

# Gort Town Centre

## Traffic Data Analysis

May 2023





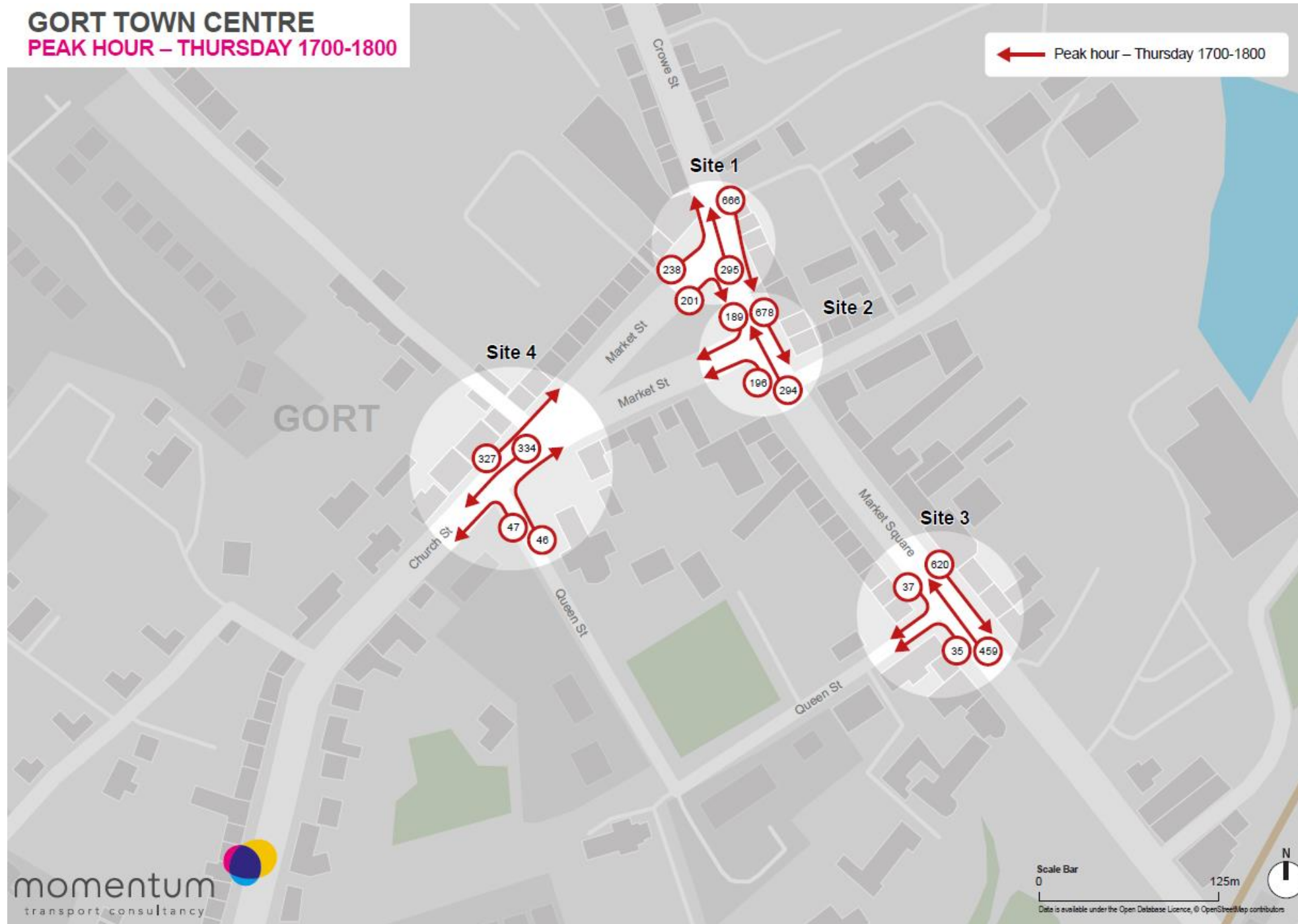
# Introduction

- Traffic data was collected by an independent traffic survey company in March 2023
- Junction turning counts were collected at the Market Square on Thursday 23<sup>rd</sup>, Friday 24<sup>th</sup> and Saturday 25<sup>th</sup> March 2023
- Automatic Turning Counts were collected for a week in March 2023
- Pedestrian surveys were collected at the Market Square on Thursday 23<sup>rd</sup>, Friday 24<sup>th</sup> and Saturday 25<sup>th</sup> March 2023
- Data was then collated into databases, and analysed by Momentum
- The findings of the survey data aim to support BDP in their design work for Gort Town Centre

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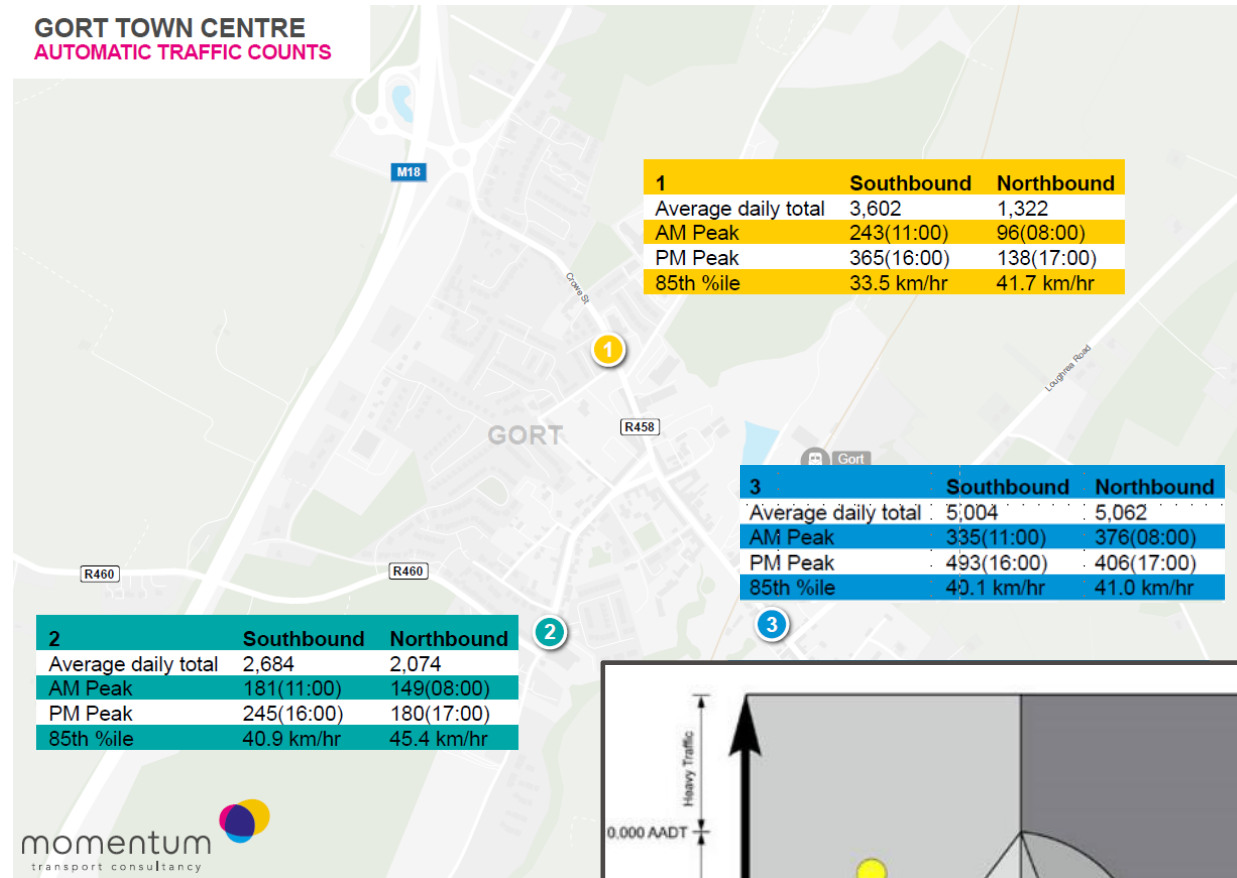
# Junction turning counts



## Key findings

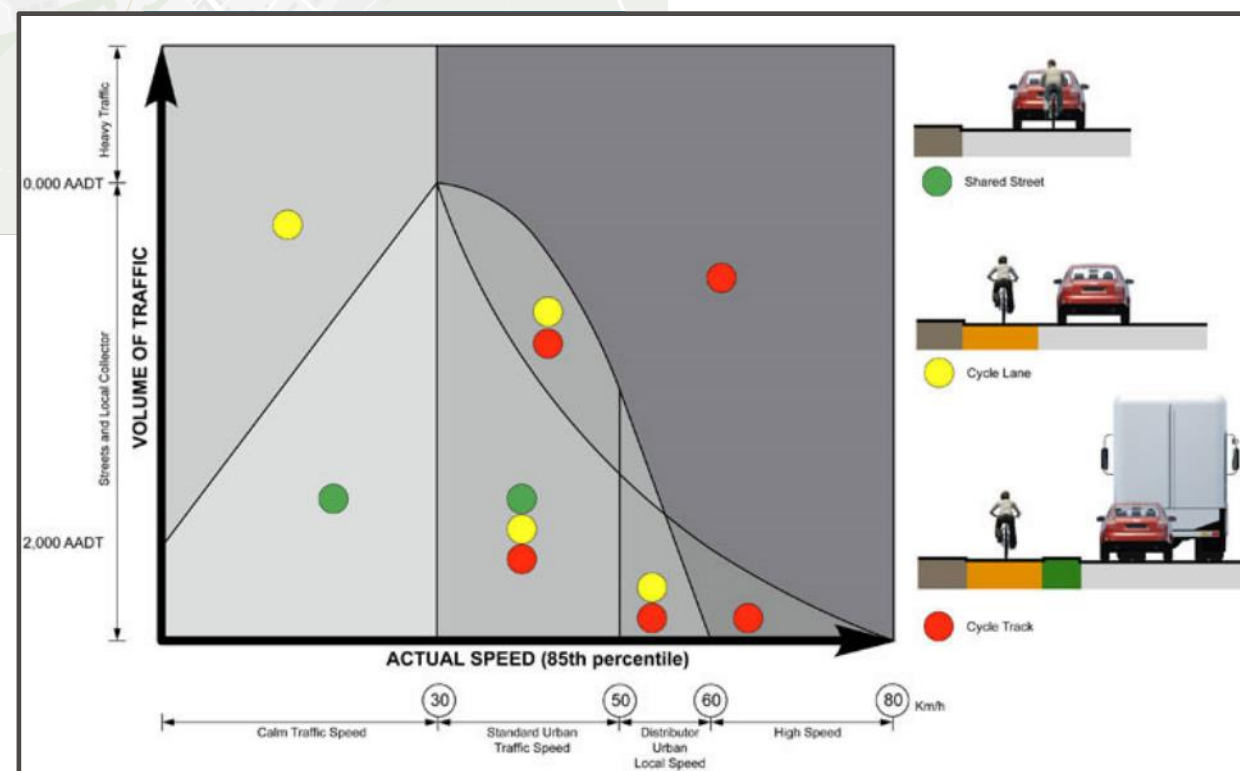
- Junction counts were done at four sites
- The main traffic flow is on Main Street
- Close to equal numbers turn left and right out of the Market Square onto Crowe St/ Main St. Similarly, close to equal numbers to into Market Square from Crowe St/Main St
- Thursday was generally the busiest day out of the Thursday, Friday and Saturday surveyed, with Saturday having the lowest level of traffic
- On Thursday, a total of 17 cyclists were captured during the whole day. Saturday was the busiest day for cyclists, with 34 captured. The peak was between 0900 and 1100 (14 cyclists).

# Automatic Traffic Counts



## Key findings

- The heaviest flows are on the southern end of Main St, likely because of access to the school, in addition to the villages further south.
- Approx. 90% of motor traffic is cars. 8% is Light Goods Vehicles (LGVs), and the remaining is Other Goods Vehicles (OGVs) and public transport
- The speed limit in Gort is 50kph. On Crowe St, the 85<sup>th</sup> %ile speed southbound is 33kmph, compared to 41.7kph northbound. On Main St, this increases to 40.9kph southbound, and 45.4kph northbound
- Referring to the National Cycle Manual, the traffic flows and speeds of Gort can be suited to either segregated or non-segregated cycle lanes, or a shared space. This will depend on other factors, such as the road width, layout, and the number and type of side roads



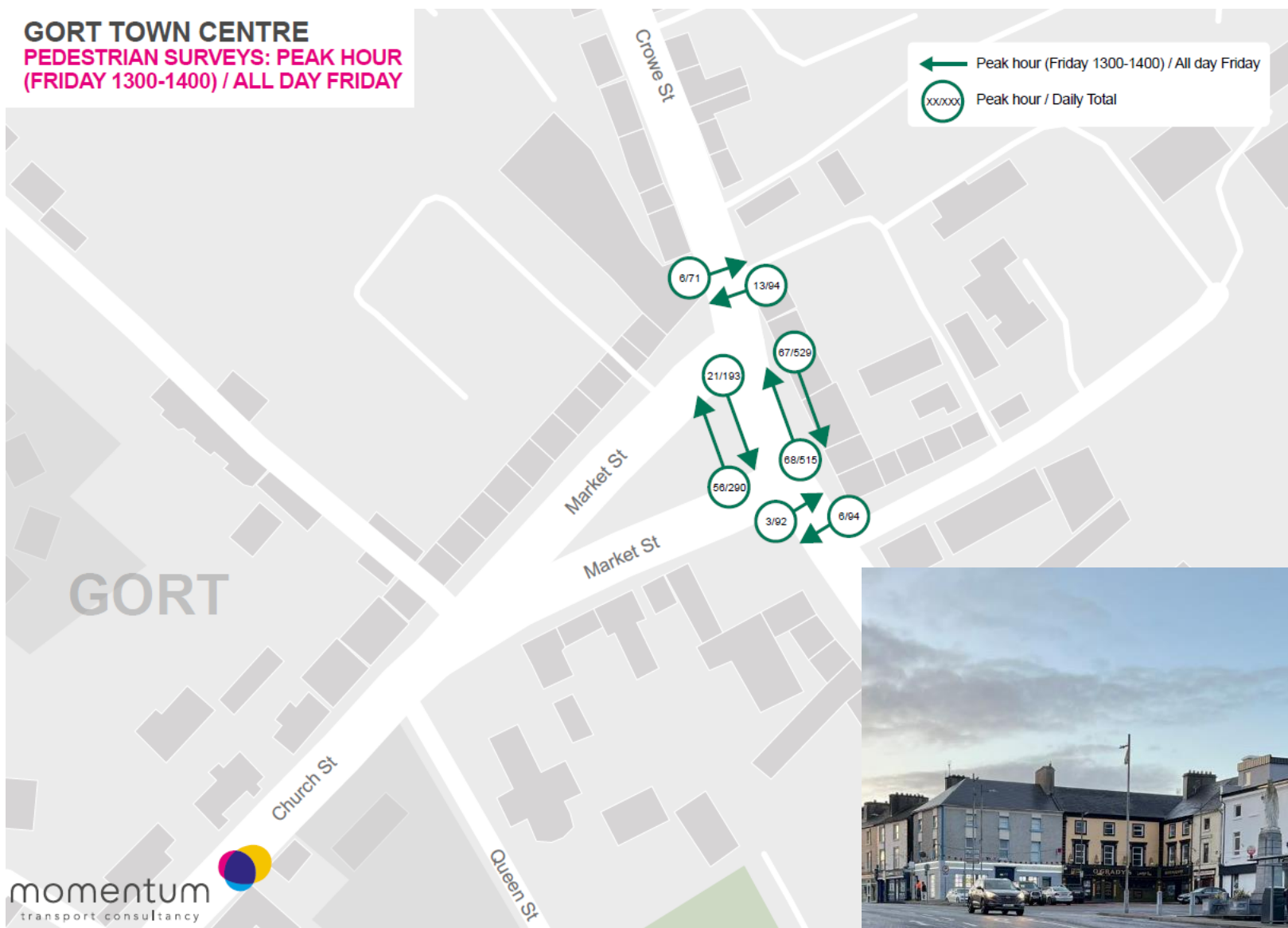
\*The 85th %ile speed is the speed at or below which 85% of the drivers travel on a road segment



# Market Square pedestrian counts

*Peak hour (Friday 1300-1400) / All day Friday*

**GORT TOWN CENTRE**  
**PEDESTRIAN SURVEYS: PEAK HOUR**  
**(FRIDAY 1300-1400) / ALL DAY FRIDAY**



## *Key findings*

- The highest pedestrian flow is on the eastern side of Main Street. This indicates that people are avoiding crossing at the Market Square.
- High numbers of pedestrians are crossing from south of the Market Square, towards the hotel, without a dedicated crossing facility
- Some people are crossing informally from the Market Square to the eastern side of Main Street. Currently there is no crossing facility, and pedestrians have to walk further south to the signals outside Keanes
- The pedestrian numbers highlight the importance of improving the environment of the Square for people walking





# Traffic data: key findings

- Gort town centre is busiest with vehicle traffic on weekday mornings and afternoons. The peak hour is Thursday 1700-1800.
- The predominant flows are between Crowe Street and Main Street, in addition to the junction between Church Street and the Market Square
- The significant majority of vehicles in the town centre are cars (90%)
- The junction turning counts at the Market Square will help BDP and Momentum inform of what junction design is appropriate. A signalised junction, mini-roundabout, or roundabout are some of the options considered.
- Automatic Traffic Counts further support the understanding of traffic flow in the town centre. Pedestrian surveys at the Market Square have identified the challenge of pedestrians crossing without a dedicated crossing facility
- The layout of the town centre can be designed to address the challenges and suit the requirements of all users of the town

