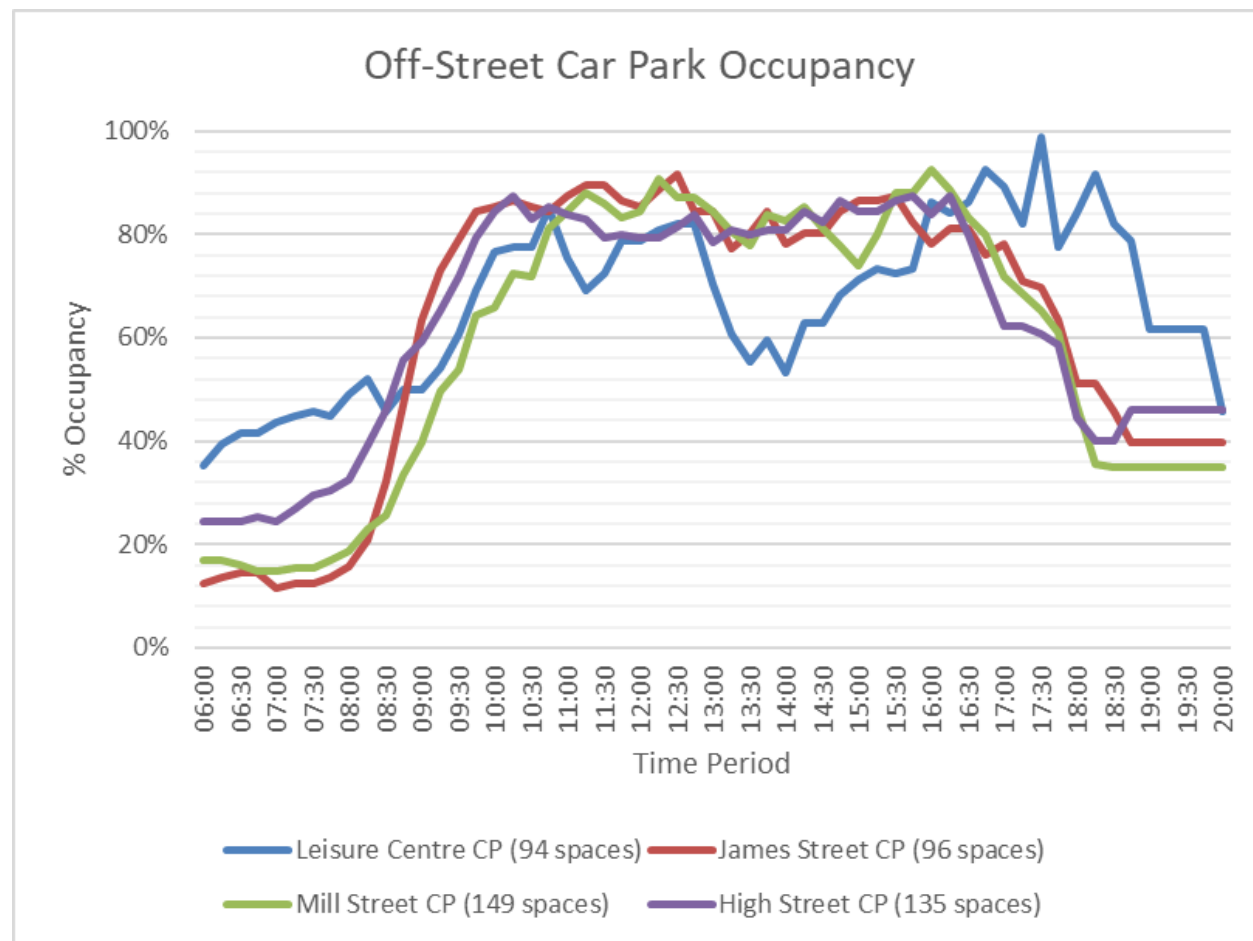
- Loading bay activity was also surveyed in the 6 zones using video-based survey equipment
- In Zones 1 (James Street), 3 (Bridge Street) and 4 (Shop Street) loading bays were being occupied for longer than the 30 minute legal time limit, as per the graph
- It was also noted during site visit, on Bridge Street (and to a lesser extent James Street), bays were at times being used as a 'double stack' loading bay, in that, two vehicles would stop at the bay side by side effectively blocking one lane of traffic on the adjoining vehicular carriageway



# PARKING SURVEYS CONTINUED

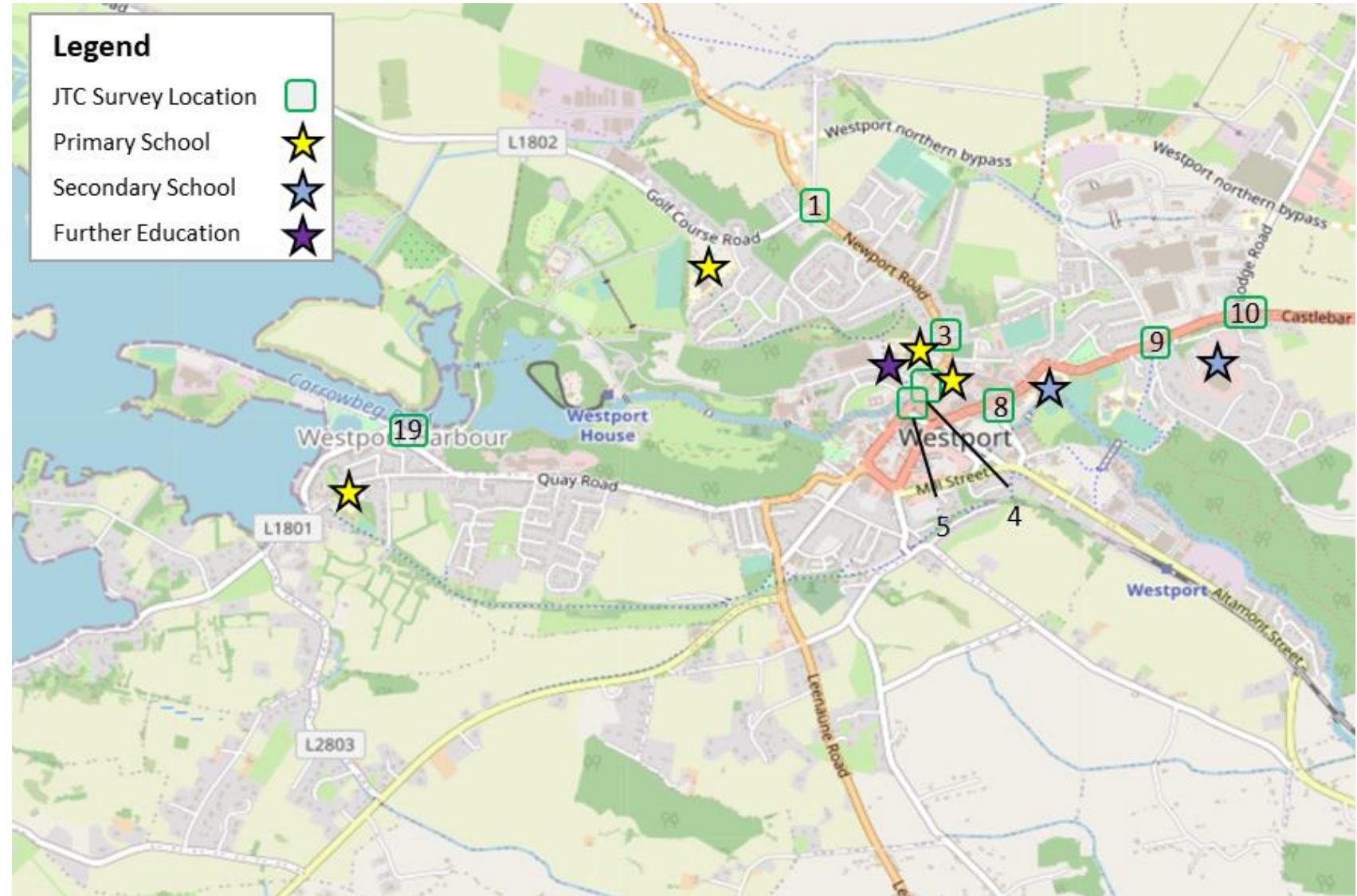
## Off-Street Car Parking Surveys

- Survey undertaken on the 20<sup>th</sup> of September
- 24hr survey of entry/ exit movements at 4 off-street public car park locations, enabling calculation of occupancy at the following Car Parks :
  - ▶ Leisure Centre CP
  - ▶ James Street CP
  - ▶ Mill Street CP
  - ▶ High Street CP
- Occupancy at three out of four of the car parks can generally be summarised as rising from early morning to peak at about 85-95% in the evening before occupancy begins to drop as night-time approaches
- Occupancy profile for the Leisure Centre car park indicates a slightly different profile, with occupancy rising in the morning before dropping off in the early afternoon to rise again in the evening



# SCHOOL SURVEY – MAIN STUDY AREA

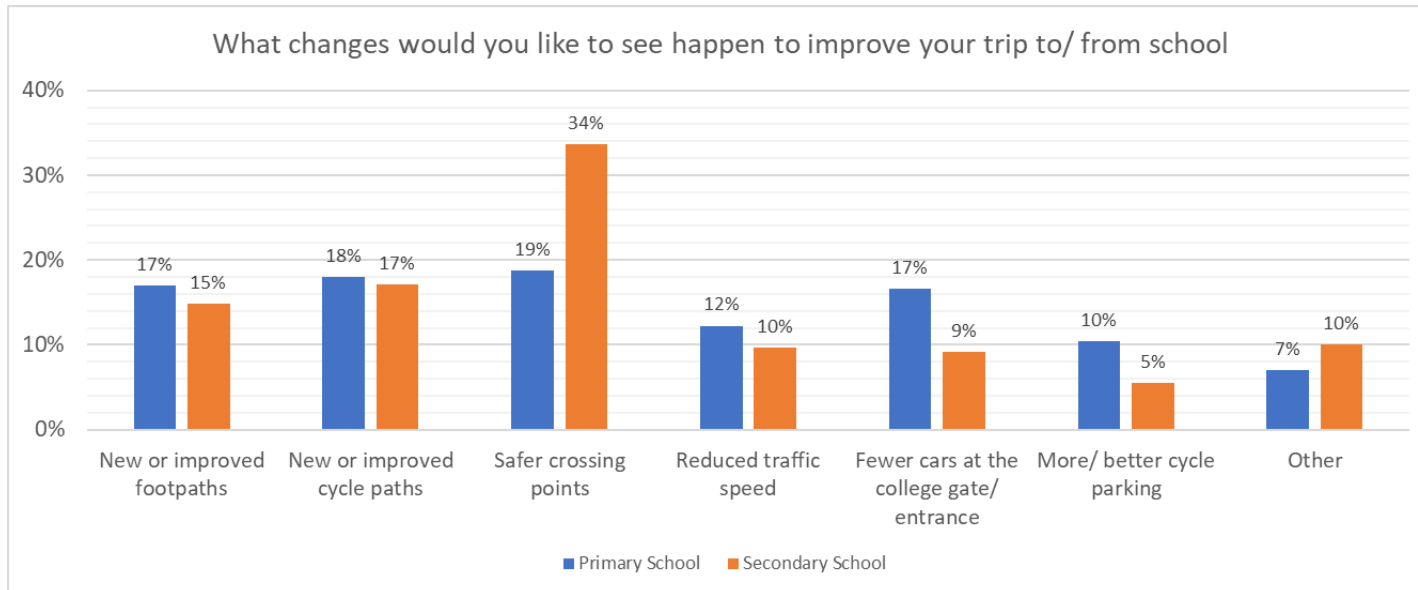
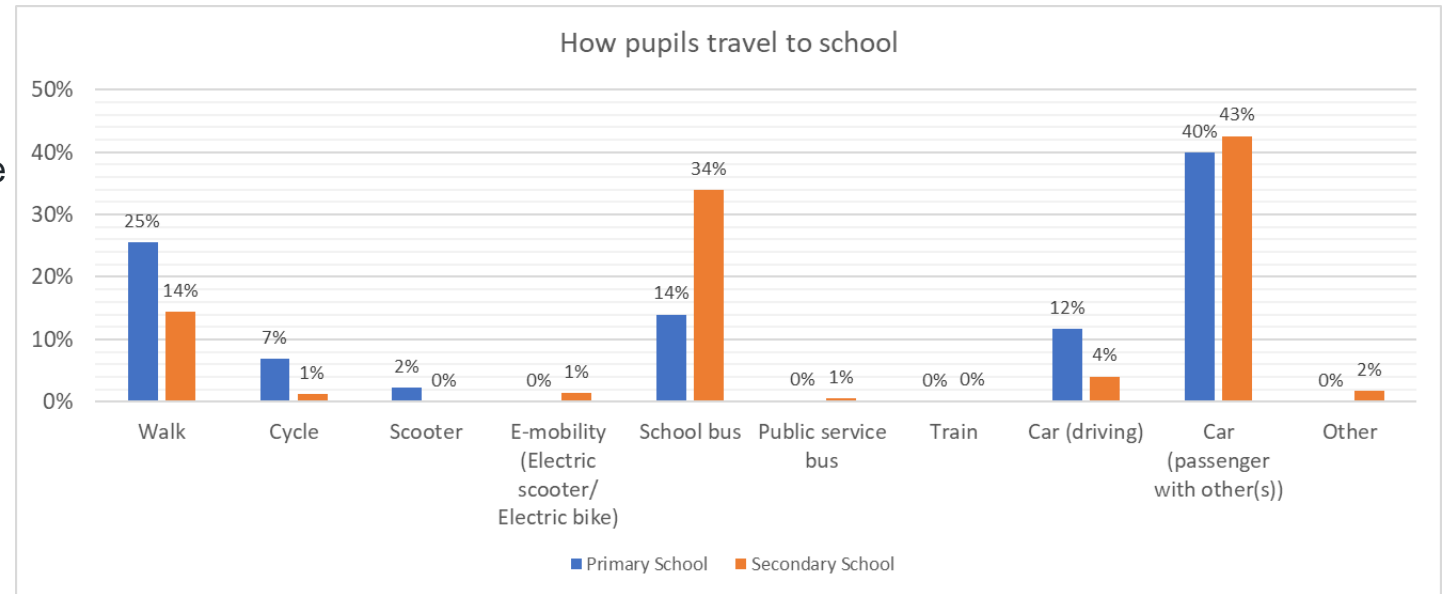
- 7 schools within the main study area were surveyed, locations illustrated on the map
- Of the 7 schools, four are primary schools, two are secondary schools and one is a further education college, namely:
  - ▶ Holy Trinity National School,
  - ▶ Scoil Phádraig,
  - ▶ Gaelscoil na Cruaiche
  - ▶ The Quay National School
  - ▶ Rice College
  - ▶ Sacred Heart School
  - ▶ Mayo College of Further Education (Westport)
- Students and staff surveyed to gain a better understanding of existing travel habits as well as potential changes that would help to increase active and sustainable travel habits



# SCHOOL SURVEY – STUDENT SURVEY RESULTS

## ○ Key Points

- ▶ **Primary Schools** - Travel by car, driving or passenger with other(s), main mode of travel equating to 52% for primary schools with sustainable travel equating to 48%
- ▶ **Primary Schools** – Walking most popular sustainable mode (25%) with school bus second (14%)
- ▶ **Secondary Schools** – Sustainable modes equates to 51% of travel with travel by car equating to 47%
- ▶ **Secondary Schools** – School bus most popular sustainable mode (34%) with walking second (14%)



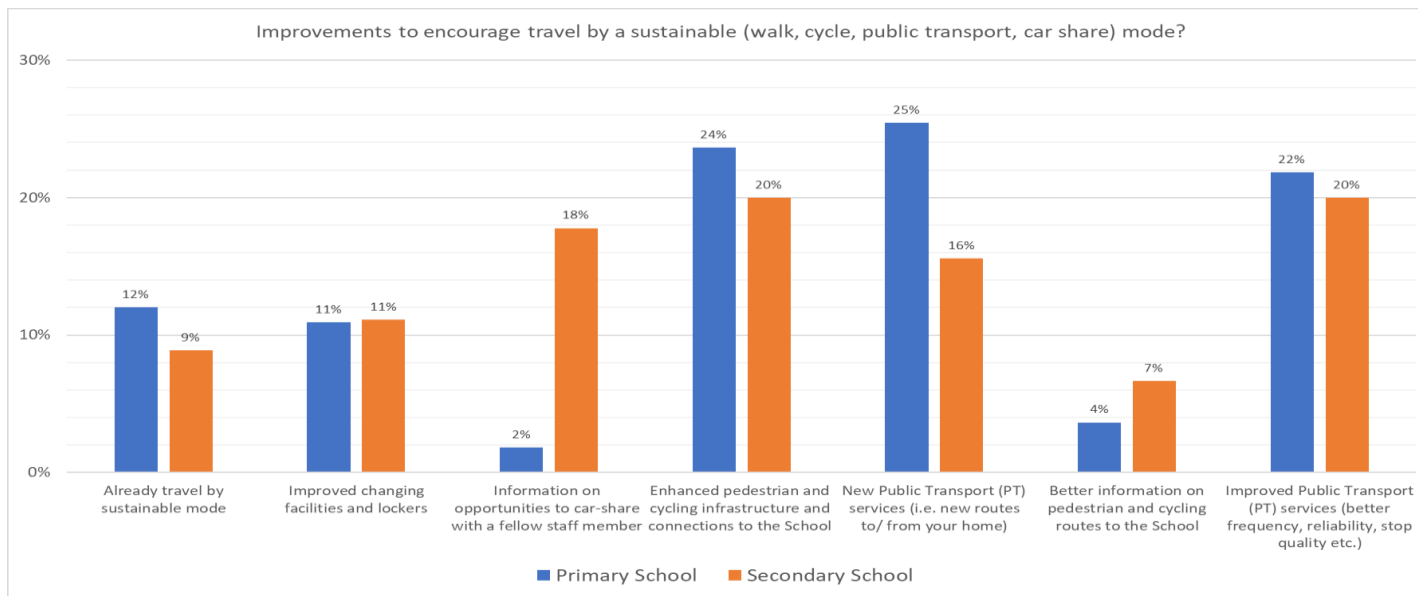
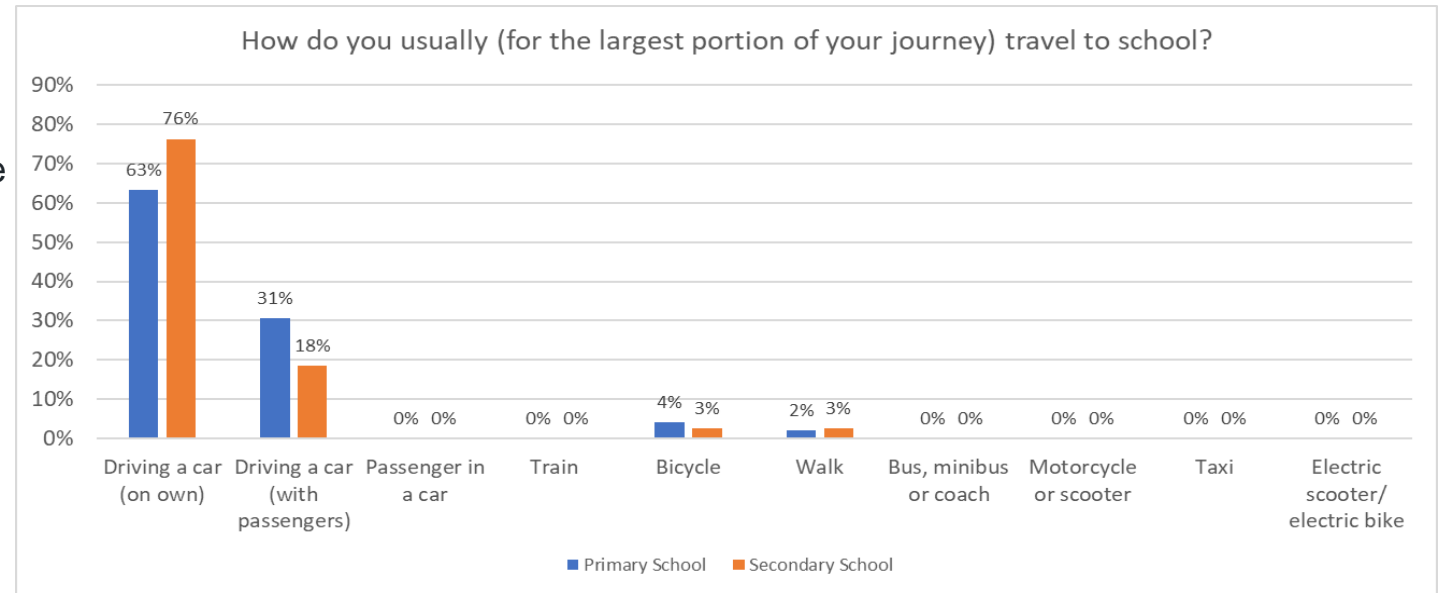
## ○ Key Points

- ▶ **Primary Schools** – A similar number of respondents wish to see new or improved foot/ cyclepaths, fewer cars at school gate and safer crossing points
- ▶ **Primary Schools** – Provision of more cycle parking was noted by 10% of respondents
- ▶ **Secondary Schools** – Safer crossing points was the overwhelming choice for secondary school responses (34%) – Two schools adjacent the N5 which can represent a permeability barrier
- ▶ **Secondary Schools** – A similar number of respondents wish to see new or improved foot/ cyclepaths

# SCHOOL SURVEY – STAFF SURVEY RESULTS

## ○ Key Points

- ▶ **Primary Schools** - Travel by car, driving or passenger with other(s), main mode of travel equating to 94% for primary schools with sustainable travel equating to 6%
- ▶ **Primary Schools** – Similar level of response for those who cycle (4%) or walk (2%)
- ▶ **Secondary Schools** – Travel by car the main mode of travel equating to 94% with sustainable modes equating to 6% of travel
- ▶ **Secondary Schools** – 3% of responses travel was by walk and by cycle



## ○ Key Points

- ▶ **Primary & Secondary Schools** – A similar number of responses wish to see enhanced pedestrian and cycle infrastructure as well as new and improved public transport services
- ▶ **Primary & Secondary Schools** – 11% of responses wish to see improved changing facilities and lockers
- ▶ **Secondary Schools** – 18% of responses wish to have more information on car sharing



# REGIONAL AREA MODEL

- The NTA's Regional Modelling system is a strategic transport planning tool that can forecast future year transport demand based upon population and employment scenarios, and assigns it to the network
- The NTA has 5 regional models, the Western Regional Model is focused on Galway but also includes Westport
- As part of the ABTA process, a Local Area Model (LAM) has been developed based on the NTA's Western Regional model

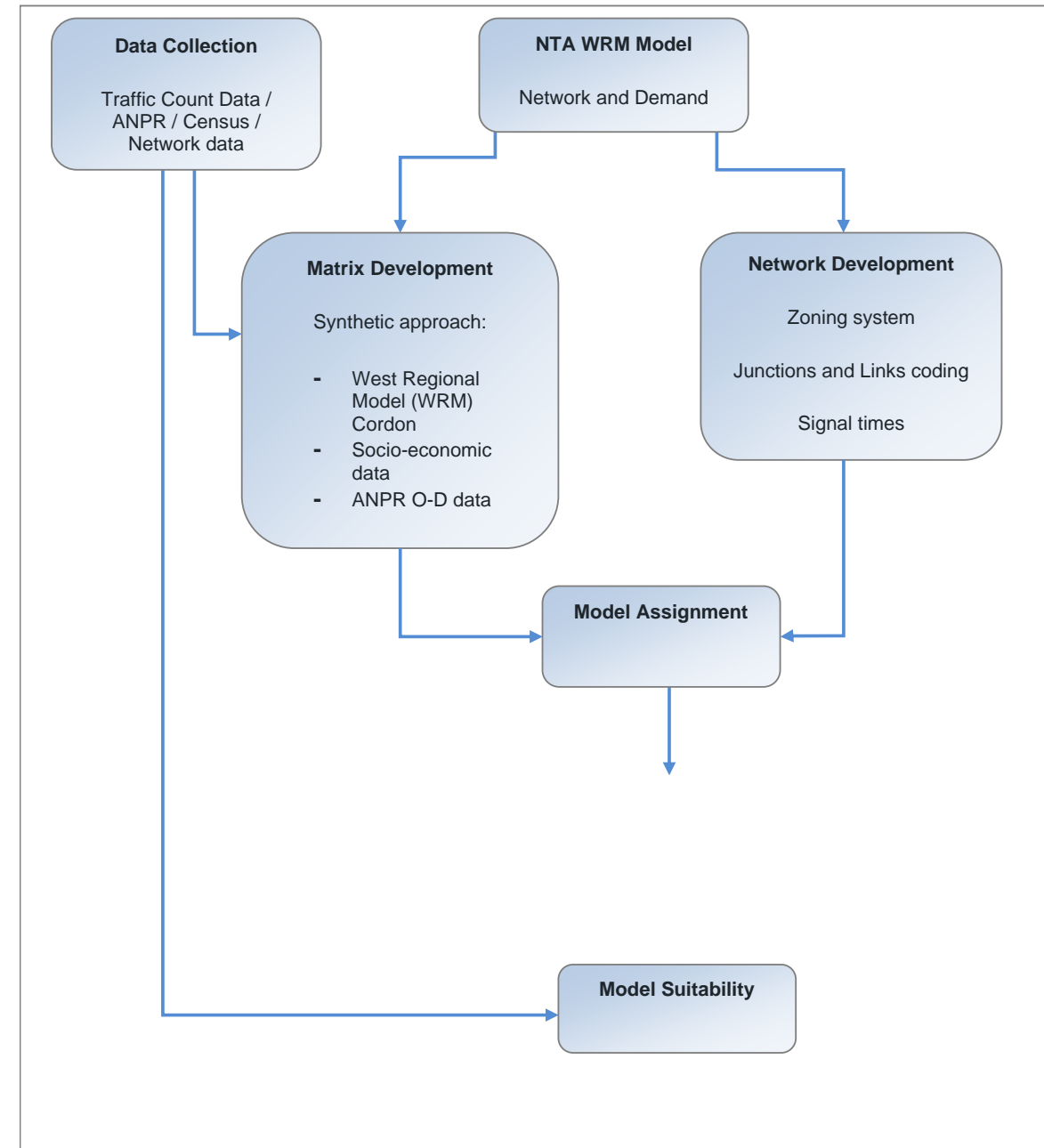


# LOCAL AREA MODEL

- A cordon of the main study area was extracted from the existing Western Regional Model as the starting point for LAM model development
- Development of the LAM is an iterative process, involving input from a number of data sources as well as calibration and validation of the model base
- The Western Regional Model lacks network detail and travel pattern representation for Westport and the surrounding area
- As such extensive work has been undertaken to rebuild the base model network for Westport within the LAM

## LAM Forecast Growth

- Trip growth/ travel demand forecast will be developed for future years and will be utilised within the LAM



# SWOT ANALYSIS

STRENGTH	WEAKNESSES	OPPORTUNITIES	THREATS
<b>GENERAL / MULTI-MODAL</b>			
<p><b>G-S1</b> Attractive urban environment, architecture, and shop frontages.</p> <p><b>G-S2</b> Westport is a popular tourist destination.</p>	<p><b>G-W1</b> Many streets dominated by on-street car parking.</p> <p><b>G-W2</b> Limited integration of sustainable modes.</p> <p><b>G-W3</b> No formal taxi ranks.</p> <p><b>G-W4</b> Limited electric vehicle charging infrastructure.</p> <p><b>G-W5</b> Lack of public toilets near key public locations such as The Octagon or The Mall.</p> <p><b>G-W6</b> Issues for people with disabilities have been identified.</p>	<p><b>G-O1</b> Roadspace reallocation would reduce car-dominance.</p> <p><b>G-O2</b> Create design standards for street furniture and wayfinding.</p> <p><b>G-O3</b> Consider delivery of a Mobility Hub to provide alternative to private car.</p> <p><b>G-O4</b> Formal taxi ranks at key locations within town would make them easier to access and reduce disruptions to traffic movements.</p> <p><b>G-O5</b> More EV charging points would encourage their uptake.</p> <p><b>G-O6</b> Additional public toilets, including accessible toilets, would make the centre more user-friendly, especially for tourists.</p> <p><b>G-O7</b> Development of a tool to report potential barriers would allow direct inputs from individuals with lived experience of disability.</p> <p><b>G-O8</b> Raising awareness of sustainable transport options and promoting active travel would increase its use and tackle potential negative publicity.</p>	<p><b>G-T1</b> Availability of funding.</p> <p><b>G-T2</b> Public response to big changes</p>

WALKING

CYCLING

PUBLIC TRANSPORT

PARKING

FREIGHT AND LOGISTICS

○ Baseline assessment concludes with a SWOT analysis

▶ Categorised by mode of travel

○ In total:

▶ 22 Strengths

▶ 47 Weaknesses

▶ 52 Opportunities

▶ 14 Threats

# SWOT – KEY POINTS

## STRENGTHS

- Attractive and popular tourist destination
- Presence of railway station
- Bus/coach tours in the summer
- Cycle parking across the town centre
- Two parking zones

## WEAKNESSES

- Many streets dominated by car parking
- Public transport unsuitable for intra-town journeys
- Issues for disabled and mobility impaired
- Limited EV infrastructure
- Street lighting of variable quality can lead to security concerns for some
- Inconsistent wayfinding

## OPPORTUNITIES

- Roadspace reallocation would reduce car-dominance and enhance placemaking
- Parking within walking distance to the centre would reduce the need for parking in the centre itself
- Additional bus stops would bring public transport closer to residents
- Timetable changes would allow more flexible use
- Freight consolidation centre would reduce the number of vans

## THREATS

- Availability of funding
- Delays to road projects
- Public opinion to change
- Cooperation with stakeholders



# Principles & Objectives



## Principles

- Developing a transport system that will consider the need to tackle climate change;
- Integrating land use planning and transport planning to create fully sustainable developments;
- Improve quality of life by creating attractive public spaces that are vibrant, distinctive, safe and accessible for all;
- Applying a user hierarchy to the design process with pedestrians at the top and encouraging a modal shift from private car;
- Creating networks of streets that provide permeability and connectivity to improve access to key services;
- Promoting an inclusive environment;
- Recognising the importance of the community function of streets as spaces for social interactions;
- Establishing a clear vision and setting objectives for schemes.

## Objectives

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.
- ▶ All objectives developed to be *SMART* and Measurable Performance Indicators are provided together with information how and where to obtain the relevant data



# Next Steps

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# STAKEHOLDER CONSULTATION

- Current issues and challenges have been reviewed.
- Project ideas for making it easier, safer and more accessible for people to get around the town are being developed.
- We need to know what matters to the town's businesses and communities.
- Specifically, we need to know
  - ▶ Do you support the LTP objectives and do they include everything that they need to?
  - ▶ What are the key transport issues currently affecting people and what are the key transport challenges that need to be tackled for the future prosperity of the town?
  - ▶ What transport improvements and proposals would make Westport an easier, safer and more accessible place to travel around?
  - ▶ What specific proposals should be included in the Local Transport Plan?





# NEXT STEPS

## PART 3 Options Assessment

Screening of Options Long List  
Packaging of Land Use and Transport Options  
(Scenarios)  
Multi-Criteria Analysis  
Refinement of Emerging Preferred Scenario

### Screening of Options Long List

Screening of measures against the Part 1 SWOT analysis to identify any that do not address identified weaknesses in the baseline.

### Packaging of Land Use and Transport Options (Scenarios)

Combination of individual measures (transport and demand management) that are compatible with one another into packages. These in turn will support one or more associated land use scenarios that contribute to achieving the ABTA objectives.

### Multi-Criteria Analysis

Multi-Criteria Analysis of alternative transport and land use scenarios.

### Refinement of Emerging Preferred Scenario

Further development and refinement of the emerging preferred scenario, which may be a combination of previously assessment scenarios (particularly if there are similarly well performing scenarios).



# NEXT STEPS

## PART 4 and 5 Plan Preparation and Finalisation

Development of Preferred Scenario for Planning Purposes  
Incorporation of Text Relating to Preferred Scenario into the Plan  
Setting Plan Objectives to Support Delivery of Preferred Scenario  
Establish Mode Share Ambitions  
Review of Consultation Feedback  
Finalised Scenario(s)  
Measurable Transport Indicators

### Development of Preferred Scenario for Planning Purposes

Suitable development of the measures contained within the preferred scenario(s) for **Planning Purposes** in accordance with relevant guidance documents

### Incorporation of Text Relating to Preferred Scenario into the Plan

Preparation of text and inputs necessary to convey the options within the relevant plan (e.g. maps)

### Setting Plan Objectives to Support Delivery of Preferred Scenario

Preparation of specific objectives to support the delivery of the Scenario(s) and their measures to be incorporated into the relevant plan

### Establish Mode Share Ambitions

Defining achievable mode share aspirations

### Review of consultation feedback

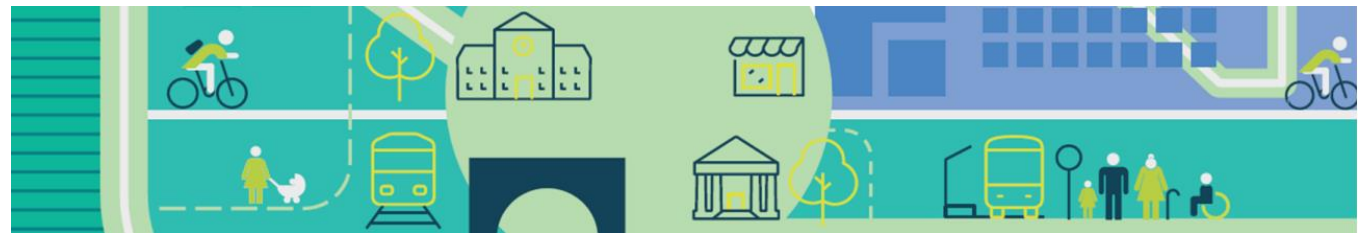
Review of consultation feedback relevant to the Scenario(s)

### Finalised Scenario

Final list of Scenarios included within the Development Plan or LAP

### Measurable transport indicators

Set of measurable transport indicators and plan for monitoring and evaluation



# INDICATIVE PROGRAMME

Part	Estimated Completion Date
Part 1 Baseline Assessment	Complete
Part 2a Establish Context	Complete
Part 2b Options Development	Ongoing
Part 3 Options Assessment	Spring 2023
Part 4 Plan Preparation (Public Consultation)	Spring 2023
Part 5 Plan Finalisation	Summer 2023





**Thank you**

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