

Comparing social needs for transport, gaps in transit service and the Mobility Index for the west of Ireland

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Introduction

Research Background

A wide selection of indexes, metrics and other indicators have been developed by researchers, practitioners and others to assess transport and related factors. Examples include: *Walk Score* and *Transit Score*,¹ which rate a location out of 100 for walkability and transit accessibility respectively; metrics within the *Transit Capacity and Quality of Service Manual (TCQSM)*;² and the UK's Public Transport Accessibility Level (PTAL) approach and the Public Transport Accessibility Index (PTAI).³

What may sometimes be lacking is comparison of the results obtained using one set of indicators versus others. In part this can be because of the variability in data availability. For example, national censuses often provide a key resource for understanding transport-related issues, yet the collection practices used, questions asked and other characteristics tend to be highly variable from one jurisdiction to another. As well, some indicators have been developed for specific contexts, for example McHenry et al. (2023)⁴ recently developed a Mobility Index (MI) for rural centres in the west of Ireland. This differs from other MIs, which may tend to be focused on urbanised locations.

Finally, some indicators are difficult or impossible to calculate independently. Some are closed-source, in that they may be proprietary or otherwise only available from a single website.⁵ Others may just be challenging to calculate due to a lack of tools.

Some research progress is being made on this, however, with (for example) James Wong⁶ reporting the development of a set of software tools that allow many of the TCQSM indicators to be calculated from General Transit Feed Specification (GTFS) datasets.

Wong⁷ shows results comparing 50 USA transit operators, but has also published the code base (on github) to allow others to undertake similar comparisons in other places or at other times.

While censuses and the collection of many other datasets at local, regional and national levels appear likely to remain specific to their own geographic contexts, there have been some recent developments in technology and transport practices that allow for universal (or at

¹ Walk Score, "Transit Score Methodology," 2023, <https://www.walkscore.com/transit-score-methodology.shtml>.

² Kittleson & Associates et al., *Transit Capacity and Quality of Service Manual, Third Edition*, Third Edition, TCRP Report 165 (Washington DC: Transportation Research Board; Transportation Research Board, 2013), <http://www.trb.org/Main/Blurbs/169437.aspx>.

³ E Saghpour, S Moridpour, and R Thompson, "Public Transport Accessibility in Metropolitan Areas: A New Approach Incorporating Population Density," *Journal of Transport Geography* 54 (2016): 273–85.

⁴ Helen McHenry, Amaya Vega, and Catherine Swift, "Understanding Mobility in Rural Towns: Development of a Mobility Index for the West of Ireland," *Transportation Research Procedia* 72 (2023): 3730–37, doi:<https://doi.org/10.1016/j.trpro.2023.11.545>.

⁵ e.g. WalkScore and Transit Score cannot be independently calculated, and the exact algorithm remains unpublished

⁶ "Leveraging the General Transit Feed Specification for Efficient Transit Analysis," *Transportation Research Record* 1, no. 2338 (2013): 11–19, doi:10.3141/2338-02.

⁷ Ibid.

least internationally-applicable) tools and approaches. The aforementioned GTFS allows transit operators to publish their static timetable data in an open, simple and text-based format. This was originally developed to support the provision of transit directions in Google Maps, but has since been adopted by over 10,000 agencies.⁸ Hence, software tools that take GTFS data as inputs can generally be adapted easily and rapidly to many systems and locations.

One such recently developed software tool is the *gtfssupplyindex* R package,⁹ which builds on other GTFS-related R packages including *gtfstools*,¹⁰ and *tidytransit*.¹¹ The *gtfssupplyindex* can be used to calculate a transit Supply Index, developed by Graham Currie et al.¹² Graham Currie,¹³ Graham Currie and Zed Senbergs¹⁴ and Graham Currie¹⁵ in research related to identifying gaps in public transport services on the basis of social needs for transport. This approach, and its potential application to route and service planning, and for policy making was suggested to be "substantially more useful than the presentation of anecdotal evidence, which is the most common means of identifying transport needs in local transport studies throughout the world".¹⁶ However, its development predated the GTFS, and the results presented in Currie¹⁷ for Melbourne, Australia, in 2006 had required bespoke cleaning and processing of data obtained directly from the transit agency.

With the *gtfssupplyindex* package, however, results can be obtained directly from GTFS files. However, this package and approach has yet to be applied outside of the urban and suburban areas of Melbourne (as reported in Reynolds, Currie, and Qu¹⁸). It is unclear whether transit Supply Index and needs-gap assessment approach can be easily applied to other jurisdictions or to more rural locations. Also unclear is how such results might compare to other transport-related indicators, including those developed for rural areas (such as the McHenry, Vega, and Swift¹⁹ MI).

In the following sections, therefore, this paper reports the application of the *gtfssupplyindex* package to the west of Ireland, adopting the same case and context as McHenry, Vega, and Swift.²⁰ Results from a needs-gap analysis are compared to those from McHenry, Vega, and Swift²¹ so as to provide insights into the differences between these indicators. This research is anticipated to be part of a larger programme that would continue to apply different indicators and approaches to this case, so as to allow deeper understandings of both transport in the west of Ireland, but also how well existing techniques might help researchers, practitioners and policy-makers understand and improve networks.

⁸ MobilityData, *General Transit Feed Specification (GTFS)*, undated, %7Bhttps://gtfs.org/%7D.

⁹ James Reynolds, Graham Currie, and Yanda Qu, "Social Needs for Transport and Gaps in Transit Service: New GTFS Tools," *Submitted to Australasian Transport Research Forum, November, Auckland, NZ., under review*.

¹⁰ R-gtfstools?

¹¹ R-tidytransit?

¹² "Quantitative Approaches to Needs Based Assessment of Public Transport Services: The Hobart Transport Needs Gap Study," Journal Article, 2003, <https://www.semanticscholar.org/paper/2c049091caf56c66efc532ad2bdd774d8efc0eb>.

¹³ "Gap Analysis of Public Transport Needs:measuring Spatial Distribution of Public Transport Needs and Identifying Gaps in the Quality of Public Transport Provision," *Transportation Research Record* 1895 (2004): 137–46, doi:10.3141/1895-18.

¹⁴ "Identifying Spatial Gaps in Public Transport Provision for Socially Disadvantaged Australians: The Melbourne 'Needs Gap' Study," 2007.

¹⁵ "Quantifying Spatial Gaps in Public Transport Supply Based on Social Needs," *Journal of Transport Geography* 18, no. 1 (2010): 31–41.

¹⁶ Ibid.

¹⁷ Ibid.

¹⁸ "Social Needs for Transport and Gaps in Transit Service."

¹⁹ "Understanding Mobility in Rural Towns."

²⁰ Ibid.

²¹ Ibid.

Methodology

The transit Supply Index (SI)

Reynolds, Currie, and Qu²² provide a generalized form of the Currie²³ SI equation, which is:

$$SI_{area,time} = \sum_{i=1}^n \frac{Area_{Bi}}{Area_{area}} SL_{i,time}$$

where:

- $SI_{area,time}$ is the Supply Index for the *area of interest* and a given period of time;
- $Area_{Bi}$ is the amount of the buffer zone for each stop (i) that is within the *area of interest*²⁴;
- $Area_{area}$ is the area of each *area of interest*; and
- $SL_{i,time}$ is the number of transit arrivals for each stop (i) within the given time period.

GTFS data

Data for this paper was sourced from Transport for Ireland²⁵ on October 1, 2025²⁶. The analysis was run for the week starting October 1.

Results

West of Ireland

²² "Social Needs for Transport and Gaps in Transit Service."

²³ "Quantifying Spatial Gaps in Public Transport Supply Based on Social Needs."

²⁴ In Currie, ibid this buffer zone was based on a radius of 400 metres for bus and tram stops, and 800 metres for railway stations. The same definition is used here.

²⁵ "Public Transport Data" (National Transport Authority, undated), https://www.transportforireland.ie/transitData/PT_Data.html.

²⁶ Selecting the "All GTFS Operators" feed

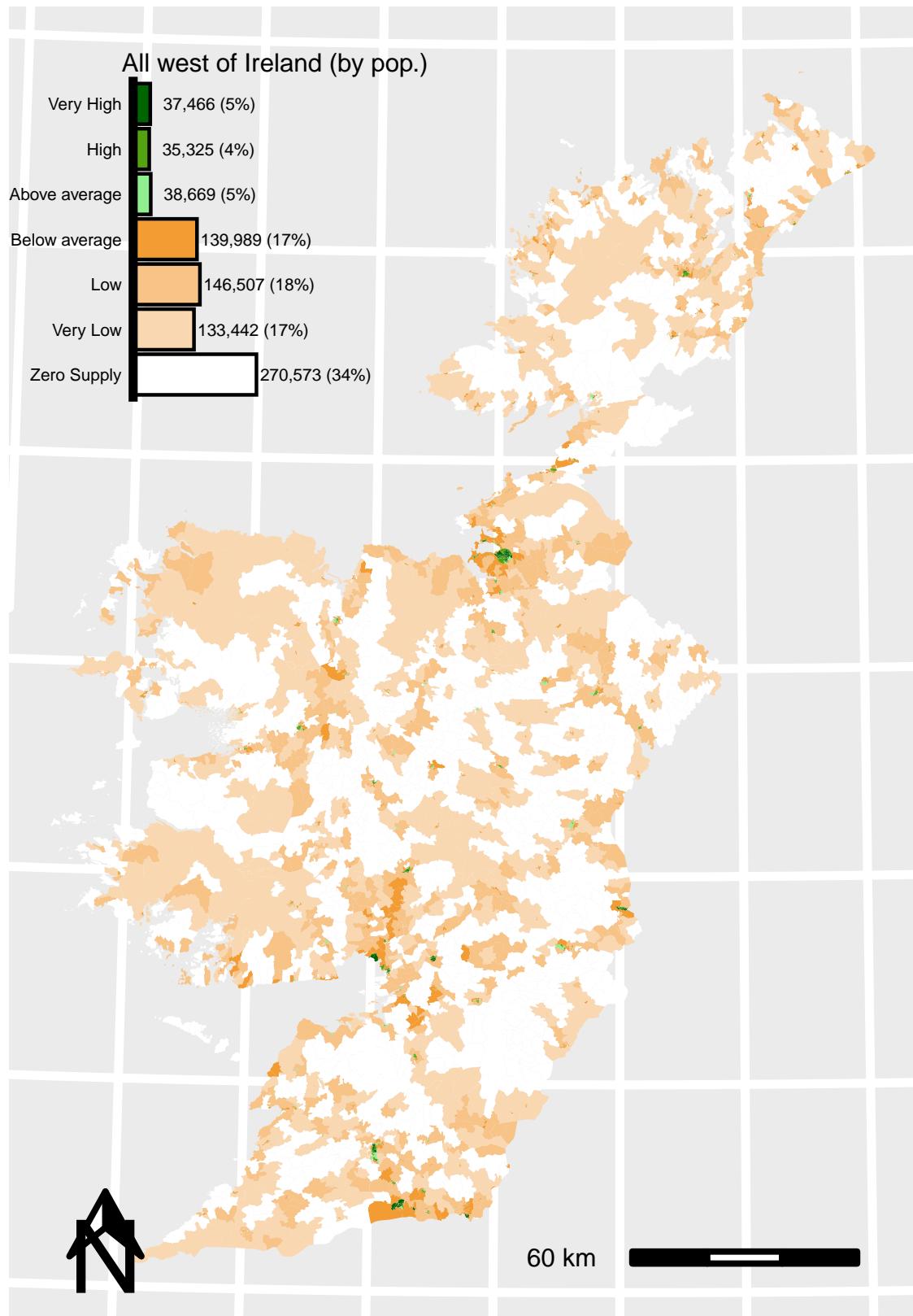


Figure 1: Transit Supply across the west of Ireland, by Small Area