Boyle Local Transport Plan: Draft Plan Report

For Roscommon County Council

Draft Report

April 2026

Comhairle Contae Ros Comáin
Roscommon County Council

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TRANSPORT INSIGHTS

Table of Contents

Appendices

Appendix A: Baseline Assessment Report

Appendix B: Context and Options Development Note

Appendix C: Traffic Data Collection and Analysis Note

1. Introduction

1.1 Overview

This Local Transport Plan has been prepared by Transport Insights, in collaboration with Roscommon County Council, with the ambition of informing land use zoning and the forthcoming Settlement Plan for Boyle. It will also serve as a guiding access, mobility and transport framework to help secure funding for initiatives aimed at supporting the sustainable growth of Boyle. This Plan has been delivered by a multidisciplinary transport, environmental and planning team, who have also engaged with statutory stakeholders, including Transport Infrastructure Ireland, National Transport Authority and Irish Rail as part of the preparation process.

It is essential to recognise that the proposals put forward in this document are primarily aimed at improving and providing sustainable linkages, mobility and access throughout Boyle, with emphasis on safe pedestrian and vehicular movement within and around the town. The recommended proposals set out in this Local Transport Plan represent high level, yet considered and objective transport, mobility and access improvement solutions. In seeking to advance any of the recommended proposals set out in the Local Transport Plan, it is important to highlight that, prior to any development, these proposals would be subject to further detailed, preliminary feasibility and site-specific considerations. All such proposals would also be subject to comprehensive advance consultation with all relevant stakeholders at local and national level, prior to being prepared in accordance with the relevant statutory provisions.

The primary objective of this Local Transport Plan is to provide a framework to enable the safe, efficient and sustainable movement of pedestrians and vehicles throughout the town of Boyle. The LTP identifies potential transport challenges and required interventions for Boyle Town to pave the way for development to be planned, phased, and undertaken in line with the objectives of the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region, Roscommon County Development Plan (RCDP) 2022-2028, and other relevant policies.

The findings and recommendations presented herein shall inform RCC in relation to the nature, scale, location and timing of delivery of future development within Boyle and identify the transport infrastructure and service requirements to support the realisation of such development. The LTP shall also form a framework for investment in transport in Boyle, ensure integration between land use and transport infrastructure and services, and ensure that national, regional, and local policy in relation to transport and mobility is appropriately applied. It is hoped that this Plan will serve as a catalyst for further investment into Boyle which will encourage communities and commerce to grow in highly accessible, connected and safe spaces within and around the town.

As elaborated upon in the following Section 1.2, the LTP forms the final deliverable of Boyle Area Based Transport Assessment (ABTA) process. The development hereof has been informed by prior analytical work and feedback received from RCC on the following intermediate deliverables, which are appended hereto:

- Baseline Assessment Report (Appendix A)
- Context and Options Development Note (Appendix B)
- Traffic Data Collection and Analysis Note (Appendix C)

1.2 Study Methodology

Boyle LTP as The Outcome of Boyle ABTA

As per the Supplementary Advice Note issued by the National Transport Authority in 2024 (see: Section 2.2) *"a Local Transport Plan (LTP) is a report summarising the outcome of an Area Based Transport Assessment (ABTA)"*. The ABTA is a process undertaken in order to identify transport objectives, transport networks and associated transport measures for a settlement, whereas the LTP shall set out the findings of the ABTA and *"be fully reflected in land use plans"*. Accordingly, the interdisciplinary process leading up to the preparation of this **Boyle LTP** as its final deliverable has been referred to as the **Boyle ABTA**.

Boyle ABTA Purpose and Aims

The key purpose of the Boyle ABTA is to guide the sustainable accommodation of future transport and mobility needs of the prospective Boyle Settlement Plan area and the wider area of influence, taking into account the transport demand arising from existing land uses in Boyle and projected future development. In doing so, the ABTA has incorporated national and regional transport policies and objectives into local level land use planning in accordance with Transport Infrastructure Ireland (TII) and National Transport Authority (NTA) guidance documents. Boyle ABTA therefore has sought to maximise opportunities for the integration of land use and transport planning, with an emphasis on sustainable mobility. In accordance with TII and the NTA guidance, the key aims of the Boyle ABTA have been as follows:

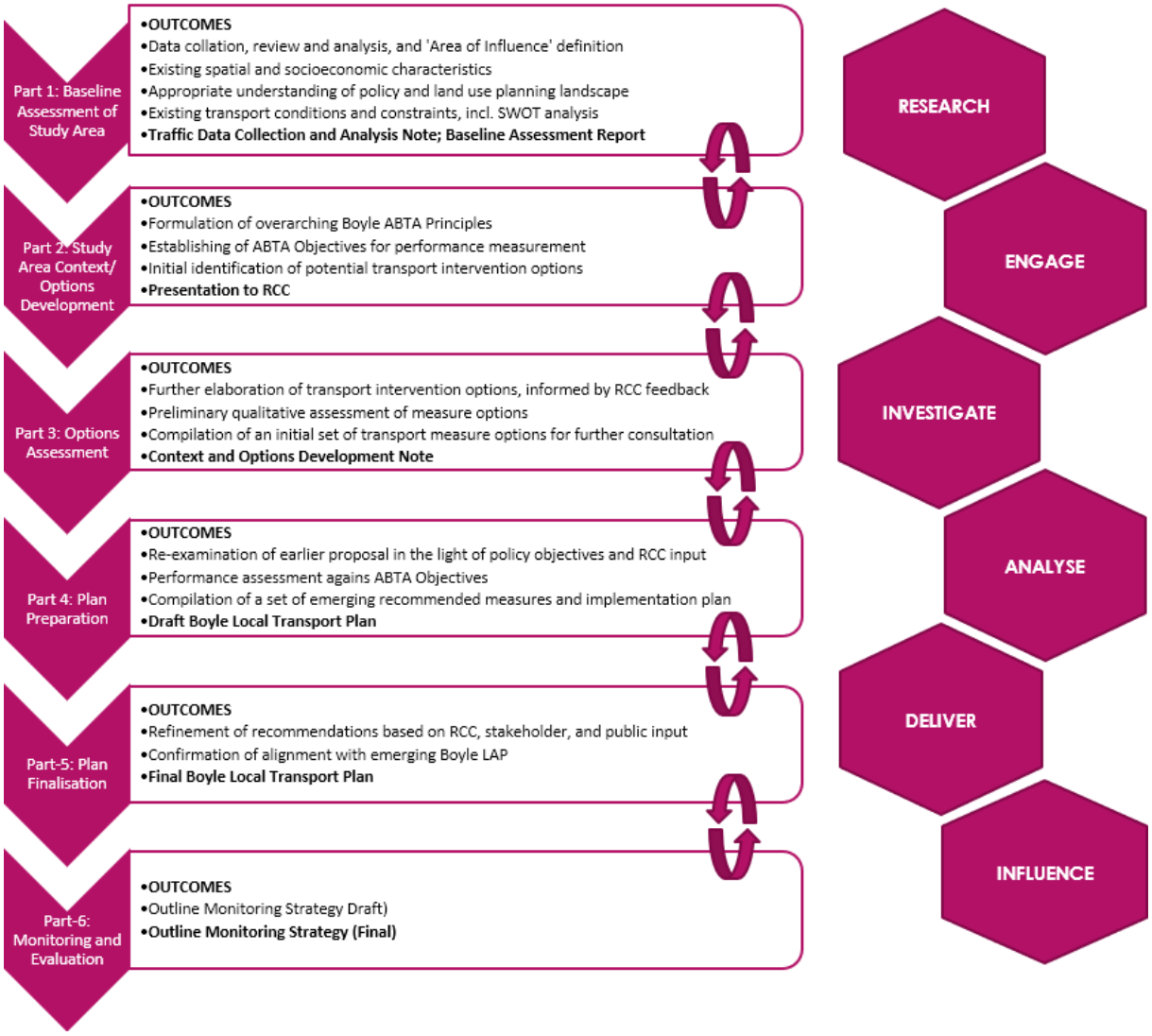
- maximise the opportunities for the integration of land use and transport planning by including the ABTA process as integral to the preparation of the Boyle Settlement Plan;
- assess the existing traffic, transport, and movement conditions within Boyle in cognisance of its wider context;
- plan for the efficient movement of people, goods and services within, to and from Boyle;
- identify the extent to which estimated transport demand associated with the emerging local development objectives can be supported and managed on the basis of existing transport assets;

- identify the transport interventions (ie. infrastructure, policy, behavioural change) measures required within Boyle and in the wider context, to effectively accommodate the existing and future transport demand in a sustainable manner;
- facilitate broader ambitions associated with urban regeneration, improving pedestrian and cyclist environment, and pursuing a town centre first approach to land use planning; and
- facilitate broader ambitions associated with urban regeneration, improving pedestrian and cyclist environment, and pursuing a town centre first approach to land use planning; and
- form a framework for future investment in transport infrastructure in Boyle to inform how the resources that may become available to RCC during the LTP lifetime shall be utilised to maximise positive impact.

ABTA Approach

The overall approach to completion of an ABTA, and how it relates to other planning and environmental processes, is illustrated in Figure 1.1 (below).

Figure 1.1 ABTA Process – Key Components



The overall approach to an ABTA, as per relevant guidance, includes the following main tasks:

- review of the existing policy and transport baseline conditions;
- establishing development objectives, planning principles, transport issues and constraints;
- development and testing of development options;
- optimisation of land use to align with sustainable transport provision;
- finalisation of the study and its proposals through consultation with RCC; and
- development of an implementation plan.

The intended effect of an ABTA is to ensure that the assessment of transport demand and its associated impact plays a central role in informing the development proposals. This LTP Report summarises the activities undertaken under the Boyle ABTA process.

1.3 Overarching Status of the Plan

This Plan is situated alongside the hierarchy of statutory documents that is subject to environmental assessment/screening for environmental assessment, as appropriate, and that forms the decision-making and consent-granting framework. The Plan does not provide consent or establish a framework for granting consent and does not contribute towards a framework for granting consent. The Plan is not binding on any decisions relating to the granting of consent. The Plan does not introduce rules, limits, or other criteria to be used in development management. The Plan solely sets out recommendations that may be considered for integration into Statutory documents, such as the Roscommon County Development Plan.

In order to be realised, the types of projects referred to in the Plan will have to comply, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier environmental assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent-granting framework. As such, implementation of the Plan is wholly subject to the requirements set out in these documents, including provisions relating to sustainable development, environmental protection and environmental management, and does not introduce any alterations or additions to those provisions. All provisions from the Roscommon County Development Plan (including those identified in the accompanying Screening for SEA report) shall be complied with throughout the implementation of the Plan.

1.4 Environmental Considerations

Identification of environmental and physical constraints (including heritage and archaeology) within the Boyle ABTA study area was undertaken as part of the Baseline Assessment stage (as summarised in Section 3.8 hereof). This has revealed a variety of constraints, however none of those has been deemed to present a material risk for deliverability of the recommendations presented. Environmental and heritage assessment activities shall be undertaken prior to delivery of any infrastructural measures, with their scope appropriate to the scale and nature of the relevant scheme, and their recommendations feeding into

selecting the most appropriate design, routing, and other characteristics of the subject scheme. This may require further specialised assessments, site visits, and surveys. The findings that may be obtained shall inform the monitoring of the LTP and its refinement over its lifetime.

1.5 Report Structure

The remainder of this Report is structured as follows:

- **Section 2** provides a summary of the relevant planning and policy context;
- **Section 3** presents a summary of the baseline assessment and its outputs, including a SWOT analysis of the study area;
- **Section 4** sets out the LTP development approach, including its objectives, and describes the transport measures' identification and appraisal;
- **Section 5** sets out all transport measures recommended by this LTP;
- **Section 6** describes the assessment of the transport measures against ABTA objectives;
- **Section 7** sets out an outline implementation plan;
- **Section 8** sets out the monitoring and review process associated with this LTP
- **Section 9** provides recommendations on future term transport interventions beyond the scope of this LTP
- **Section 10** provides a summary to the Report.

2. Planning and Policy Context and Best Practice Guidance Review

2.1 Introduction

As part of the baseline assessment, the planning and policy context for the project was established. As such, a comprehensive policy and best practice guidance review was undertaken, covering national, regional and local contexts. A list of key documents reviewed is presented in Section 2.2, which the policy aspects of particular relevance to Boyle summarised in the following sub-sections.

2.2 Overview of Key Policy and Guidance Documents

The list of policy and guidance documents reviewed to inform the Boyle ABTA process is presented in Table 2.1 (below) and Table 2.2 (overleaf).

Table 2.1 Key Policy Documents

Document Name	Publisher	Year Published
Project Ireland 2040	Department of Public Expenditure, NDP Delivery and Reform	2018
Connecting Ireland Rural Mobility Plan Report	National Transport Authority	2021
Iarnród Éireann Strategy	Iarnród Éireann	2021
National Investment Framework for Transport in Ireland	Department of Transport	2021
Electric Vehicle Charging Infrastructure Strategy	Department of Transport	2022
National Sustainable Mobility Policy	Department of Transport	2022
National Cycle Network Plan	Department of Transport	2024
National Roads 2040	Transport Infrastructure Ireland	2023
Spatial Planning and National Roads Guidelines for Planning Authorities	Department of Environment, Community and Local Government	2012
All-Island Strategic Rail Review	Department of Transport	2024
Town Centre First	Department of Rural and Community Development; Department of Housing, Local Government and Heritage	2022
Cycle Connects	National Transport Authority	2022
Climate Action Plan 2024	Department of the Environment, Climate and Communications	2023
Draft Regional and Local EV Charging Network Plan	Department of Transport	2024
Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region 2020-2032	Southern Regional Assembly and the Eastern & Midland Regional Assembly.	2020
Roscommon County Development Plan 2022-2028	Roscommon County Council	2022
Boyle 2040	Roscommon County Council	2018
Architectural Heritage Protection Guidelines for Planning Authorities	Department of Housing, Local Government and Heritage	2011

Table 2.2 Best Practice Guidelines

Document Name	Publisher	Year Published
Local Area Plans - Guidelines for Planning Authorities	Department of Housing, Local Government and Heritage	2013
Permeability Best Practice Guide	National Transport Authority	2015
Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities	Department of Housing, Local Government and Heritage	2022
Planning Cities and Towns for Successful Bus Services	National Transport Authority	2023
Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities	Department of Housing, Local Government and Heritage	2024
Design Manual for Urban Roads and Streets	Department for Transport	2013
Cycle Design Manual	National Transport Authority	2023
Area Based Transport Assessment Guidance Note	National Transport Authority	2018
Area Based Transport Assessment: How to Guide, Pilot Methodology	National Transport Authority	2021
Area Based Transport Assessment and Local Transport Plans Supplementary Advice Notice	National Transport Authority	2024
TII Publications (Various)	Transport Infrastructure Ireland	Various

2.3 National Plans, Policies and Objectives

Broader National Policy Documents, *Project Ireland 2040* and the *Climate Action Plan 2024* make no specific mention of Boyle given the towns relatively small size on a national scale but outline broad goals which the town should aspire to reach relating to transport and design.

- compact growth agenda;
- strengthened rural economies and communities; and
- sustainable transport.

These goals as per these documents are to be achieved through reducing demand for travel by car, sustaining economic and social activity at street level and increasing access to shops, employment and amenities by sustainable transport modes.

The compact growth agenda is largely outlined within *Town Centre First (2022)* which emphasizes the reliance on the car for short journeys otherwise achievable by walking or cycling. This plan and the

National Sustainable Mobility Policy support a 10/15 minute city concept and encourage a people centric approach to planning within town centres. These plans aspire to create more vibrant town centres that support local economies while also reducing car dependency.

Infrastructure and infrastructure improvement strategies are detailed within the other mentioned. The broader perspective on the matter is detailed in *The National Investment Framework for Transport in Ireland* which outlines that towns should place a consistent focus on providing high quality alternative transport options to the car.

In relation to rail as per the *Irish Rail Strategy 2027* the 'Dublin to Sligo' line is to see improved frequencies with the service running two-hourly all day with peak hourly peak services along part of the line. As part of the *All-Island Strategic Rail Review (2024)* several new lines were proposed, notably for Boyle a line between Athlone and Portadown which would offer interchange opportunities with the Sligo Line at Mullingar as well as improvements to speed of service noticeably along the Sligo Line.

With regards to other public transport as outlined in *Connecting Ireland* Boyle would benefit from proposed regional corridor 27B connecting Sligo and Dublin which would see a minimum service frequency of the route via Boyle occurring once every 2 hours.

Of relevance in active travel are the *National Sustainable Mobility Policy* which emphasises pedestrian enhancements and increasingly people centric town centres as well greater connectivity between settlements and greenways, specifically relevant to the Boyle to Carrick-on-Shannon and Boyle to Lough Key Greenways. These cycle schemes are also mentioned within the *Cycle Connects* documentation along with several other cycle route scheme of relevance to the LTP.

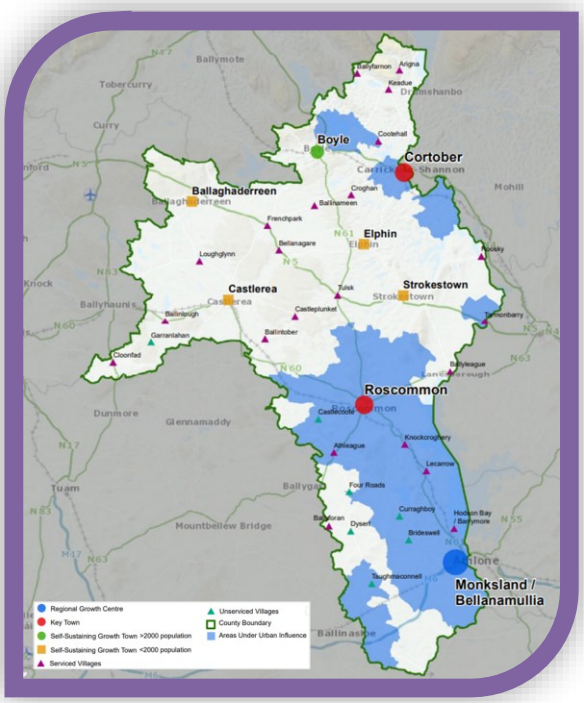
In relation to roads, as per *National Roads 2040*, bypasses on corridors may enable a human-centric approach within towns by diverting traffic out of them, while more investment in effective traffic calming on national roads is to be available in smaller towns and villages that have not been bypassed.

2.4 Regional Plans, Policies and Objectives

Within the *RSES* and *County Development Plan* Boyle is classified by settlement type as a Self – Sustaining Growth Town >2000 Population. This classes the town as being a settlement Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more Self-Sustaining. It is the only town with such a classification within the county. The development plan places a focus on consolidation and the provision of employment opportunities, in tandem with population growth in order to allow the town to become more self-sufficient. The availability of infrastructural

services and community infrastructure will also be an important factor in determining the amount of new housing and population growth that can be accommodated. The town is to serve as a counter balance to the economic and population growth of the larger settlement within the county.

In relation to road improvement, the N61 Athlone to Boyle improvement scheme is of most relevance to Boyle. The scheme is mentioned in both the *County Development Plan* and the *Regional Spatial and Economic Strategy*. The improvement shall comprise the reclassification of the route to National Primary Status and the progression of the improvement of all currently deficient sections between Coolteige cross and Boyle in conjunction with TII. While a programme of pavement improvement and maintenance, signage and markings and winter maintenance is to continue on ongoing basis along the route in the meantime as per the *County Development Plan*.



2.5 Local Plans, Policies and Objectives

The local plan of most relevance to Boyle is *Boyle 2040* which seeks to aid Boyle in its adaptation from a twentieth century market to a new economy and new community through planning and urban design, imagining new roles and new identities for the town in the process.

Boyle 2040 looks to rejeuvinate the town centre as the civic, community, cultural and commercial centrifuge of the wider area with a network of permeable streets designed for pedestrians as well as the car connecting a coherent network of public spaces. Notably recommended as part of the plan is a pedestrian route in the centre of the town connecting the local heritage sites and landmarks to called “the Loop”.

2.6 Best Practice Guidance

DMURS sets out the manner in which roads and streets in urban areas should be designed to prioritise the needs of sustainable travel users in Ireland and reduce the dominance of the private car. The focus of the guidance is the balance between the different modes of transport to ensure that the urban realm is pleasant and safe for all users.

The Manual itself is underpinned by a holistic design-led approach based upon a collaborative and consultative design process. The Manual recognises the importance of creating secure and connected places that work for all, characterised by creating new and existing streets as attractive places which prioritise access from pedestrians and cyclists whilst also balancing the available for access from appropriate vehicular access and movement.

The Manual sets out four key design principles, these are:

- Connected Networks
- Multi-functional Streets
- Pedestrian Focus
- Multidisciplinary Approach

It is noted that the parts of Boyle transport network which form sections of the N61 national road are subject to specific design considerations as set out in the guidance documents and standards published by Transport Infrastructure Ireland (TII). Interventions pertaining to national road sections, which might affect their capacity or traffic volumes, require a more detailed analysis and agreement with TII at all design stages.

More detailed guidance on how best to facilitate demand for walking and cycling in existing built-up areas is provided in the National Transport Authority's (NTA) *Cycle Design Manual* and *Permeability: A Best Practice Guide*. This relates to creation of integrated active travel networks within the urban environment for people to walk and cycle from their homes to shops, schools, local services, places of work and public transport stops and stations. By providing permeability links and connections to public transport services, access to these services will be improved and increased levels of use may be expected.

3. Baseline Assessment Summary

3.1 Introduction

As part of the Baseline Assessment, the town of Boyle and relevant surrounding areas were analysed and assessed, with focus on its locational attributes, topographical features, land uses, and population and employment patterns. In doing so, a Study Area of the ABTA has been defined, comprising the urban area of Boyle and sections of its immediate rural hinterland. This Section provides information on the Study Area definition and its characteristics including land use, local facilities, and demographic profile. Local travel patterns have been elaborated upon in more detail in the subsequent Section 3.6.

3.2 Study Area

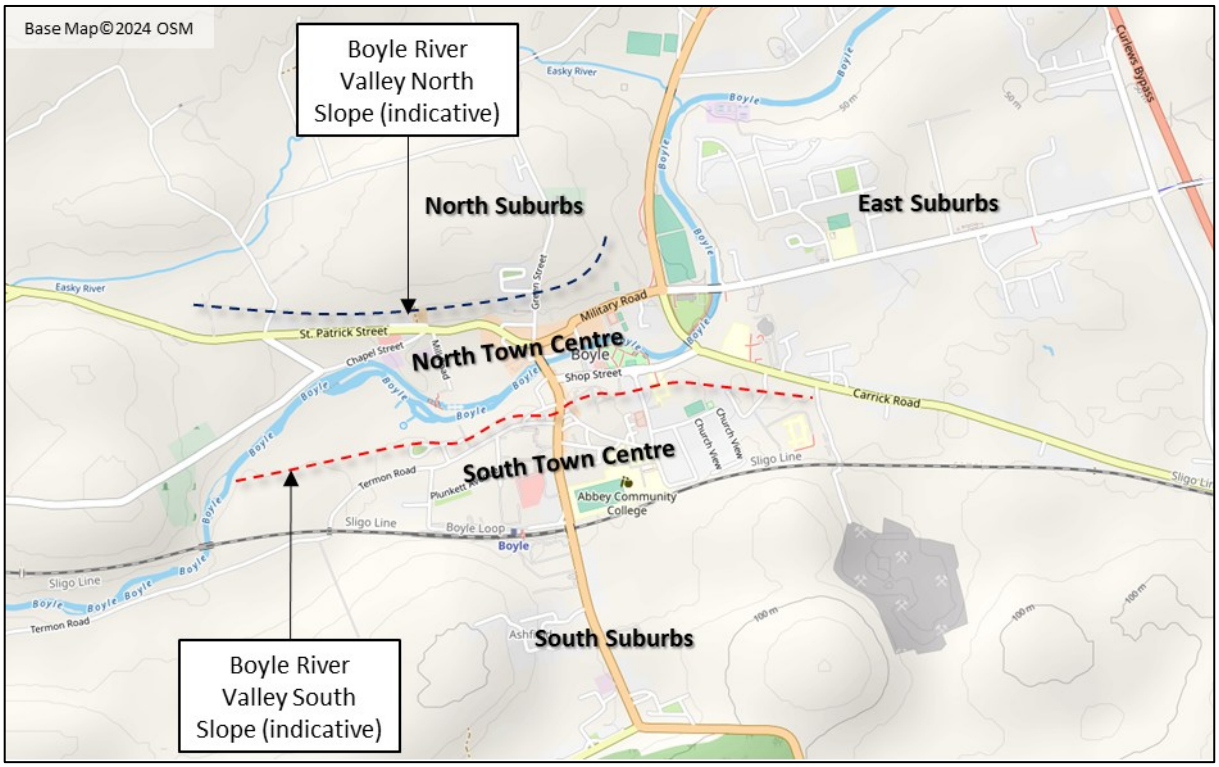
The Boyle Area-Based Transport Assessment (ABTA) study area is defined by the prospective Boyle Settlement Plan lands, incorporating the urban area and its immediate rural surroundings. As of 2022, Boyle has a population of approximately 2,900 and serves as a key retail, social, and cultural centre for North County Roscommon. The Study Area is illustrated in Figure 3.1 below.

Figure 3.1 Boyle ABTA Study Area

A site visit conducted on Tuesday, 29 April 2025 provided insights into local conditions, including existing transport infrastructure and traffic and parking patterns, and confirmed the town's compact and walkable layout. Most of the study area's key destinations are accessible within a 20-minute walk, and the entire town is reachable within a 5-10 minute cycle ride. This highlights the significant potential

for non-motorized travel. However, the town's topography presents a notable challenge, with steep gradients affecting north-south travel, while east-west movements along the river are generally flat. Representing a key piece of context, an overview of the topographical features is presented in Figure 3.2, which follows

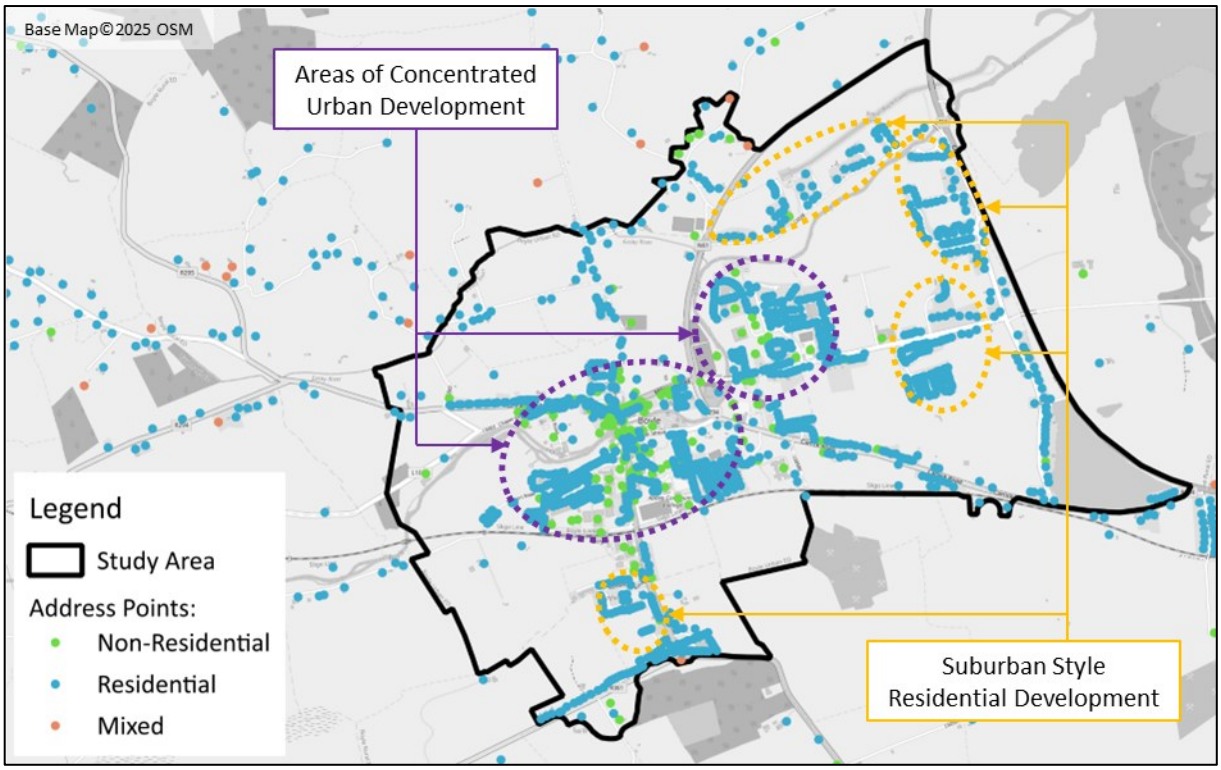
Figure 3.2 Boyle Topography Overview



3.3 Land Use Patterns

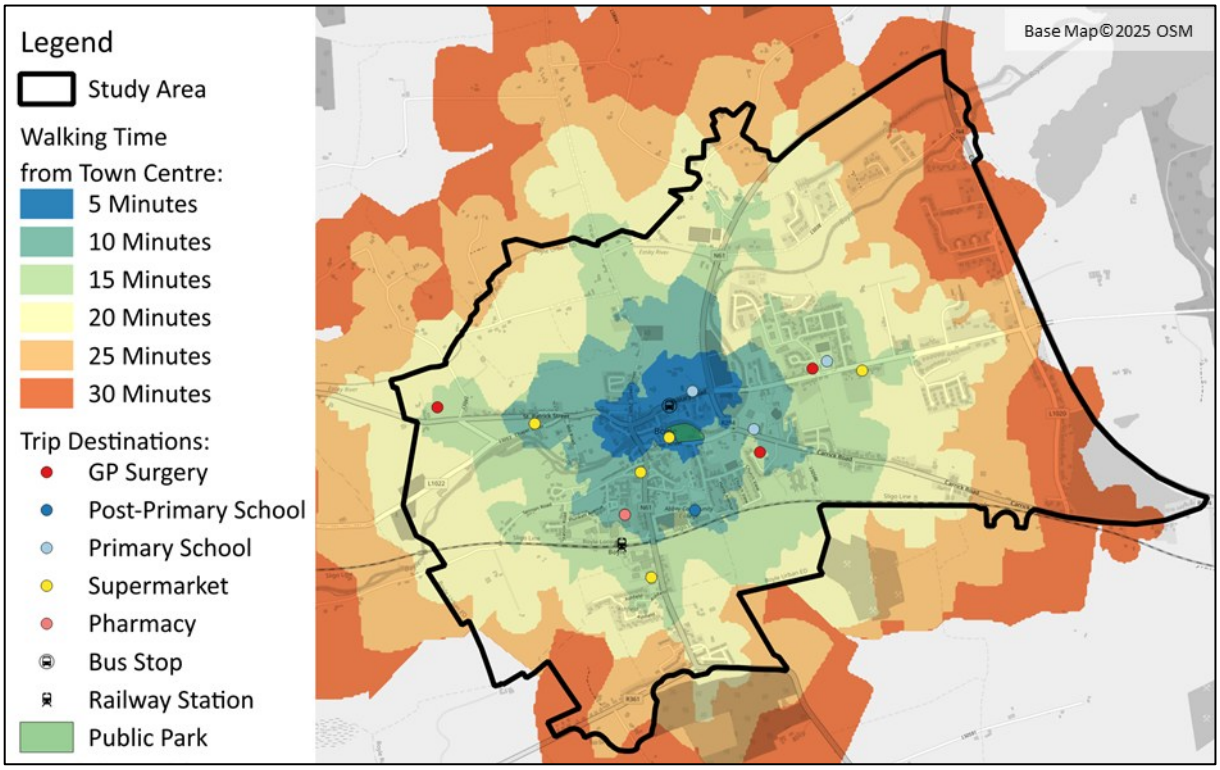
With respect to land use patterns, concentrated urban development is mostly visible in the central, southern and northeastern parts of Boyle Town. Elsewhere, there are several areas in the northwestern and southern parts of the study area where suburban style residential development comprised of own-access houses and houses on dendritic cul-de-sacs can be found. Other development is mostly concentrated along main roads in the study area, including the N61, the R294, the R361, the L5052, Rockingham Road, and Carrick Road. Non-residential development is noted to be concentrated primarily in the core Town Centre area, including along Main Street, around the N61 Bridge, and in proximity to The Crescent area – however, it should be noted that the number of non-residential properties does not indicate the scale of such properties. Furthermore, vacancy is noted to be a visible issue particularly in the northern part of the Town Centre. An overview of existing development distribution and land use patterns is presented in in Figure 3.3 (overleaf).

Figure 3.3 Development Distribution and Land Use



The following Figure 3.4 presents the key trip destinations within Boyle Town, also showing the walking time bands from a notional Town Centre point.

Figure 3.4 Key Trip Destinations and Walkability



As can be seen in the preceding figure, Boyle is a compact Town whose scale is well-suited for walking or cycling – a potential that could be fully exploited if an appropriate active travel infrastructure were provided.

3.4 Demographic and Socio-Economic Profile

The study area, which includes the CSO Electoral Divisions Boyle Urban and Boyle Rural, had a total population of 3,372 in 2022, representing a 13% increase since 2011. This growth rate is slightly higher than the national average. About 51% of the population is of working age (20-64), with the urban area having a slightly older demographic profile. The ethnic composition is predominantly White Irish (76%), with Other White being the next largest group at 11%.

Employment data from the 2022 Census shows that the employment rate in Boyle Urban is significantly lower than the national average (38% vs. 56%), mainly due to a large proportion of retired residents (28% vs. 16% nationally). Boyle Rural has an employment rate closer to the national average at 48%. The largest employers are in Wholesale, Retail, and Commerce (33%) and Education, Healthcare, and Social Work (25%). Car ownership varies greatly between the two areas. In urban Boyle, nearly one-third of households (31%) have no car, indicating a reliance on walking or cycling. In rural Boyle, this figure drops to just 9%, with nine out of ten households owning at least one vehicle, highlighting a higher degree of car dependency.

3.5 Current Travel Patterns

An analysis of travel patterns for work and education revealed key trends, using data from the 2016 Census POWSCAR and 2022 Census SAPS datasets.

Trip Distribution

There are 1,605 individuals who travel to Boyle for work or education, with 44% originating from within the Boyle Urban and Rural areas. The remaining 56% commute from further afield, including wider County Roscommon (34%), followed by counties Sligo (13%) and Leitrim (5%). For those whose trips for work or education start in Boyle, 53% remain within the town, while the rest travel to dispersed destinations including Sligo Town (5%) and Carrick-on-Shannon (3%).

Mode of Transport

The car is the dominant mode of transport for commuting to work, with 52% of urban Boyle residents and 64% of rural residents using a car. This results in an overall car usage rate of 59%. However, walking is a significant mode in urban Boyle (22%), much higher than in the rural areas (6%). Public transport, including bus and train, accounts for only about 1% of commutes.

For trips to school, college, or childcare, 46% of urban residents walk, while only 16% of rural residents do so. This is balanced by a much higher use of cars as a passenger in rural areas (65%) compared to urban areas (43%). The low use of public transport and cycling for both work and education trips underscores the strong car dependency, especially in rural areas, and is expected in light of limited public transport options for short-distance travel.

Journey Time and Time Leaving Home

Over half of all trips (52%) take under 15 minutes, with only 12% exceeding 45 minutes. This indicates that most trips are relatively short, suggesting a high potential for a shift to active travel modes if safe infrastructure and other incentives were available. The peak commuting hour for work or education is between 08:01 and 09:00, when 47% of commuting residents leave home.

3.6 Transport Infrastructure and Services

This section reviews the existing and proposed public transport, active travel, and road networks in Boyle.

Public Transport

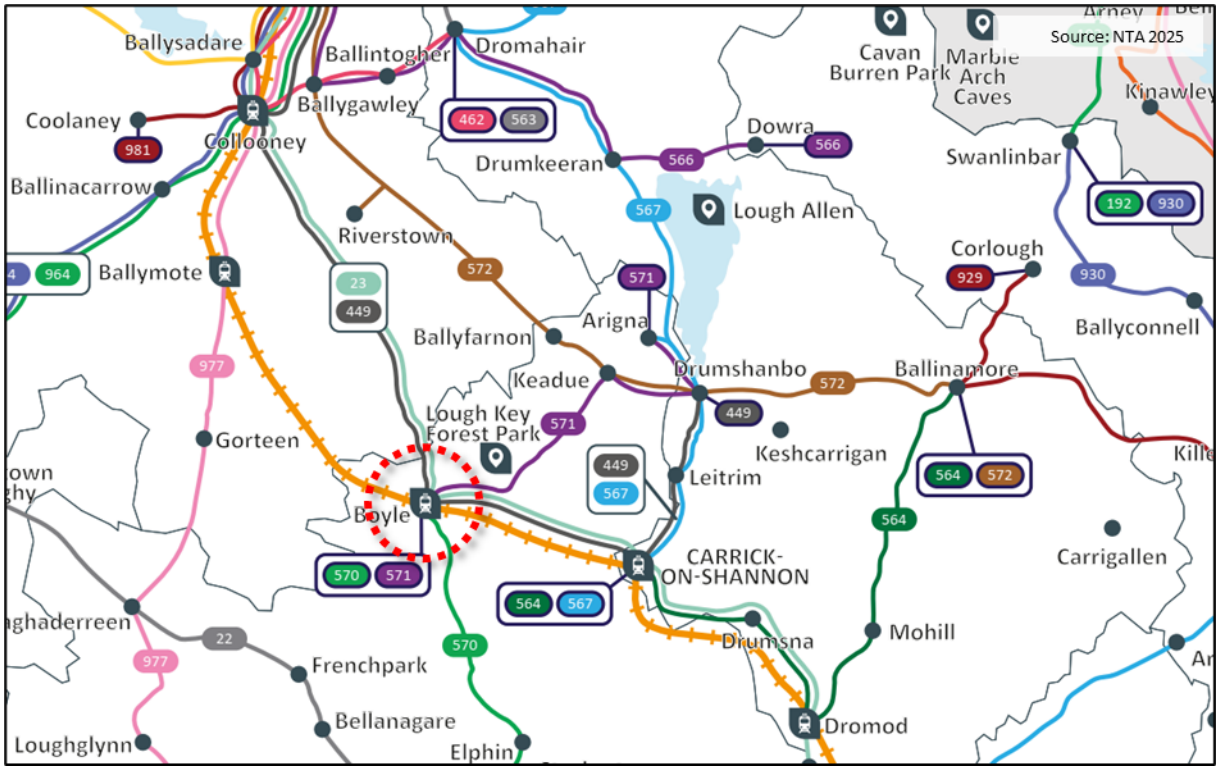
Boyle is served by a rail line connecting Dublin and Sligo via Maynooth, Longford, and Carrick-on-Shannon, with 8 daily departures in each direction. The train station is located within a 15-minute walk of the Town Centre, but its accessibility is limited by poor permeability, as it's only accessible from the east. While there is a car park with 55 spaces, there is no formal cycle parking.

Bus services are also available, including Route 23 connecting Dublin and Sligo, along with local routes to nearby villages. An overview of the services is presented in Table 3.1, which follows, with Figure 3.5 (overleaf) showing Boyle in the context of the wider public transport network.

Table 3.1 Overview of Bus Services in Boyle

Route No.	Route	No. of Services Per Day	Earliest Departure	Latest Departure	Stop in Boyle
23	Dublin – Dublin Airport – Longford - Sligo	5 inbound 5 outbound	11:15 (ountbd) 08:47 (inbd)	02:02 (ountbd) 01:43 (inbd)	Stop 555791
476	Killavil - Ballymote - Tubbercurry	1 inbound 1 outbound	11:55 (ountbd) 13:00 (inbd)	11:55 (ountbd) 13:00 (inbd)	Stop 555791
570	Boyle - Roscommon, Abbeytown	3 inbound 3 outbound	07:35 (ountbd) 10:50 (inbd)	17:13 (ountbd) 18:30 (inbd)	Stop 555791
570A	Boyle – Lough Key Forest Park (Summer only)	3 inbound 4 outbound	11:00 (ountbd) 11:15 (inbd)	21:45 (ountbd) 18:45 (inbd)	Stop 555791
571	Carrownanalt, Mining Experience Car Park - Boyle	3 inbound 3 outbound	08:55 (ountbd) 11:00 (inbd)	17:25 (ountbd) 17:30 (inbd)	Stop 555791

Figure 3.5 Public Transport Services in Boyle



The main bus stop in Boyle, is noted to be located on Military Road, about 900 meters from the train station, reducing feasibility of transfer trips. Moreover, the steep gradient between the north and south of town (with a bus stop only available in the former) limits the convenience of bus travel for some residents.

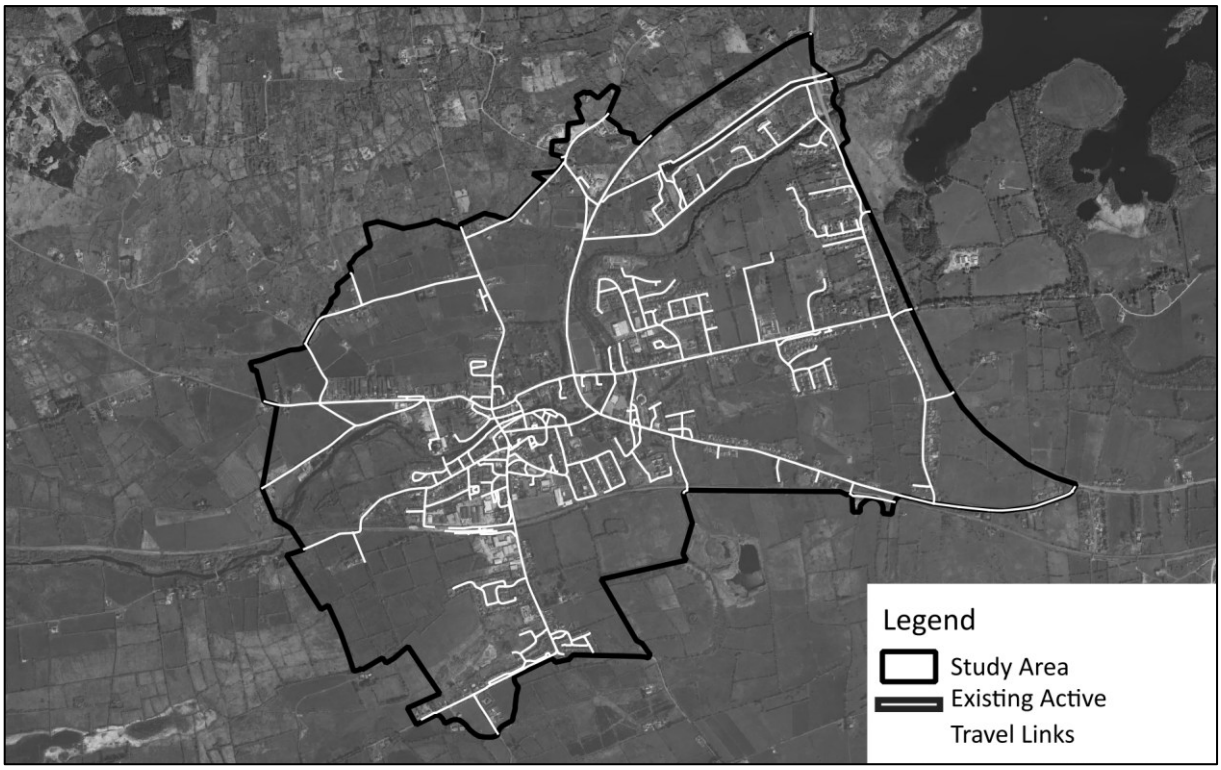
Active Modes' Infrastructure

Boyle's walking infrastructure is quantitatively sufficient, but footpaths are often below the recommended DMURS (Design Manual for Urban Roads and Streets) standards with respect to width and in poor state of maintenance. Features supporting universal accessibility such as tactile paving are limited. The town has several pedestrian-specific areas, including along the southern bank of River Boyle.

Cycling infrastructure is very limited, with no segregated cycle routes within the town itself. The only dedicated infrastructure is a path along the Boyle Canal connecting to Lough Key, away from the Town Centre. The town's hilly topography and high traffic volumes, particularly from Heavy Goods Vehicles (HGVs), make it an uninviting environment for cyclists. The CycleConnects programme includes a network of urban secondary and inter-urban routes in and around Boyle, which could enhance cycling infrastructure, but no high-volume urban primary routes are planned. The routing of active travel links planned under the CycleConnects programme is indicative.

The extent of the existing active travel network (including mostly footpaths, as described above), is shown in Figure 3.6, which follows.

Figure 3.6 Existing Active Travel Network in Boyle



Road Network and Road Safety

The N61, a national road, runs directly through Boyle's Town Centre, acting as a strategic link but also contributing to significant heavy traffic volumes. The road network in the Town Centre is complex, with several one-way streets and space-constrained junctions that can be confusing for drivers and pose safety concerns, especially for pedestrians and cyclists.

Boyle Traffic Safety Scheme, implemented in 2025, includes several new or upgraded pedestrian crossings and footpath buildouts, in addition to simplifying vehicular circulation in proximity to the railway station. Furthermore, a raised zebra crossing on the southern section of the N61 has been proposed. While a southern bypass was previously considered to divert through traffic from the Town Centre, it lacks committed funding and is not assumed to be delivered during the lifetime of the Boyle Settlement Plan.

According to data from the Road Safety Authority, there are no notable patterns or trends in collisions in Boyle, with a single fatal accident recorded on Carrick Road during a 12-year period (2005-2016).

3.7 Traffic Patterns

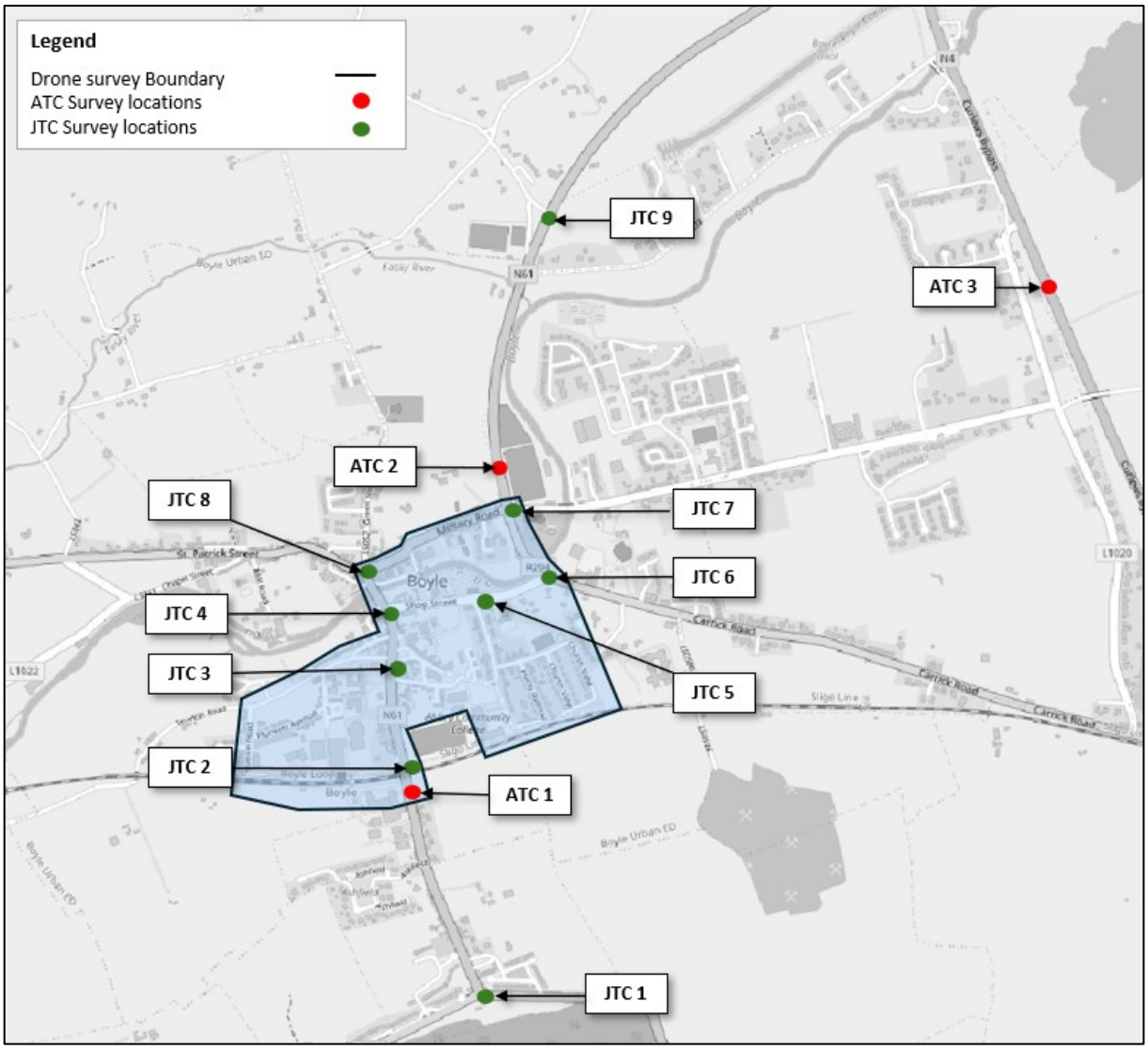
This section reviews the traffic and parking data collection and analysis activities and their outputs.

Data Collection Overview

To provide numerical evidence on traffic volumes and circulation patterns within the Study Area, three survey types were conducted (with survey locations presented in Figure 3.7, which follows):

- **Automatic Traffic Counts (ATCs)**: At 3 locations (N61 and N4) over 7 days (Monday 28 April to Sunday 04 May 2025), recording classified two-way traffic volumes and speeds.
- **Junction Turning Counts (JTCs)**: At 9 key junctions on Tuesday 29 April 2025 from 06:00–22:00, capturing detailed turning movements.
- **Drone Flyover**: Captured static aerial imagery of Boyle Town Centre around 06:30 on Tuesday 29 April 2025 for parking analysis.

Figure 3.7 Survey Locations



Vehicle classes included bicycles, motorcycles, cars, light goods vehicles, heavy goods vehicles, and buses. In analysis, vehicles were grouped into Light Vehicles (LV) and Heavy Vehicles (HV).

Junction Traffic Patterns

Key findings of the junction traffic volume analysis can be summarised as follows:

- Network peak traffic periods occurred between 08:30–09:30hrs (AM) and 16:30–17:30hrs (PM).
- PM peaks were typically stronger than AM, with higher traffic volumes recorded;

- The busiest junction was at N61/The Crescent/Termon Road, followed by other junctions in the Town Centre.
- Junctions closer to the Town Centre carried more traffic, however those further outside, in particular on the N61, had a higher proportion of heavier vehicles, likely associated with longer-distance travel.

Network-Level Traffic Patterns

Key findings of the traffic patterns on the network-wide level can be summarised as follows:

- The N61 and the R296 Carrick Road carry the largest volumes of traffic entering and exiting Boyle Town Centre.
- The N61 section in Boyle carries more traffic than the N4 eastern Boyle bypass, supporting the case for a southern Boyle bypass and possible reclassification of the N61 as a national primary road.

Parking Analysis

Key findings of the car park occupancy analysis can be summarised as follows:

- The park and ride facility at Boyle Railway Station appears to be used primarily for commuting-related purposes, with most cars accessing it in the morning and egressing in the evening. With a ca. 40% peak occupancy, the car park offers a substantial spare capacity.
- The Shop Street car park (including marked on-street parking bays on Shop Street) appears to be used for both commuting-related and other purposes, with peak demand occurring from late morning to mid-afternoon. With a ca. 83% peak occupancy, the car park offers some spare capacity.
- Overall, no capacity pressures have been found at the car parking locations considered, with spare capacity suitable for increased demand or offsetting future parking reductions elsewhere in town.
- The utilised assessment approach should be noted to deliver indicative results, with dedicated car park in/ out and duration of stay surveys recommended to provide more robust outputs, should substantial changes to Town Centre parking arrangements be considered.

Overall Findings

The following overall conclusions can be drawn from the traffic data analysis undertaken and reported on herein:

- Traffic volumes on the N61 are high, with both through and local movements concentrated in the town centre, suggesting the need for network optimisation and bypass considerations.
- Town Centre junctions see the most intense use, likely due to accommodating local short distance trips in addition to the long-distance movements on the N61.

- Parking facilities in Boyle are not operating at capacity, indicating they can support more intense use without requiring immediate expansion.
- The data provides a solid evidence base for future transport planning, including traffic calming, junction upgrades, public transport integration, and potential reclassification of national roads.

3.8 Environmental Constraints

The environmental and physical characteristics of Boyle affect existing connectivity and future transport proposals.

Protected Areas

The study area and its proximity to protected areas and habitats as per the National Biodiversity Data Centre is illustrated in Figure 3.8 below.

Figure 3.8 Protected Areas and Habitats within Study Area

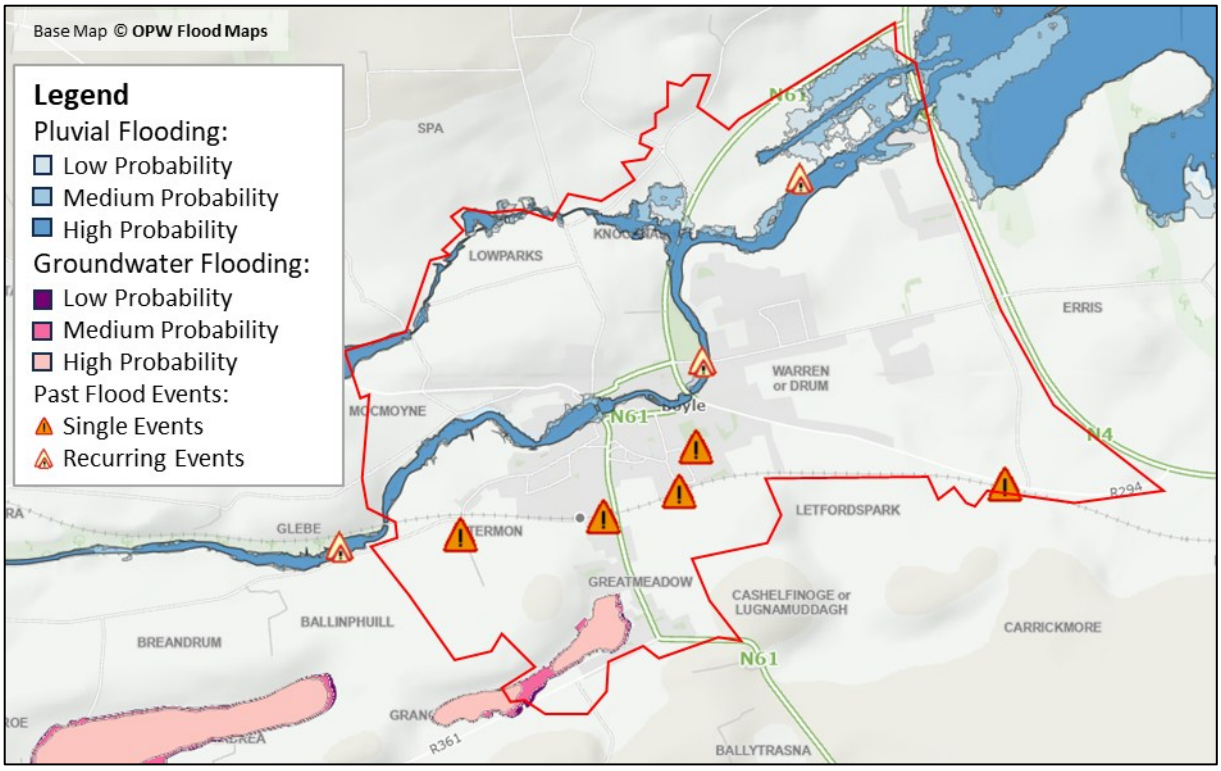
As can be seen in the preceding figure, the study area does not overlap with any current or proposed Protected Area of Biodiversity although areas of the nearby Lough Key are proposed Natural Heritage Areas.

Hydrology

Boyle is situated on the River Boyle, which is part of the Shannon waterway system. While this presents a flood risk, the steep gradients rising from the riverbanks mean that the area at risk of pluvial flooding is limited to a relatively small number of retail, commercial, and residential units located immediately along the river. Groundwater flooding risk has been identified in the southern part of the study area

(at Greatmeadow). Historically, flooding events have been recorded in several locations in Boyle, including along the Sligo railway line. However, repeated flooding events have only been recorded in areas directly adjacent to the river, consistent with the pluvial flooding forecasts. A selection of flood risk indicators are illustrated in the map produced by the Office of Public Works (OPW), with the section of the map covering the current Study Area reproduced in Figure 3.9 below for ease of reference.

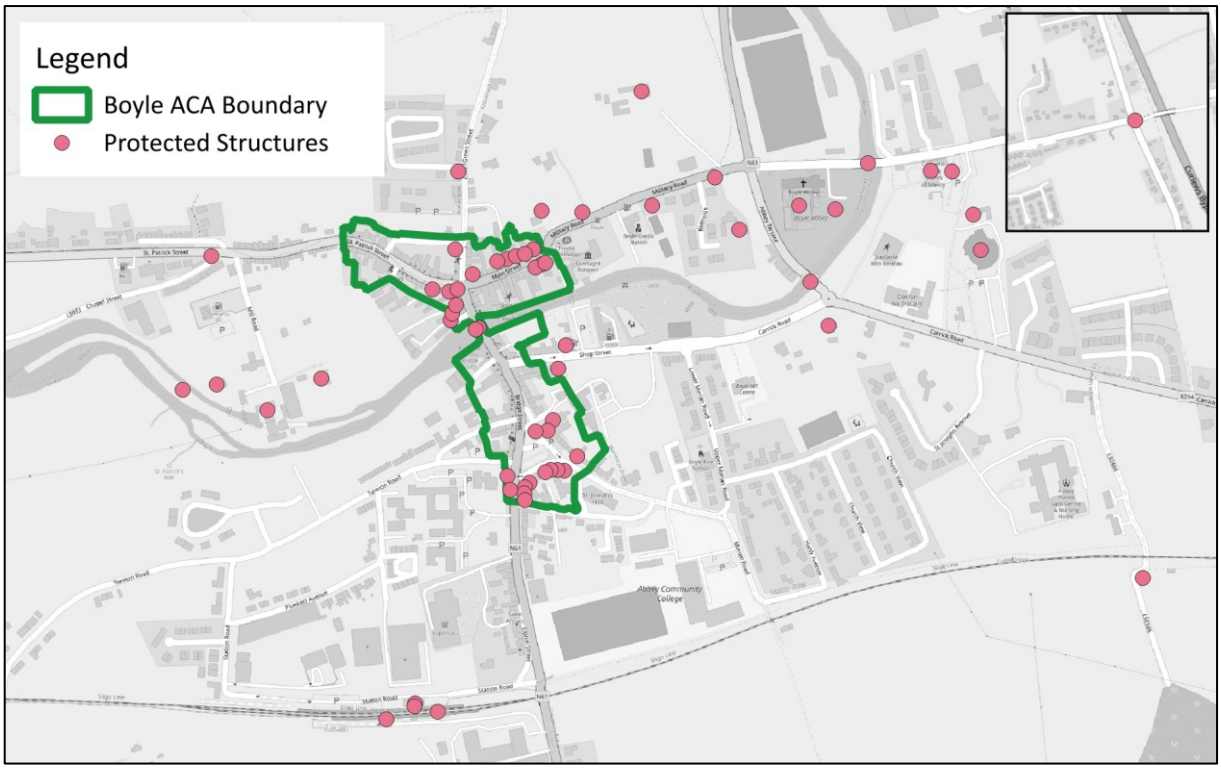
Figure 3.9 Flooding within Study Area



Heritage and Archaeology

The centre of Boyle is designated as an Architectural Conservation Area (ACA), recognizing its architectural significance and town planning history. This designation, which aims to preserve the historic streetscape, can constrain major infrastructural changes, however may support interventions aimed at improving public realm and reducing the prominence of motorised traffic. Notable individual heritage sites in Boyle include Boyle Abbey, King House, and Frybrook House. The National Inventory of Architectural Heritage lists 55 structures of interest in the study area, with King House and Abbeytown Bridge rated as being of national importance. A review of the Record of Protected Structures in the Roscommon County Development Plan 2022-2028 has revealed a total of 62 structures within the study area, which are subject to statutory protection under the Planning and Development Acts. The extent of the ACA and the individual protected structures are illustrated in Figure 3.10 (overleaf).

Figure 3.10 Boyle ACA Extent and Individual Protected Structures



As can be seen in the preceding figure, the Boyle Architectural Heritage Area encompasses the central parts of town north and south of the river, including The Crescent area in the south. A high concentration of protected structures is noted around The Crescent, around Main Street, and around the N61 Main Street/ Green Street Junction. It is also noted that all bridges over the River Boyle in the town, including Boyle Bridge (Bridge Street), Sligo Road Bridge, and Abbeytown Road Bridge, are protected structures.

3.9 Demographic Projections

Planning for housing provision in Ireland has been informed by the National Planning Framework (NPF), most recently updated in April 2025 to reflect state-wide demographic trends and projections. In the NPF, population growth projections have been provided on the Regional Assembly Area level, which should inform the extent of lands to be zoned for housing in individual counties. The policy is focused on regional development, with the National Policy Objective 3 being to achieve a population growth in the Northern and Western Regional Assembly Area by ca. 150,000 people between 2022 and 2040. This is broadly consistent with the projections included in the original NPF dated 2018, which informed the Roscommon County Development Plan 2022-2028. The Plan's Strategic Aim no. 2 is to "Plan for a population uplift of 6,387 persons/ 2,353 housing units during the Plan period".

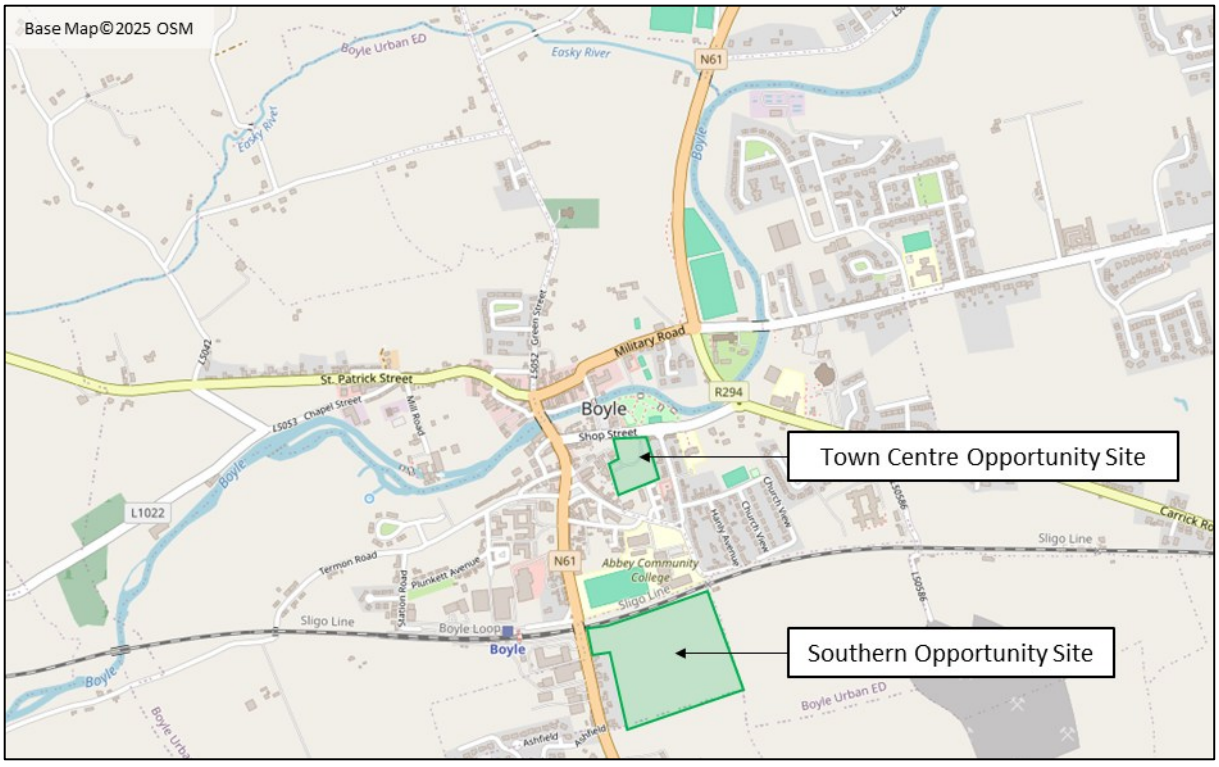
The Roscommon County Development Plan projects that the population of Boyle should grow by 514 individuals (i.e. by 20%) between 2022 and 2028 with a further growth by 280 individuals projected by

2031. To accommodate the projected growth, delivery of 190 residential units has been planned, with further 57 units to be livered on infill/ brownfield lands. To enable this, ca. 9.5 hectares of lands in Boyle should be zoned for new housing. New housing development in Boyle is envisaged to be accommodated primarily within designated Opportunity Sites to prevent uncontrolled sprawl and ensure compact, sustainable urban pattern. The identified Opportunity Sites have been presented in Section 3.10, which follows.

3.10 Opportunity Sites

The engagement between the LTP project team and RCC has indicated that two Opportunity Sites have been identified as particularly suitable for housing development. Opportunity Site selection has been informed by current planning policy, whose focus is on compact and infill development. Location and extent of the Opportunity Sites are presented in Figure 3.11, which follows.

Figure 3.11 Opportunity Sites



The Opportunity Sites presented above can be summarised as follows:

- **Town Centre Opportunity Site** is a ca. 1.2-hectare brownfield site. The site is bounded by existing development to all sides, with vehicular access currently possible off Shop Street (to the north) and off the N61 via an existing laneway to the back of the Courthouse building (to the west). Given the substandard nature of the laneway, access from the north is deemed preferable. The site has been recognised to offer a unique opportunity for substantially improving north-south and east-west active travel connectivity through the Town Centre, subject to suitable permeability links being provided.

- **Southern Opportunity Site** is a ca. 6.5-hectare greenfield site currently used for agricultural purposes. It is bounded by the Sligo railway line to the north, agricultural lands to the east and south, existing residential development (a row of detached houses along the N61) to the west, and the N61 to the northwest. Public road access to the site can most easily be provided off the N61.

For both Opportunity Sites, ensuring a high level of permeability and accessibility by sustainable modes has been identified as a key challenge to be addressed in planning their development.

3.11 SWOT Analysis

The findings summarised above from the Baseline Assessment have been used to inform a Strengths, Weaknesses, Opportunities and Threats/ Constraints (SWOT) analysis for the study area. The results are outlined overleaf. This has been used to inform subsequent stages of the LTP, in particular the objectives setting and options development phases.

Strengths	Weaknesses
• Boyle is classified as a self-sustaining town in the Roscommon County Development Plan 2022-2028 • Favourable location at the confluence of the national roads N4 and N61 with good connectivity to nearby Key Towns (Roscommon and Carrick-on-Shannon) and Regional Growth Centres (Sligo and Athlone) • Frequent rail connections to Sligo and Dublin, with the railway station located in proximity of the town centre as well as potential development lands • Regional and long-distance bus and coach services available • Sustainable modes of transport within account for a larger proportion of the modal share than the county or province average. • Walking distances within the town are fairly short due to a relatively compact urban form • The Crescent forms a focal point and a potential public square in the southern part of Boyle • River Boyle provides an opportunity for off-road active travel movements through the Town along the east-west axis • Several bridges over River Boyle reduce the severance impacts of River Boyle	• Secondary national road N61 running across the town centre, resulting in substantial heavy traffic volumes which feature a comparatively high volume of HGVs for an urban space, compounded by unfavourable road layout • Lack of integration between rail and road based public transport services in Boyle, with a substantial distance between the railway station and the bus stop on Main Street • Substantial elevation difference between the northern and southern parts of Boyle • Lack of dedicated cycling infrastructure and substandard width of footpaths throughout the Town • Severance caused by River Boyle and the railway line, constraining connectivity between the northern and southern parts of Boyle and its southern fringe • The Crescent square is dominated by motor vehicle, with an overwhelming focus on parking • The Mill Road bridge is closed for the general public, affecting permeability across River Boyle • Informal car parking around St Joseph's Hall preventing efficient use of space • Car remains the dominant mode of transport in work-related commuting trips. • High traffic volumes comprising a high proportion of HGVs through the town serve as hazards to pedestrians and cyclists, decreasing the likelihood of greater uptake of either sustainable mode. • Two key junctions in the town centre are substantially space constrained, resulting in poor layout clarity and reduced traffic safety for all road users • Active travel access to the train station is poor due to a lack of crossings and footpaths in vicinity. • Very wide carriageways on local roads, without formalised parking bays.
Opportunities	**Threats/ Constraints**
• Most of the trips within the study area (to work and to school) are within a distance convenient for walking or cycling, highlighting potential for a mode shift. • Several key points of interest are located along River Boyle, creating an obvious desire line. Existing paths could be upgraded to create a continuous link • Availability of open space and undeveloped lands in the southern part of Boyle Town Centre create an opportunity for creating an active travel link between Main Street and The Crescent area alternative to the constrained N61 corridor and reallocation of car parking at The Crescent • At several locations, permeability could be improved with relative ease, without affecting existing development. • Existing street widths in the Town Centre may offer some opportunities for road space reallocation, subject to potential expansion of the existing one-way system. • The large number of school places within the study area compared to the study area population shows the large catchment of the town that could potentially be better attracted to shop and spend time in the town through improvements to the urban realm. • High proportion of senior residents and car-free households in the study area highlights the need for interventions aimed at improving walking and cycling environment, focused on universal accessibility and enhanced permeability.	• Limited width of existing bridges and road widths might prevent provision of active travel facilities in certain locations. • The routing of the N61 through Boyle may constrain road space reallocation to other uses and traffic calming in Boyle Town Centre. • Substantial gradient between the northern and southern parts of Boyle Town may present an accessibility barrier, unless alternative less steep links are provided. • Substantial gradient also serves to hinder opportunity for active travel, notably cycling. • Existing development along key streets may constrain provision of high quality active travel facilities along those streets. • Lack of bus stops in the southern part of Boyle and by the railway station limit attractiveness of public transport and prevent intermodal transfers. • On-street parking needs appropriate management to ensure that improvements for sustainable modes can be realised.

4. LTP Objectives

4.1 Overview

Part Two of the ABTA process utilised to develop the Local Transport Plan (LTP) for Boyle focuses on applying the information gathered from the baseline assessment (including the SWOT analysis) to determine the objectives that guide the development of the LTP and against which the performance of the strategy options would be measured. The following sections provide an overview of the methodology used to derive the LTP objectives.

4.2 LTP Development Approach

As elaborated upon in Section 1.2, the development of the LTP has been aligned with the appropriate guidelines pertinent to the Area-Based Transport Assessment (ABTA) process. In implementing the guidelines to complete the process and deliver an LTP tailored to Boyle local characteristics and challenges, the following concepts have been of particular relevance and have been applied at all project stages.

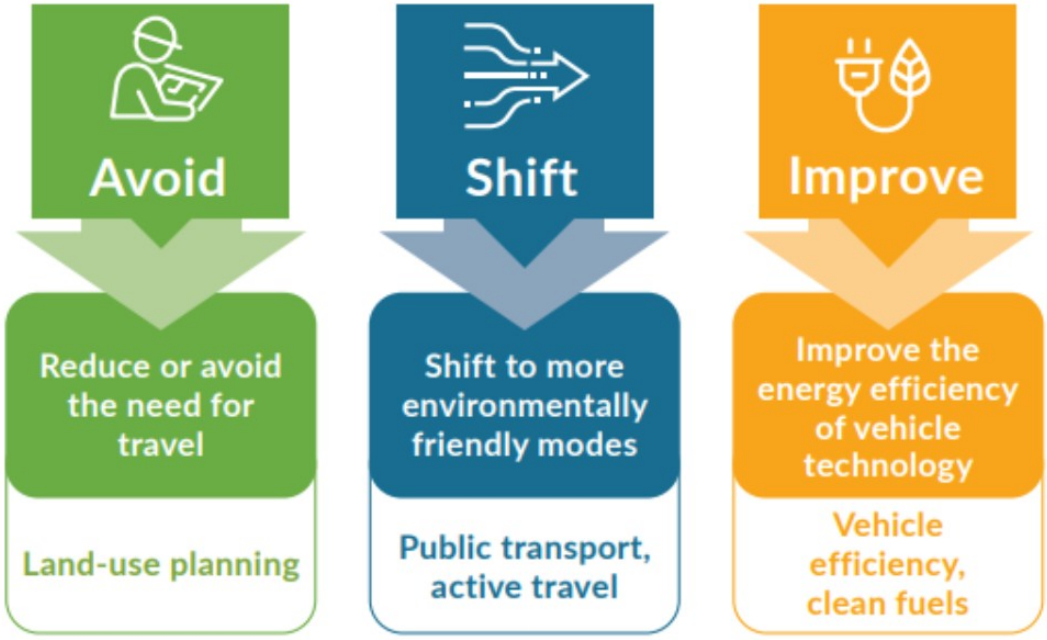
Avoid-Shift-Improve Framework

As outlined in the National Sustainable Mobility Policy, the approach to achieve a more sustainable transport sector is based on the Avoid-Shift-Improve principle (see: Figure 4.1, overleaf). This principle involves implementing measures to:

- **Avoid**, which means reducing the frequency and distance of trips;
- **Shift**, which means moving toward more environmentally friendly modes of transport, such as walking, cycling, or using public transport; and
- **Improve**, which means promoting efficient fuel and vehicle technologies.

The Avoid-Shift-Improve framework has informed development of this LTP from the Boyle ABTA principle and objective definition through to measure identification and appraisal. This LTP intends to support compact development of Boyle by providing sustainable mobility links to serve the opportunity areas identified by RCC Forward Planning Team for inclusion in the upcoming Boyle Settlement Plan. This, alongside with the focus on improvements within existing built-up area to increase its attractiveness, shall contribute to reducing future need for travel, thus aligning the LTP with the Avoid principle. The Shift principle is reflected by the LTP's focus on sustainable mobility, including delivery of a comprehensive active travel infrastructure network, to increase relative attractiveness of active and sustainable modes of travel. The primary focus of the LTP on enhancing and remodelling existing infrastructure, with a limited number of new links recommended (dominantly active travel only), reflects the Improve principle.

Figure 4.1 Avoid-Shift-Improve Framework[1]



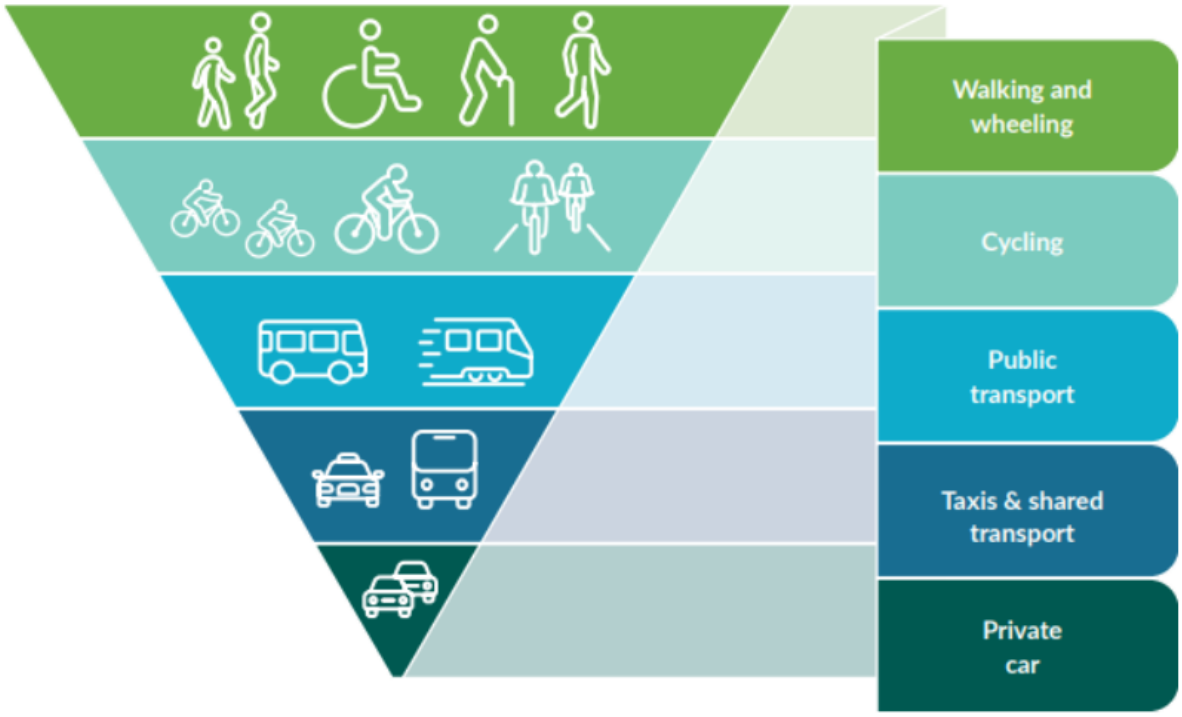
Road User Hierarchy

The National Sustainable Mobility Policy advocates for the internationally recognized "pedestrian first" Hierarchy of Road Users model to encourage more sustainable travel patterns and safer streets. This model is central to the Design Manual for Urban Roads and Streets (DMURS) and prioritizes road users based on their vulnerability. The hierarchy is presented in Figure 4.2 (overleaf).

The hierarchy begins with walking and wheeling at the top, recognising that prioritising design for pedestrians first can reduce the number of short car journeys and make public transport more accessible. The policy states that a more walkable community is also an issue of social equity, as the most vulnerable in society, including children, older people, and people with disabilities, have fewer car travel options. Following pedestrians, the hierarchy prioritises cyclists. The Policy notes that bicycle trips, especially with the rise of electric bikes, have the potential to replace motor vehicles for short to medium-range journeys. The hierarchy places public transport after cyclists, emphasising that it should be prioritised over other motorised vehicles. The model supports a "whole of journey" approach by designing accessible walking and cycling infrastructure that easily connects to bus and rail options, facilitating "first" and "last-mile" journeys to and from public transport stops.

[1] Source: National Sustainable Mobility Policy

Figure 4.2 Road User Hierarchy[2]



This LTP has been guided by the National Sustainable Mobility Policy road user hierarchy, in that active and sustainable mobility have been prioritised in addressing the mobility challenges identified in the SWOT Analysis (see: Section 3.11). In doing so, it has been assumed that the same priority will be maintained when the measures recommended herein are advanced to implementation, with detailed design decisions made to ensure that the measures' potential for supporting and facilitating car-free mobility is fully realised.

TAF Appraisal Criteria

The Transport Appraisal Framework (TAF) published by Department of Transport sets out seven primary criteria that can be used in both the quantitative and qualitative appraisal of transport projects and programmes. It recommends that the appraisal criteria be used to frame the discussion and measurement of the potential impacts of project or programme options if implemented. The seven appraisal criteria for intervention impacts discussed in detail in this section are as follows:

- Transport User Benefits and Other Economic Impacts
- Accessibility Impacts
- Social Impacts

[2] Source: National Sustainable Mobility Policy

- Land Use Impacts
- Safety Impacts
- Climate Change Impacts
- Local Environmental Impacts

The above criteria have underpinned the approach applied in developing this LTP and they have been transposed to the Boyle's local context, with the LTP Objectives being directly aligned with the TAF criteria.

Iterative Approach

The LTP development approach has been iterative, incorporating the following process:

- Baseline assessment (Appendix A):
  - Early RCC consultation
  - Desktop assessment
  - Census/POWSCAR data analysis
  - SWOT Analysis
- Traffic data collection and analysis (Appendix C)
- Establishing Transport Context
- Options Development (Appendix B)
- Draft LTP Issue
- RCC and Stakeholder Feedback
- Options Refinement and Assessment
- Further RCC and Stakeholder Feedback
- Final LTP Issue

4.3 Boyle LTP Objectives

As per the relevant ABTA guidelines, the information gathered from the baseline assessment should guide development of principles and objectives. Those would then inform identification of measure options and form the criteria for those options to be evaluated against. In this context, a principle is a transport or planning practice which is considered to be desirable, whereas an objective builds upon the transport principles by establishing a clear goal by which the performance of the ABTA Plan can be measured and assessed.

Following engagement with the NTA in relation to the initial draft of the LTP, and in light of the relatively minor scale of the project (considering the area and population of Boyle), it has been decided to combine the principles and objectives as distinguished in the ABTA guidelines into a single set of objectives for improved clarity and legibility.

The development of the objectives for the Boyle LTP have been informed by:

- The opportunities and constraints identified in the SWOT analysis (Section 3.7);
- Existing national, regional, and local policies (see: Section 2, Section 4.3); and
- Engagement with RCC, NTA, and TII.

Boyle LTP Objectives

To ensure a robust assessment of transport options, the objectives were broadly aligned with the seven appraisal criteria outlined in the Department of Transport's Transport Appraisal Framework (TAF). The criteria, and associated sub-criteria, are presented in Table 4.1, which follows, for reference.

Table 4.1 TAF Criteria and Sub-Criteria

TAF Criteria	TAF Sub-Criteria
Transport User Benefits and Other Economic Impacts	Travel Time, Transport Costs, Journey Reliability, Journey Quality, Other economic impacts
Accessibility	Access to Services, Access to Recreational Facilities , Access to jobs, Access to International Transport Gateways, Freight Access
Social	Impact on deprived groups, Transport users with different mobility needs, Gender Impacts
Land Use	Public Realm, Connectivity with existing public transport facilities, Connection to zoned lands as part of national and regional planning.
Safety	Safety Impact
Climate Change	Climate Mitigation, Climate Adaptation
Local Environmental Impacts	Air Quality, Noise and Vibration, Biodiversity, Water Resources and Soil Quality, Landscape and Visual Quality, Cultural and Heritage

To demonstrate the alignment, the Boyle ABTA objectives are set out and mapped to the TAF criteria Table 4.2, overleaf.

Table 4.2 Boyle ABTA Objectives

Objectives	TAF Assessment Criteria						
	Transport User Benefits and Other Economic Impacts	Accessibility	Social	Land Use	Safety	Climate Change	Local Environmental Impacts
Improve quality of Town Centre streetscape/ public realm, with reduced prominence of vehicular traffic	X			X			
Improve connectivity between Boyle Town Centre and Lough Key tourism/ recreation centre	X	X		X			
Improve access to identified Opportunity Sites	X	X		X			
Enhance permeability and reduce walking and cycling distances between origins and destinations within Boyle Town	X	X	X	X		X	X
Improve alignment of bus stop number and location with population distribution across Boyle and reduce bus to rail transfer distance.	X	X	X			X	X
Support transition to electric vehicles						X	X
Protect capacity of the N61 national road corridor for long-distance and freight movements	X	X					
Facilitate active mobility in daily movements within Boyle Town	X		X			X	X
Ensure accessibility of Boyle Town Centre for movements originating in the Town's rural hinterland	X	X	X				
Enable take-up of shared mobility	X	X	X			X	
Ensure suitability of transport infrastructure to individuals with diverse mobility needs			X		X		
Improve road safety and address identified traffic hazards					X		
Improve actual and perceived safety of active travel infrastructure					X		
Ensure sustainable development and compact growth through integrated land use and transport planning.	X	X	X	X		X	X
Reduce reliance on the car in short distance trips within Boyle Town					X	X	
Reduce environmental impacts of transport, including airborne pollutant emissions, noise, vibration, and light pollution							X

4.4 Development of Transport Measures

The identification of transport measures to be included in this Boyle LTP has involved an iterative process undertaken in collaboration with the wider project team including RCC Forward Planning Team members. An initial list of options was compiled and presented to RCC for review and feedback in the Context and Options Development Note (attached hereto as Appendix B). Based on the feedback received, the list was revised, refined and expanded, following which a further round of RCC feedback was received, in addition to feedback from key stakeholders including the NTA, TII, and Irish Rail. The revised set of recommendations, incorporating the feedback received, is presented in Section 5, which follows.

5. Recommended Measures

5.1 Overview

This section of the Report sets out the recommended transport measures which form part of the Boyle Local Transport Plan. Interactions between the recommended measures and identified architectural heritage features in Boyle have also been addressed in the final part of this section, with individual measures' locations being presented in the context of heritage features.

5.2 Gateway Treatment Measures

With Boyle located at a confluence of a national road and several regional roads, ensuring a safe transition between rural sections of those roads and the urbanised area of the town has been deemed as a key consideration to promote safety of all road users. For this reason, it is recommended that gateway treatments be provided at the main road approaches to the town. As per DMURS Advice Note 1, gateway features are easily identifiable elements along the route which signal a change of context between rural and urban, with a transition zone between the two. They can be used to influence driver behaviour, wayfinding, and signal an entrance to urban area.

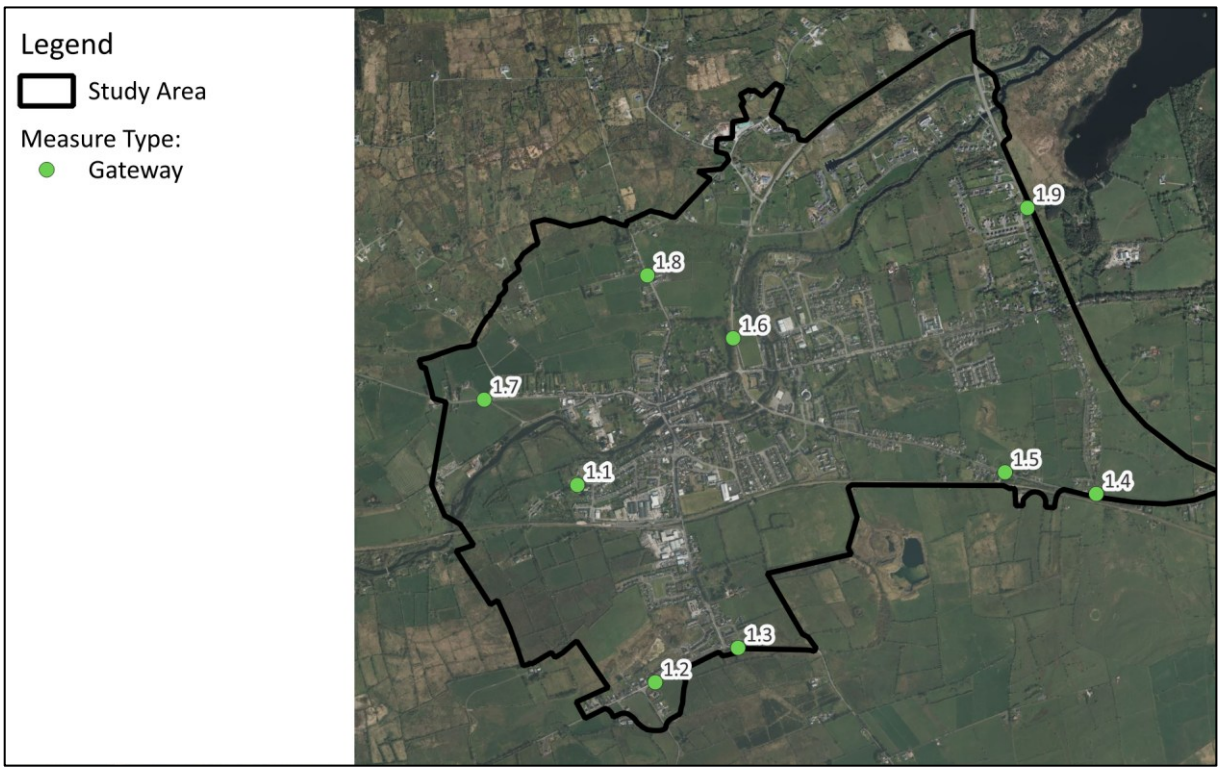
Gateways shall be provided at the entrances to the urban 50 km/h speed limit zone, with the extents of this zone within Boyle also recommended to be refined to reflect the current extent of development, particularly in the South Fringe area. Table 5.1 below provides an overview of the recommended gateway locations across Boyle, with the locations annotated in Figure 5.1 (overleaf). Design of the gateway treatments shall be consistent with the requirements and recommendations set out in DMURS Advice Note 1 – Transition Zones and Gateways as well as the TII Publication DN-GEO-03084: The Treatment of Transition Zones to Towns and Villages on National Roads (where relevant), with details subject to further consideration prior to measure implementation.

Table 5.1 Recommended Gateway Treatment Measures

No.	Name/ Location	Description
1.1	Felton Road (at 15 Tobar Phádraig)	Gateway at the existing 50 km/h speed limit zone boundary
1.2	R361 (ca. 700 metres west of the N61/ R361 Junction)	Extension of the 50 km/h zone to the west to reflect current extent of development, gateway at the new 50 km/h speed limit zone boundary
1.3	N61 southeast (ca. 100 metres east of the N61/ R361 Junction)	Extension of the 50 km/h zone to the east to reflect current extent of development and improve safety at the N61/ R361 Junction, gateway at the new 50 km/h speed limit zone boundary
1.4	Rockingham Road (directly north of the R294 Carrick Road/ Rockingham Road Junction)	Extension of the 50 km/h zone to the south to reflect current extent of development, gateway at the new 50 km/h speed limit zone boundary

No.	Name/ Location	Description
1.5	R294 Carrick Road (ca. 400 metres west of the R294 Carrick Road/ Rockingham Road Junction)	Gateway at the existing 50 km/h speed limit zone boundary
1.6	N61 northeast (ca. 160 metres north of the N61/ Abbeytown Road Roundabout)	Gateway at the existing 50 km/h speed limit zone boundary
1.7	R294 Mocmoyne Road (at Mocmoyne House)	Gateway at the existing 50 km/h speed limit zone boundary
1.8	Green Street (directly north of Green Street Veterinary Centre)	Formalisation of the 50 km/h speed limit zone boundary, reflecting a transition to a more urban area character
1.9	Rockingham Road (at the N4/ Rockingham Road Junction)	Extension of the 50 km/h zone to the south to reflect current extent of development, gateway at the new 50 km/h speed limit zone boundary

Figure 5.1 Gateway Treatment Measure Locations



5.3 Public Transport Infrastructure Improvement Measures

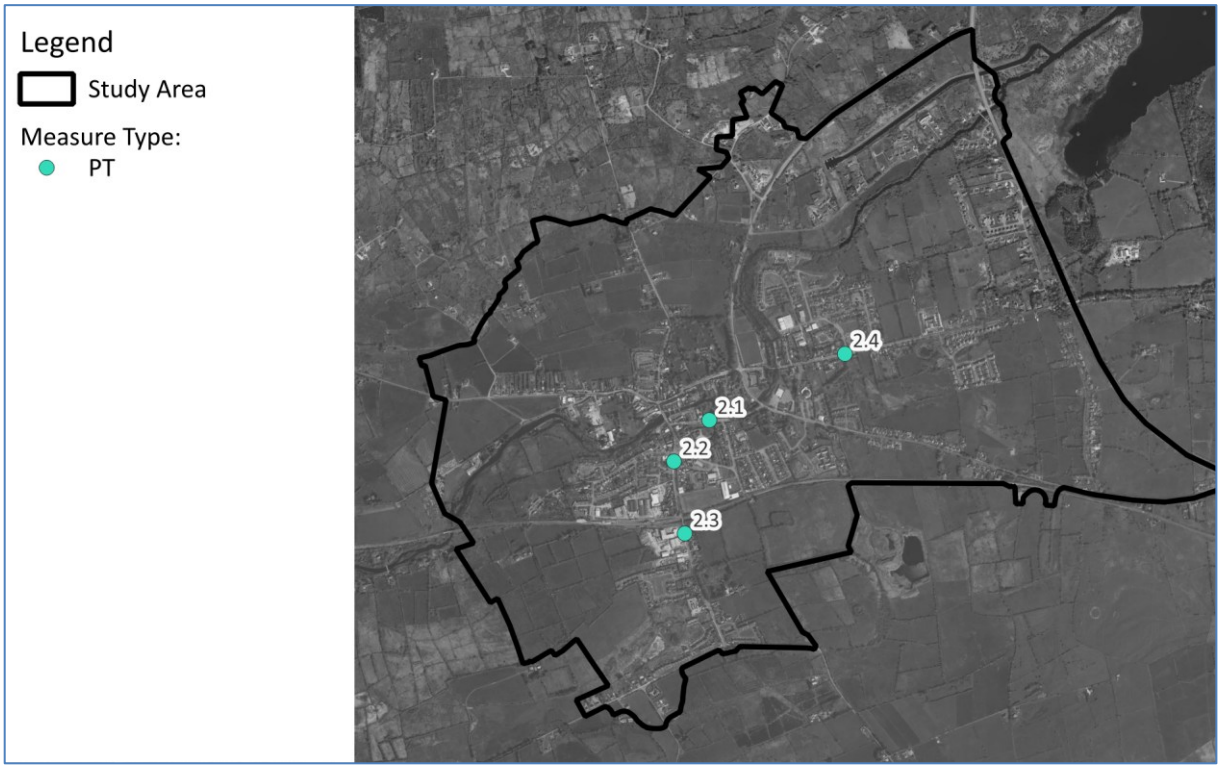
Table 5.2 (overleaf) presents a list of recommended measures which involve improvements to public transport infrastructure in Boyle, with relevant locations illustrated in Figure 5.2 (also overleaf). The recommended measures include provision of additional bus stops to address poor accessibility of bus services from the southern parts of the Town and deficient bus to rail interchange opportunities. Bus

stop quality improvements, including waiting facilities, passenger information, and cycle parking are also recommended to enhance passenger experience and promote sustainable travel.

Table 5.2 Recommended Public Transport Infrastructure Improvement Measures

No.	Name/ Location	Description
2.1	Town Centre Bus Stop Relocation	Relocation of existing eastbound bus stop from Military Road to Shop Street (to reflect conversion of Military Road to a one-way street as part of simplified Town Centre vehicular circulation (Measure 7.1).
2.2	The Crescent Bus Stop (on the N61)	Provision of a new on-demand bus stop to directly serve The Crescent area, Termon Road area, and Hanly Avenue area.
2.3	Railway Station Bus Stop (on the N61, south of the Sligo line viaduct)	Provision of a new on-demand bus stop to facilitate transfers between bus and rail and serve the Southern Opportunity Site as well as existing development in Boyle South Fringe.
2.4	Abbeytown Bus Stop (on Abbeytown Road)	Provision of a new on-demand bus stop to directly serve the Abbeytown area, Abbey Medical Centre, and St Joseph's Boys National School
2.5	Bus Stop Quality Upgrades	Provision of quality bus stop facilities at the existing and new bus stops in accordance with relevant NTA guidelines. The facilities may include seating benches, weather cover, real time timetable information screens, timetable boards, and cycle stands.

Figure 5.2 Public Transport Infrastructure Improvement Measure Locations



5.4 Junction Upgrade Measures

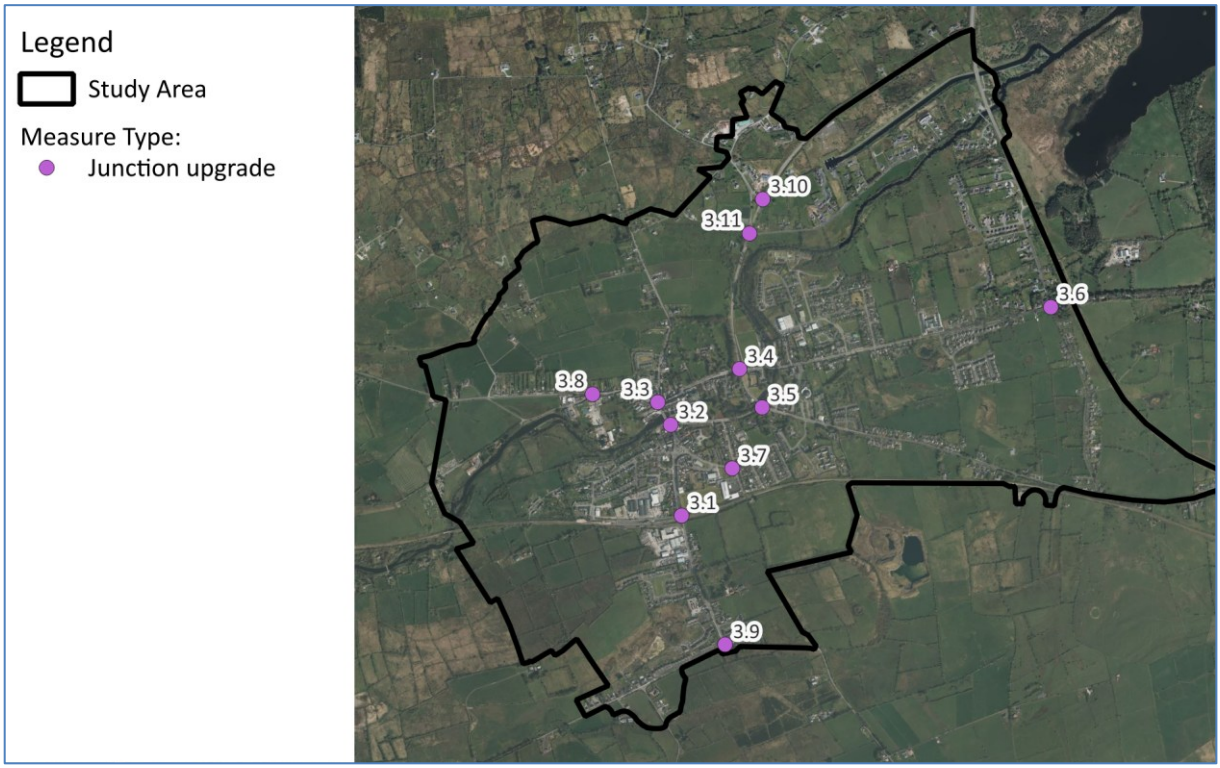
The following Table 5.3 presents a list of recommended measures concerning upgrades of key junctions across Boyle, which have been deemed deficient in terms of safety features and/ or facilities for vulnerable road users, or whose redesign will be necessary to enable delivery of wider schemes such as active travel corridors (see: Section 5.6) or Town Centre circulation adjustment (see: Section 5.7). Relevant locations are illustrated in Figure 5.3 (overleaf). Design of upgraded junction shall be subject to further consideration prior to delivery, and shall be consistent with DMURS and, where relevant, Cycle Design Manual.

Table 5.3 Recommended Junction Upgrade Measures

No.	Name/ Location	Description
3.1	N61/ Station Road Junction	Provision of active travel crossing facilities integrating with the southern orbital active travel corridor (Measure 5.1). Signalisation to be considered due to visibility constraints.
3.2	N61/ Shop Street Junction	Junction realignment to reflect the intended town centre circulation arrangements (Measure 7.1)
3.3	N61 Main Street/ Green Street Junction	Junction realignment to reflect the intended town centre circulation arrangements (Measures 7.1), provision of pedestrian crossing facilities. Signalisation to be considered due to challenging corner radii.
3.4	N61/ Abbeytown Road Roundabout	Junction upgrade to provide active travel (walking and cycling) facilities, including safe crossings, in line with Cycle Design Manual
3.5	N61 Carrick Road/ R295 Carrick Road/ N61 Sligo Road Roundabout	Junction upgrade to provide active travel (walking and cycling) facilities, including safe crossings, in line with Cycle Design Manual
3.6	Abbeytown Road/ Lakeview Junction	Junction upgrade to improve vulnerable road user safety and integrate with recommended cycle facilities (Measures 5.7, 5.8). Provision of a Cycle Design Manual compliant design.
3.7	Upper Marian Road/ Cootehall Street Junction	Junction upgrade to improve vulnerable road user safety and integrate with recommended cycle facilities (Measure 5.4). Provision of a Cycle Design Manual compliant design.
3.8	R294 Mocmoyne Road/ Patrick Street/ Chapel Street/ Mill Road Junction	Junction upgrade to improve vulnerable road user safety and introduce traffic calming at the approach to the Town Centre. Consider substantial HGV traffic to/ from Mill Road.
3.9	N61/ R361 Junction	Junction upgrade to improve vulnerable road user safety and general traffic safety, and introduce traffic calming at the approach to the town.

No.	Name/ Location	Description
3.10	N61 Sligo Road/ L1036 Junction	Junction upgrade to improve vulnerable road user safety and reduce traffic speed at the approach to the urban speed limit zone.
3.11	N61 Sligo Road/ Knocknashee Junction	Junction upgrade to improve vulnerable road user safety and reduce traffic speed at the approach to the urban speed limit zone.
3.12	R294 Carrick Road/ Rockingham Road Junction	Junction upgrade to improve vulnerable road user safety and reduce traffic speed at the approach to the urban speed limit zone.

Figure 5.3 Junction Upgrade Measure Locations



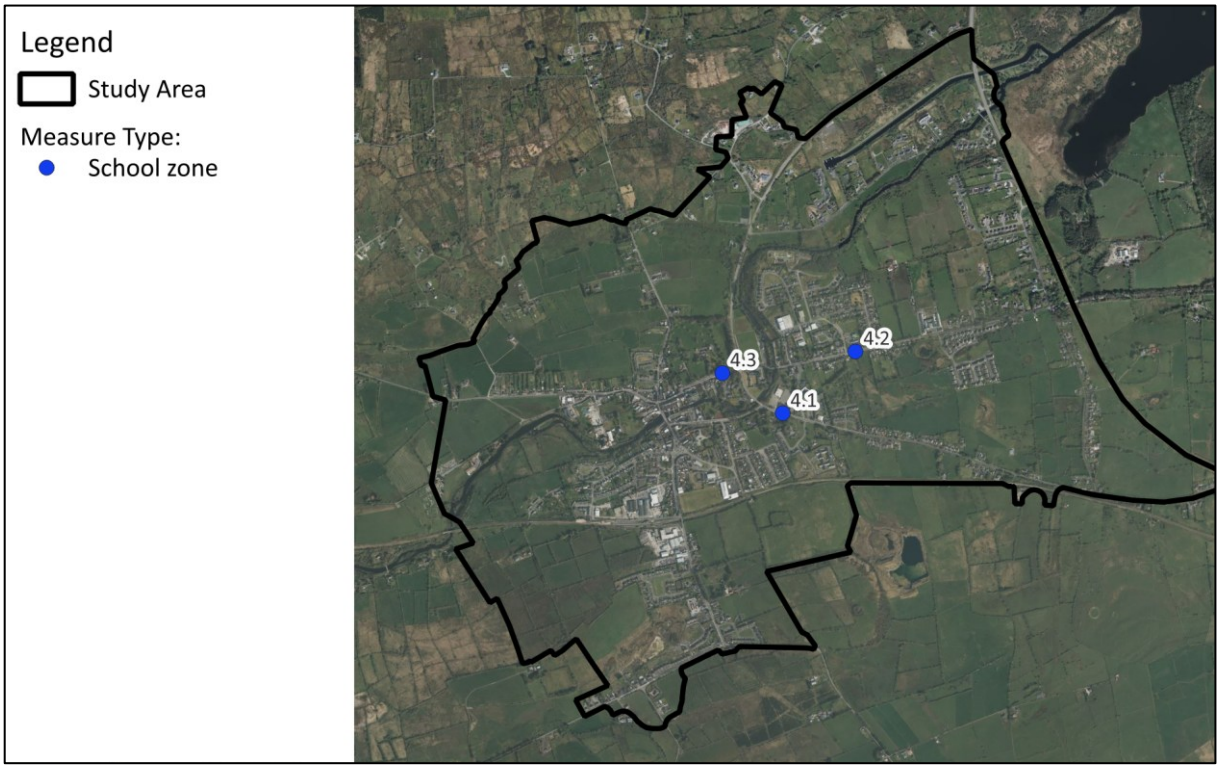
5.5 School Zone Treatment Measures

Table 5.4 (overleaf) presents the recommended measures concerning provision or upgrade of school zone treatments, with relevant locations illustrated in Figure 5.4 (on page 40). School zone treatment refers to a combination of traffic calming measures and road environment design features implemented on the road adjacent to a school with a view to provide safe crossing facilities, reduce traffic speed, increase driver focus, and discourage unauthorised parking and set-down. Further detail on school zone design is provided in the NTA's Safe Routes to School Design Guide (2022).

Table 5.4 Recommended School Zone Treatment Measures

No.	Name/ Location	Description
4.1	R294 Carrick Road (by Convent National School)	Provision of traffic calming measures and school zone treatment on the R294 at the Convent National School.
4.2	Abbeytown Road (by St Joseph's National School)	Upgrade of traffic calming measures and school zone treatment on Abbeytown Road at the St Joseph's National School.
4.3	N61 Military Road (by the Parochial National School)	Provision of traffic calming measures and school zone treatment on the N61 at the Parochial National School
4.4	Upper Marian Road (by Abbey Community College)	Provision of traffic calming measures and school zone treatment on Upper Marian Road at Abbey Community College.

Figure 5.4 School Zone Treatment Measure Locations



5.6 Active Travel Corridors

The following Table 5.5 presents the active travel corridors options that are recommended for implementation to create a qualitatively improved, more consistent and more direct walking and cycling infrastructure network across urban Boyle. Indicative corridor alignments are illustrated in

Figure 5.5 (on page 42) in the context of the existing network. While exact routing and design of each corridor and its constituent links shall be subject to further consideration with respect to feasibility, it is recommended that off-carriageway cycling facilities be preferred where possible, either in the form of cycle tracks or shared walking and cycling tracks. Where on-road cycling is unavoidable due to space

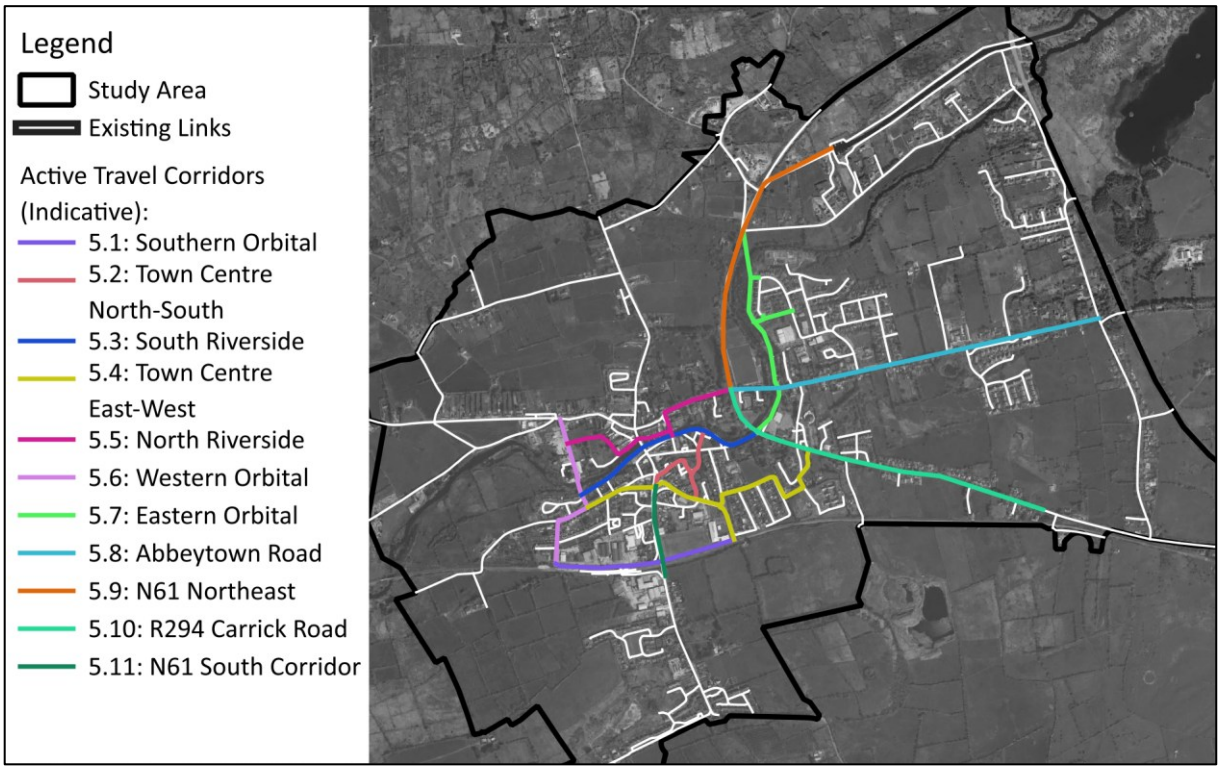
constraints, traffic calming measures shall be provided to ensure safety of vulnerable road users and thus enable cycling among all members of the local community, including minors and senior individuals. In all cases, provision of active travel corridors should be accompanied by road improvements including carriageway narrowing in accordance with DMURS and formalisation of car parking and/ or reallocation of space to other uses.

Table 5.5 Recommended Active Travel Corridors

No.	Name/ Location	Description (Indicative)
5.1	Southern Orbital Corridor	Walking and cycling infrastructure between Station Road (Western Orbital Corridor) in the west and Marian Road (Town Centre East-West Corridor) in the east via railway station car park, Station Road, and along the northern edge of the Sligo railway line.
5.2	Town Centre North-South Corridor	Walking and cycling infrastructure between Hanley Ave (Southern Orbital Corridor) and the South Riverside Corridor via Upper Marian Road, Cootehall Street, RCC site, the Opportunity Site south of Carrick Road, and the Boyle Park. A branch to The Crescent via existing laneway in the back of the Courthouse to be considered.
5.3	South Riverside Corridor	Walking and cycling infrastructure along the southern bank of River Boyle, between Mill Road in the west and R295 Carrick Road in the east.
5.4	Town Centre East-West Corridor	Walking and cycling infrastructure from Mill Road (Western Orbital Corridor) in the west to R294 Carrick Road in the east via Termon Road, Cootehall Road, Marian Road and Church View. This includes a link between the Upper Marian Road/ Cootehall Street Junction and the Southern Orbital Corridor, directly serving Abbey Community College.
5.5	North Riverside Corridor	Walking and cycling infrastructure in proximity of the northern bank of River Boyle, between Mill Road in the west and the N61/Abbeytown Road Roundabout in the east. Cycle connectivity to the south to be considered, including potential upgrade and widening of the existing pedestrian bridge over River Boyle, or road space reallocation on Bridge Street.
5.6	Western Orbital Corridor	Walking and cycling infrastructure from Station Road (Southern Orbital Corridor) in the south to Patrick Street/ Mockmoyne Road in the north. Delivery subject to adaptation of Mill Road Bridge to pedestrian and cyclist use.
5.7	Eastern Orbital Corridor	Walking and cycling infrastructure from the R294 Carrick Road (R294 Carrick Road Corridor) in the south to Curlew View and the N61 in the north. A walking and cycling bridge connecting to the N61 Northeast Corridor to be considered.
5.8	Abbeytown Road Corridor	Walking and cycling facilities along Abbeytown Road between the N61/ Abbeytown Road Roundabout (North Riverside Corridor and N61 Northeast Corridor) in the west and the Abbeytown Road/ Rockingham Road Junction in the east. Abbeytown Road bridge pedestrianisation to be considered, subject to delivery of Measure 10.1

No.	Name/ Location	Description (Indicative)
5.9	N61 Northeast Corridor	Walking and cycling facilities along the N61 between the N61/ Abbeytown Road Roundabout (North Riverside Corridor and N61 Northeast Corridor) in the south and Boyle Harbour in the north.
5.10	R294 Carrick Road Corridor	Walking and cycling facilities along Carrick Road between the N61/ Abbeytown Road Roundabout (North Riverside Corridor and N61 Northeast Corridor) in the west and the recommended gateway on the R294 Carrick Road (Measure 1.5) in the east.
5.11	N61 South Corridor	Walking and cycling facilities along the N61 between The Crescent and the Southern Opportunity Site

Figure 5.5 Active Travel Corridor Routing



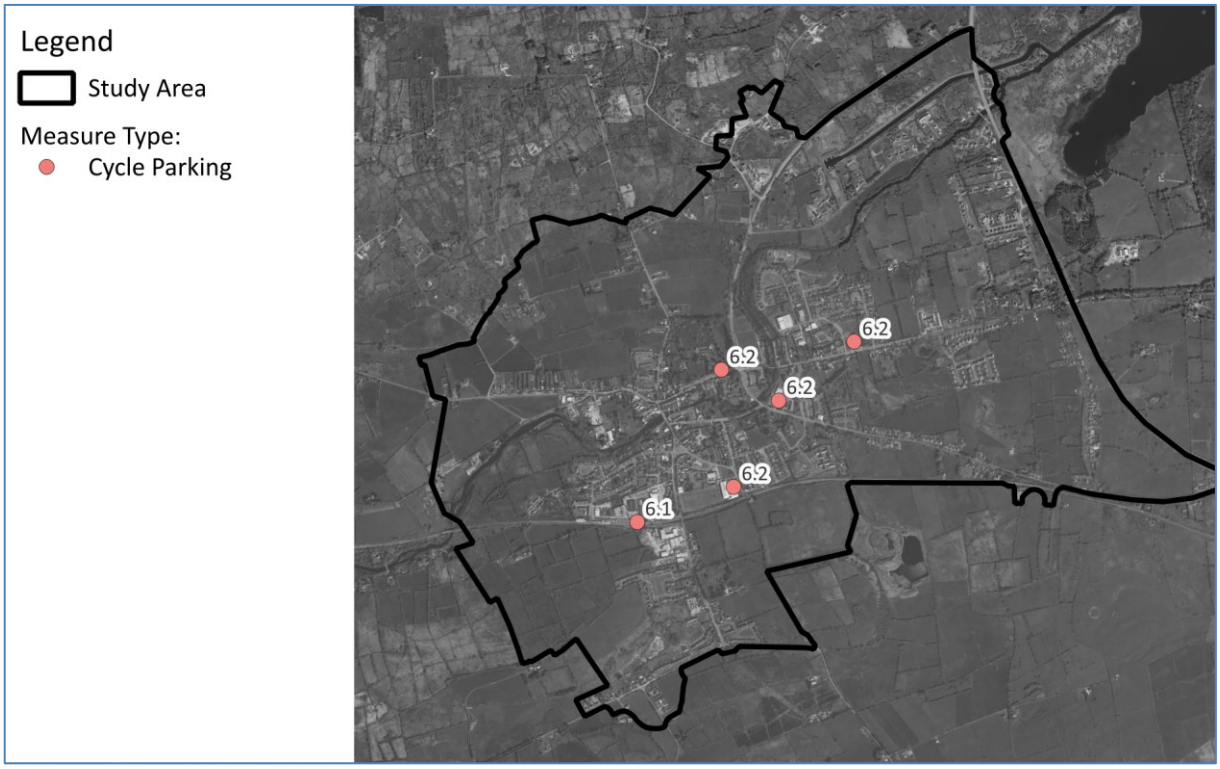
5.7 Cycle Parking Measures

The following Table 5.6 presents the recommended measures comprising provision of new cycle parking facilities. Design shall be subject to consideration prior to delivery and shall comply with Cycle Design Manual requirements. Locations corresponding to Measures 6.1 and 6.2 are presented in Figure 5.6 overleaf. Locations corresponding to Measure 6.3 have not been illustrated due to their large number, diversity, and the need to consider local conditions including space availability on a case-by-case basis.

Table 5.6 Recommended Cycle Parking Measures

No.	Name/ Location	Description
6.1	Cycle Parking at The Railway Station	Provision of covered cycle parking at Boyle Railway station to facilitate sustainable multi-stage trips. Two-tier stands to be considered to reduce footprint.
6.2	Cycle Parking at Educational facilities	Provision of covered and secure cycle parking facilities at all schools in Boyle, with the number of cycle spaces corresponding to the target cycle mode share among students and staff members. Two-tier stands to be considered to reduce footprint.
6.3	Other Cycle Parking Facilities	Provision of cycle parking facilities across Boyle Town to enable safe short to medium-term cycle parking and facilitate bicycle use for commuting and daily errands. This should include formal cycle parking at bus stops and key trip destinations (e.g. The Crescent, Shop Street Car Park, tourism attractions, comparison retail stores, churches, clusters of employment) and informal cycle parking in the form of individual Sheffield stands or Cyclehoops in residential areas. Provision on public land shall be undertaken by RCC, whereas provision of cycle parking on private lands shall be required for new developments by relevant Settlment Plan parking standards.

Figure 5.6 Recommended Cycle Parking Measures

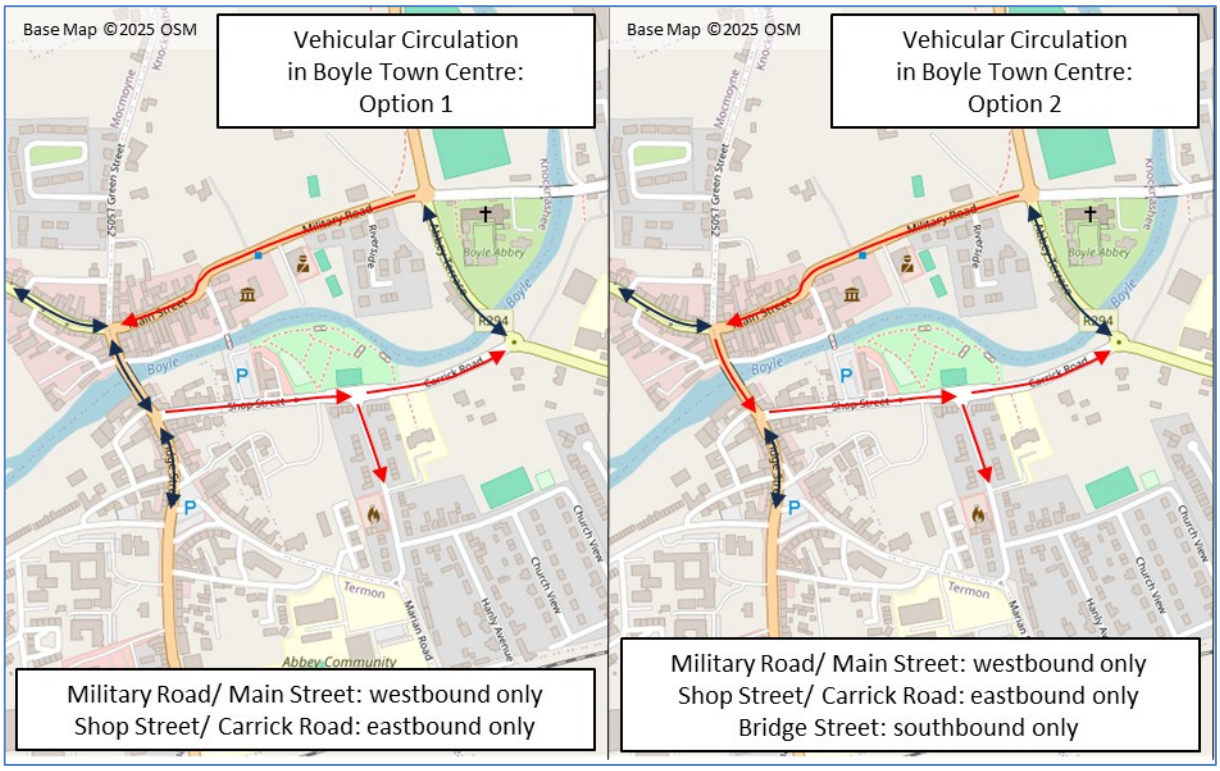


5.8 Town Centre Circulation Refinement

Boyle Town Centre circulation refinement forms the recommended Measure 7.1, with Figure 5.7 (overleaf) presenting potential alternative options for such intervention. It should be noted that the individual options do not represent separate measure proposals, instead being mutually exclusive variants of how the intervention could be implemented, subject to further consideration.

The options have been developed on the basis of the existing circulation arrangements on the "road box" in Boyle Town Centre, comprising Military Road and Main Street in the north, Bridge Street in the west, Shop Street and Carrick Road in the south, and Sligo Road to the east. The presented options shall better align the circulation arrangements and transport infrastructure in Boyle Town Centre with the signposted heavy vehicle movement routes on the N61 (with northbound movements routed via Shop Street, Carrick Road and Sligo Road, and southbound movements via Military Road, Main Street, and Bridge Street). A further purpose of those changes is to rationalise the amount of space in the Town Centre allocated to vehicular movements by reducing link duplication, so that a proportion of the constrained space can be reallocated to other uses. Such uses may include provision or enhancement of walking and cycling infrastructure, urban realm improvements, and potentially provision of additional formal parking spaces. Selection of the appropriate option (and consideration of other potential options) shall be informed by a feasibility study supported by appropriate traffic modelling. With the N61 being a national road, its capacity and manoeuvrability for heavy vehicles is essential.

Figure 5.7 Town Centre Circulation Refinement Options



Irrespective of the specific option selected, it is deemed likely that signalisation of the N61 Main Street/ N61 Bridge Street/ R294 Patrick Street/ Green Street Junction will be required to ensure safety of turning movements and vulnerable road users. At the same time, with a conversion of one or two junction arms to one-way roads, the number of permitted vehicular movements at the junction will be reduced, enhancing junction layout legibility and allowing for a simpler signalling programme.

Furthermore, with a conversion of Military Road to one-way operation, the existing eastbound bus stop in proximity of King House will need to be relocated to Shop Street. This can be achieved by road space reallocation and is recommended as Measure 2.1.

Finally, considering the extent of changes and their transformative impact on the vehicular circulation in the Town Centre, it is recommended that a trial implementation (using cost-effective and quick-build solutions) for a period of at least 3 months be undertaken to gather real life data on traffic flows and help inform public engagement by providing actual experience.

5.9 Permeability Improvement Measures

The following Table 5.7 presents the recommended permeability improvement measures, with relevant locations presented in Figure 5.8 (overleaf). Permeability improvements involve provision of strategically located walking and cycling links to substantially reduce active travel times, which is achieved by augmenting existing circuitous routes with more direct ones. It should be noted that some of the permeability improvement options presented form part of the wider Active Travel Corridor proposals. However, while the implementation of entire corridors is viewed as a medium- to long-term ambition, early opening of individual permeability links would provide accessibility benefits to the local community in the short to medium term.

Table 5.7 Recommended Permeability Improvement Measures

No.	Name/ Location	Description
8.1	Station road – west station access	Provision of a permeability link across the station car park to enable direct access to the station from the west (i.e. from the Termon Road area)
8.2	Mill Bridge to Mill Road	Re-opening of the Mill Bridge for use by general public (active travel only) to provide a direct link between the southwestern and northwestern parts of the town and enable loop walks along the river.
8.3	Curlew View to Riverside	Provision of a direct north-south active travel connection along the eastern bank of River Boyle to reduce walking and cycling distance between Curlew View and the Town Centre
8.4	Church View to St Joseph's Ave	Provision of a permeability link to reduce walking and cycling distance between Church View residential community and wider

No.	Name/ Location	Description
		southern part of Boyle and Carrick Road (including the Convent National School and St Joseph's Church).
8.5	The Diamond/ Cootehall Street to N61 Carrick Road	Provision of a direct north-south active travel link across the RCC site and the identified Town Centre Opportunity Site to create a safer and more accessible (gradient-wise) alternative route as an alternative to the South Town Centre N61 section.
8.6	Plunkett Avenue to HSE Health Centre	Provision of a permeability link between Plunkett Avenue and Boyle Primary Care Centre.
8.7	Southern Opportunity Site Permeability	Provision of active travel permeability links through the Southern Opportunity Site to enable connectivity between the N61, the site's interior, and its eastern and southern boundaries. The layout of links in Figure 5.8 is indicative and should be refined when development of the site is planned, however key connection points should be retained to facilitate future further development of adjacent sites and/ or permeability improvement across the railway line.
8.8	Ashfield to Southern Opportunity Site	Provision of an active travel permeability link between the N61 at Ashfield and the Southern Opportunity Site's southeastern corner.

Figure 5.8 Permeability Improvement Measure Locations

5.10 Road Measures

The following Table 5.8 presents the roads-related measure recommendations, with relevant locations illustrated in Figure 5.9 (overleaf). The diverse range of proposals includes traffic calming and road regeneration initiatives in addition to a new road link.

Table 5.8 Recommended Road Measures

No.	Name/ Location	Description
9.1	Abbeytown Road to R294 Carrick Road Link	A road link across St Joseph's Church grounds, between the church and Convent National School. This shall involve realignment and widening of existing internal roads and car park redesign to provide an alternative to the Abbeytown Road bridge.
9.2	Eaton Lane Regeneration	Public realm improvements to enhance urban environment quality, create sense of place, and ensure pedestrian safety and security. This may include improved lighting, shared space treatment, and encouragement for creation of active frontages.
9.3	Quarry Lane Regeneration	Public realm improvements on 2 no. laneways connecting Quarry Lane to the N61 to improve urban environment quality, create sense of place, and ensure pedestrian safety and security. This may include improved lighting, resurfacing (with shared space treatment), and encouragement for creation of active frontages.
9.4	Lakeview and Rockingham Road Traffic Calming and Pedestrian Infrastructure Improvements	Traffic calming and expansion of 50 km/h speed limit zone (as per Measure 1.4) over entire length of Lakeview and Rockingham Road, provision of continuous footpath on at least one side of the road, provision of continuous road markings.
9.5	Plunkett Avenue Traffic Calming	Traffic calming including carriageway narrowing, buildouts, planting, footpath improvements, parking formalisation etc.
9.6	Patrick's Street Traffic Calming	Traffic calming including carriageway narrowing, buildouts, planting, footpath improvements, parking formalisation etc.
9.7	Ross Lane Road Improvement and Traffic Calming	Road improvements including formalisation of car parking at Abbey Community College and St Joseph's Hall in accordance with DMURS. The westernmost Ross Lane section between the N61 and Saint Joseph's Hall may be converted into a shared street to improve safety and discourage rat running.
9.8	Old Courthouse Laneway Regeneration and Pedestrianisation	Laneway to be used by active modes only, with access to the Opportunity Site provided from the north via Carrick Road. Lighting and public realm improvements to be provided. Measures to be coordinated with delivery of the Town Centre North-South Active Travel Corridor (Measure 6.2)
9.9	Southern Railway Station Access Road Improvement	Improvement of the southern access road off the N71 to Boyle Railway station, including provision of walking and cycling facilities connecting to the bus stop recommended under Measure 2.3

Figure 5.9 Road Improvement Measure Locations

5.11 Other Measures

The following Table 5.9 presents other recommended measures, that do not fall under any of the preceding categories. Relevant indicative locations are illustrated in Figure 5.10 (overleaf).

Table 5.9 Other Recommended Measures

No.	Name/ Location	Description
10.1	Car Sharing and Mobility Hubs	Introduction of car sharing services to Boyle to promote car-free living and support the relatively substantial proportion of car-free households in the current population. Exact locations to be subject to consultation with local community and the chosen service operator. Each mobility hub should offer an appropriate set of cycle stands to enable multi-stage bike and ride journey, in addition to EV charging points available for shared vehicle charging and to the general public.
10.2	Cycle Rental	Introduction of cycle rental services to facilitate and promote sustainable mobility among tourists and visitors to Boyle. Cycle rental locations subject to further consideration.
10.3	Public Lighting Audit	An audit of public lighting infrastructure across Boyle to be undertaken, with gaps in public lighting provision (e.g. at pedestrian crossings, at off-road active travel links) to be identified.
10.4	Public Lighting Upgrades	Based on the public lighting audit, a town-wide public lighting upgrade programme to be undertaken, with legacy lamppost heads being replaced by LED lamps with appropriate power output and colour temperature to improve visibility and energy efficiency.

No.	Name/ Location	Description
10.5	Footpath Quality Audit	Am audit of pedestrian infrastructure across Boyle to be undertaken, with continuity gaps, maintenance issues, and universal accessibility challenges to be identified.
10.6	Footpath Upgrades	Based on the footpath quality audit, systematic footpath upgrades to be undertaken, with universal accessibility features including tactile paving being fitted throughout.
10.7	Abbeytown Road Pedestrian Crossing	A pedestrian crossing and footpath improvements to be provided at the eastern end of the Abbeytown Road Bridge to facilitate access to existing walking track and recommended active travel corridor (Measure 5.8)
10.8	N61 South Pedestrian/ Cycle Crossings	Pedestrian/ cycle crossings on the N61 between the Sligo railway line and the N61/ R361 Junction. Crossings should enable pedestrian and cyclist movements, with exact locations and design to be coordinated with Measures 8.7, 8.8, and 9.9 (indicative potential locations shown in Figure 5.10).

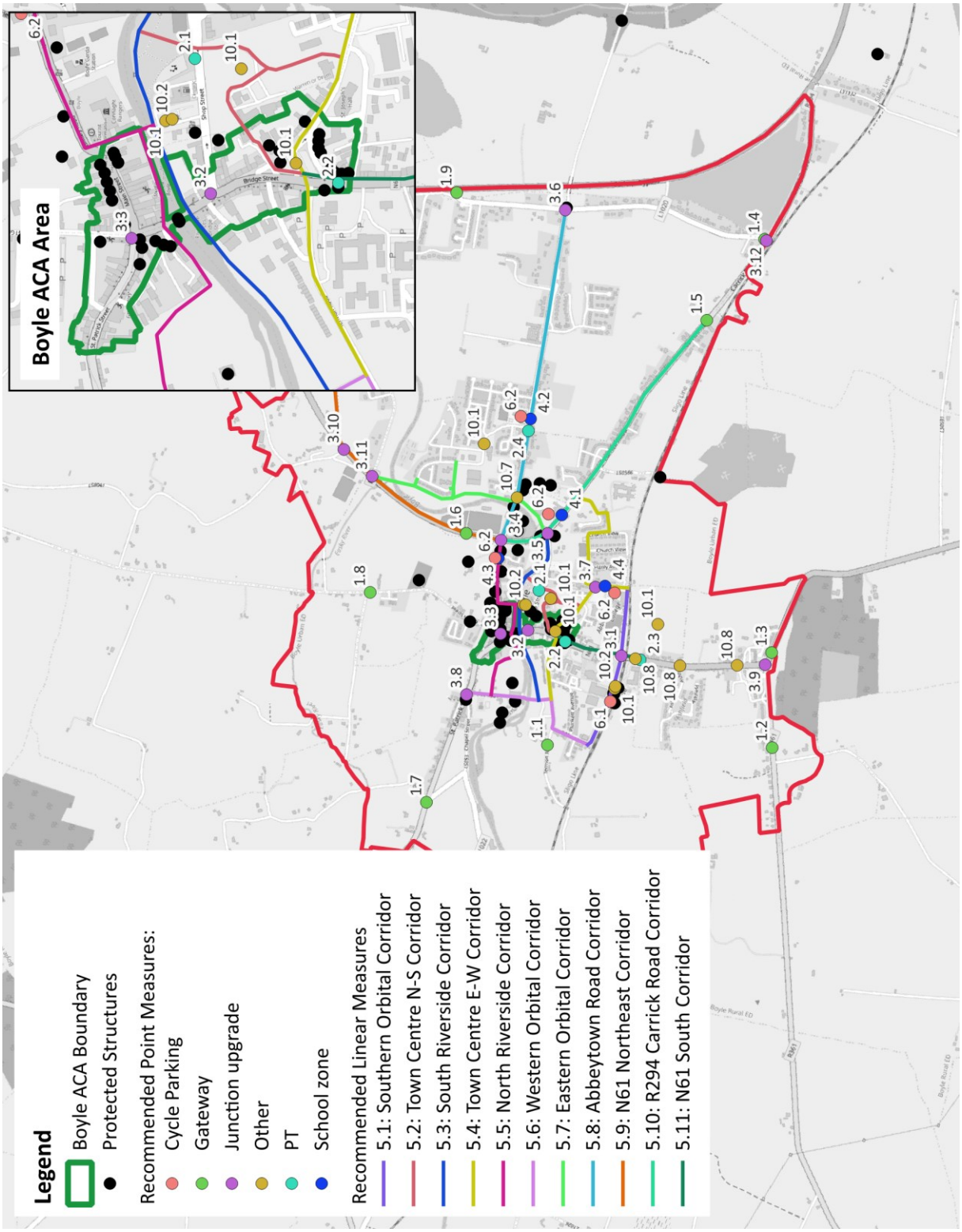
Figure 5.10 Other Measures' Locations

5.12 Interactions of Measures with Architectural Heritage

The recommended measures are presented in the context of Boyle Architectural Conservation Area (ACA) and individual protected heritage sites in Figure 5.11 overleaf. As can be seen in the figure, interactions of the measures with architectural heritage may involve e.g. active travel corridors running on existing heritage bridges. With respect to the ACA, the recommendations include several active

travel corridors passing through that area, in addition to point measures such as junction upgrades. It is deemed that all recommended measures can be implemented without adversely impacting heritage features in Boyle, subject to appropriate consideration at further phases of project development. As individual measures are brought through design and planning, the need for architectural assessments or specific design responses can be identified and facilitated.

Figure 5.11 Proposed LTP Measures in the Context of Architectural Heritage



6. Performance Assessment

6.1 Introduction

This section of the LTP concerns the performance assessment of the recommended transport measures. The content presented herein presents how the recommended interventions will contribute to achieving the Boyle LTP objectives (see: Section 4.3) and thus address the appraisal criteria.

6.2 Measure Package Performance against Boyle LTP Objectives

Individual recommended measures and measure packages have been conceived as complimentary, with a synergy resulting from implementation of multiple measures expected to give rise to cumulative impacts exceeding the sum of individual measures' direct effects. Due to this, the likely performance of the LTP with respect to the stated LTP objectives has been assessed by considering entire packages of measures, rather than individual measures, in the context of those objectives. The expected performance of the recommended measure packages against the objectives is presented in Table 6.1 (below), with the key areas of benefits arising from individual packages indicated by green colouring.

Table 6.1 Recommended Measure Packages' Performance versus Boyle LTP Objectives

Objectives	Measure Packages									
	Gateway Treatments	Public Transport Infrastructure	Junctions	School Zones	Active Travel Corridors	Cycle Parking	Town Centre Circulation Refinement	Permeability Improvements	Road Proposals	Other Proposals
Improve quality of Town Centre streetscape/ public realm, with reduced prominence of vehicular traffic			■		■		■	■	■	■
Improve connectivity between Boyle Town Centre and Lough Key tourism/ recreation centre					■					
Improve access to identified Opportunity Sites		■	■		■			■	■	
Enhance permeability and reduce walking and cycling distances between origins and destinations within Boyle Town								■		
Improve alignment of bus stop number and location with population distribution and reduce bus to rail transfer distance.		■							■	
Support transition to electric vehicles										■
Protect capacity of the N61 national road corridor for long-distance and freight movements			■		■		■			
Facilitate active mobility in daily movements within Boyle Town			■	■	■	■	■	■	■	■

Objectives	Measure Packages									
	Gateway Treatments	Public Transport Infrastructure	Junctions	School Zones	Active Travel Corridors	Cycle Parking	Town Centre Circulation Refinement	Permeability Improvements	Road Proposals	Other Proposals
Ensure accessibility of Boyle Town Centre for movements originating in the Town's rural hinterland		■								
Enable take-up of shared mobility										■
Ensure suitability of transport infrastructure to individuals with diverse mobility needs		■	■		■					■
Improve road safety and address identified traffic hazards	■		■	■			■		■	■
Improve actual and perceived safety of active travel infrastructure			■	■	■		■	■	■	■
Ensure sustainable development and compact growth through integrated land use and transport planning.		■			■					
Reduce reliance on the car in short distance trips within Boyle Town					■	■	■	■		
Reduce environmental impacts of transport, including airborne pollutant emissions, noise, vibration, and light pollution		■			■	■	■	■	■	■

7. Outline Implementation Plan

7.1 Introduction

This section of the Report presents an Outline Implementation Plan, which sets out the envisaged delivery timescales of individual recommended transport measures and their sequencing. The high-level nature of the Implementation Plan reflects the level of detail of this LTP, wherein individual recommended measures were not subject to design and costing. It is also noted that availability of funding for delivery of the complete set of recommended measures is unclear, with their implementation likely to depend on external sources of financing.

7.2 Outline Implementation Plan

The following Table 7.1 sets out the Outline Implementation Plan for the recommended LTP measures. Individual measure delivery timescales have been assigned based on the following timeframes:

- Short term: implementation within 1-2 years;
- Medium term: implementation within 2-5 years; and
- Long term: implementation within 5-10 years.

Delivery of individual recommended measures may extend beyond a single one of the above periods due to their scope or complexity, which is reflected in the Outline Implementation Plan. In all cases it is reflected that optioneering, design, and costing of the recommended measures be prioritised to inform scheduling, enable identifying a more detailed delivery order, and ensure that a diverse selection of recommended measures is ready for implementation should financing become available.

Table 7.1 Outline Implementation Plan of Recommended Measures

Category	No.	Name/ Location	Short Term	Medium Term	Long Term
Gateway Treatments	1.1	Felton Road			
	1.2	R361			
	1.3	N61 southeast			
	1.4	Rockingham Road			
	1.5	R294 Carrick Road			
	1.6	N61 Northeast			
	1.7	R294 Mocmoyne Road			
	1.8	Green Street			
	1.9	Rockingham Road			
Public Transport Infrastructure	2.1	Town Centre Bus Stop Relocation			
	2.2	The Crescent Bus Stop			
	2.3	Railway Station Bus Stop			
	2.4	Abbeytown Bus Stop			
	2.5	Bus Stop Quality Upgrades			
Junction Upgrades	3.1	N61/ Station Road Jctn			
	3.2	N61/ Shop Street Jctn			
	3.3	N61 Main Street/ Green Street Jctn			

Category	No.	Name/ Location	Short Term	Medium Term	Long Term
	3.4	N61/ Abbeytown Road Rdbt			
	3.5	N61 Carrick Road/ N61 Sligo Road Rdbt			
	3.6	Abbeytown Road/ Lakeview Jctn			
	3.7	Upper Marian Road/ Cootehall Street Jctn			
	3.8	R294 Mocmoyne Road/ Patrick Street Jctn			
	3.9	N61/ R361 Jctn			
	3.10	N61 Sligo Road/ L1036 Jctn			
	3.11	N61 Sligo Road/ Knocknashee Jctn			
	3.12	R294 Carrick Road/ Rockingham Road Jctn			
School Zones	4.1	R294 Carrick Road (by Convent National School)			
	4.2	Abbeytown Road (by St Joseph's National School)			
	4.3	N61 Military Road (by Parochial National School)			
	4.4	Upper Marian Road (by Abbey Community College)			
Active Travel Corridors	5.1	Southern Orbital Corridor			
	5.2	Town Centre North-South Corridor			
	5.3	South Riverside Corridor			
	5.4	Town Centre East-West Corridor			
	5.5	North Riverside Corridor			
	5.6	Western Orbital Corridor[3]			
	5.7	Eastern Orbital Corridor			
	5.8	Abbeytown Road Corridor			
	5.9	N61 Northeast Corridor			
	5.10	R294 Carrick Road Corridor			
	5.11	N61 South Corridor			
Cycle Parking	6.1	Cycle Parking at The Railway Station			
	6.2	Cycle Parking at Educational Facilities			
	6.3	Other Cycle Parking Facilities			
Town Centre Circulation Refinement	7.1	Boyle Town Centre Circulation Refinement[4]			
Permeability Improvements	8.1	Station Road – West Station Access			
	8.2	Mill Bridge to Mill Road[5]			
	8.3	Curlew View to Riverside			
	8.4	Church View to St Joseph's Ave			
	8.5	The Diamond/ Cootehall St to N61 Carrick Road			
	8.6	Plunkett Avenue to HSE Health Centre			
	8.7	Southern Opportunity Site Permeability			
	8.8	Ashfield to Southern Opportunity Site[6]			
Road Proposals	9.1	Abbeytown Road to R294 Carrick Road Link			
	9.2	Eaton Lane Regeneration			
	9.3	Quarry Lane Regeneration			

[3] Private land ownership noted as a constraint

[4] Optioneering and modelling to be prioritised

[5] Private land ownership noted as a constraint

[6] Private land ownership noted as a constraint

Category	No.	Name/ Location	Short Term	Medium Term	Long Term
	9.4	Lakeview and Rockingham Road Traffic Calming			
	9.5	Plunkett Avenue Traffic Calming			
	9.6	Patrick's Street Traffic Calming			
	9.7	Ross Lane Road Improvement and Traffic Calming			
	9.8	Old Courthouse Laneway Regeneration			
	9.9	Southern Railway Station Access Road Improvement			
Other Proposals	10.1	Car Sharing and Mobility Hubs			
	10.2	Cycle rental			
	10.3	Public Lighting Audit			
	10.4	Public Lighting Upgrades			
	10.5	Footpath Quality Audit			
	10.6	Footpath Quality Upgrades			
	10.7	Pedestrian Crossing at the eastern end of the Abbeytown Road Bridge			
	10.8	N61 South Pedestrian/ Cycle Crossings			

8. Monitoring Strategy and LTP Review

8.1 Introduction

In accordance with the NTA Guidance, a monitoring and review strategy for the Boyle LTP shall be developed as a supplemental element to the Boyle Settlement Plan monitoring and review process. This will monitor mode share ambitions and benchmark performance of the LTP, while informing its updates to ensure its continuous alignment with current local conditions and requirements.

8.2 Monitoring Frequency

In accordance with the Planning and Development Act 2000, appraisal of a development plan should be carried out twice during its lifetime, while annual monitoring and evaluation is recommended. A similar review frequency with respect to the LTP implementation progress is deemed appropriate to ensure that a momentum for delivering the recommended measures is sustained. Accordingly, it is recommended that LTP monitoring and review approach involves **annual delivery checks** in addition to **periodic reviews** coinciding with Boyle Settlement Plan reviews and updates.

8.3 Annual LTP Delivery Monitoring

Annual monitoring shall be conducted to establish the progress on the implementation of all recommended measures under each heading. To reduce the complexity of the annual review process and enable comparison of review outputs over subsequent years of the implementation period, it is recommended that a standardised, table-based review template be used. This should note the status of each LTP measure, any progress made to date on its delivery (including any milestones achieved), as well as maintenance status and user feedback received with respect to partially or fully implemented measures. The monitoring should also explicitly consider progress made towards each of the defined LTP objectives, which may also be completed in the form of a table.

8.4 Periodic LTP Review and Updates

More comprehensive periodic LTP reviews shall coincide with the Boyle Settlment Plan reviews and updates. Such reviews shall involve (in addition to the regular monitoring as described above) the following activities:

- Cross-checking of assumptions in the LTP against current transport patterns and population at the time of monitoring; and
- Assessment of actual development and land use outcomes within the LTP Study Area at the time of review against the original Settlement Plan assumptions related to land use.

In addressing the above topics, the reviews shall draw from data sources such as current Census data, local residents' surveys (including travel surveys underpinning employment and school mobility management plans), cycling and walking counts and bus patronage data.

Performance of the LTP may also be assessed against the TAF appraisal criteria, as follows:

- Transport User Benefits and Other Economic Impacts – for example via town centre footfall and spend surveys, distinguishing between those who travelled to the town centre by car and by sustainable means. User surveys can also be conducted to determine user satisfaction levels with new active travel infrastructure and public transport services and waiting environments.
- Accessibility and Social – updated catchment analysis for access into and within town centre, including for those without access to a car;
- Land Use – review of road space reallocation to other uses, connectivity analysis of zoned lands and Opportunity Sites with respect to sustainable modes;
- Safety – for example via analysis of available local road safety statistics;
- Climate Change and Environment – for example via Air Quality, Noise, and NOx monitors at key locations within the town centre, usage of Electric Vehicle charging and car sharing facilities/ services, and mode split changes in areas where LTP measures were implemented.

The review may reveal a need for updating and modifying the LTP, either due to changes in underpinning assumptions, or based on performance measures and resident feedback.

9. N61 Boyle South Ring Road

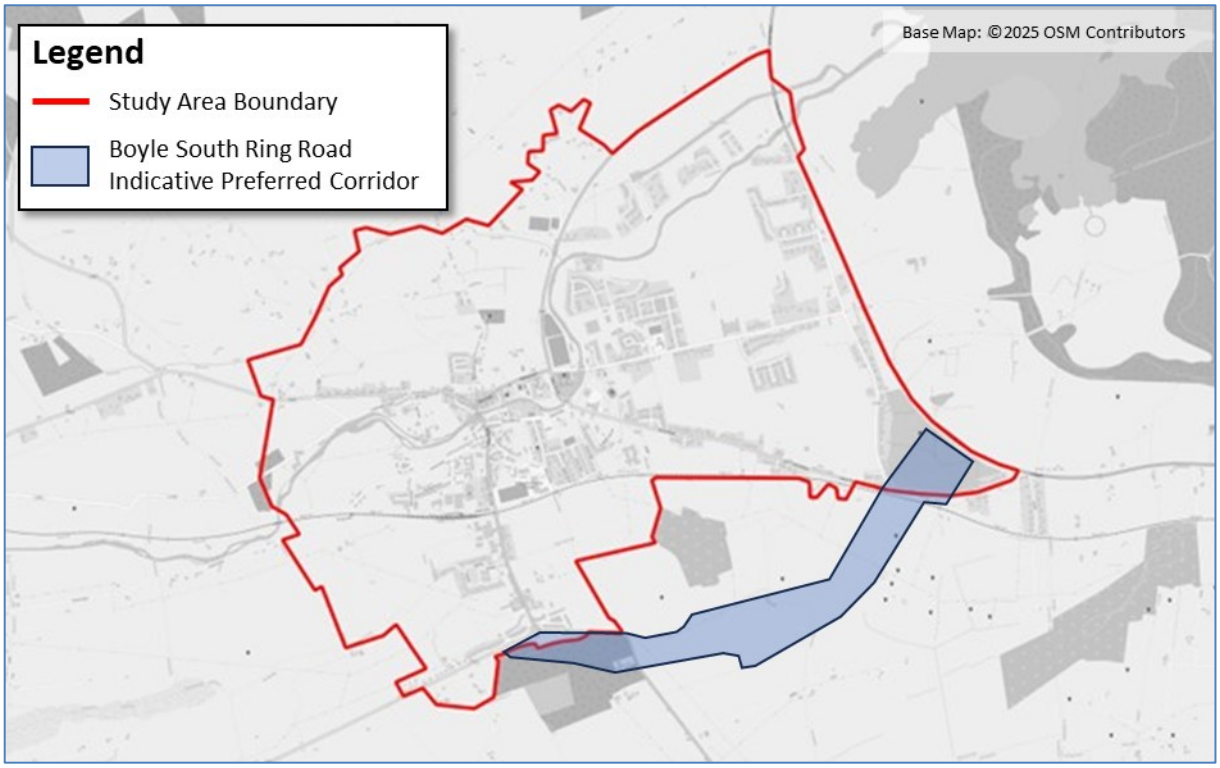
9.1 Introduction

The recommended measures presented in the remainder of this Report have been selected based on the assumption that any LTP recommendations should be deliverable within its intended 10-year time horizon. For this reason, the N61 Boyle South Ring Road has not been included among those recommendations notwithstanding its merits and potential benefits, as it has been deemed non-deliverable under those timescales. However, the Ring Road's delivery in the future would complement the transport measures directly recommended by this LTP. Its high-level description and conclusions arising from its consideration are presented in this section.

9.2 N61 Boyle South Ring Road Overview

Construction of a new section of the N61, which would include a new junction with the N4 southeast of Boyle and bypass the Town, is understood to have been under consideration over the last two decades. An indicative preferred corridor of the same was included in previous Boyle Local Area Plans and its extent is reproduced in the context of the current LTP study area boundary in Figure 9.1 (below).

Figure 9.1 Notional N61 Boyle South Ring Road Corridor



As can be seen in the preceding figure, the Boyle South Ring Road indicative preferred corridor is located mostly outside of the current LTP study area, however it does pass through the study area's easternmost part and incorporates the westernmost section of the R361, whose junction with the N61 is included within the study area.

9.3 N61 Boyle South Ring Road Rationale Consideration

The issues arising from the current routing of the N61 through Boyle Town Centre have been identified at the Baseline Assessment phase of Boyle ABTA, as summarised in Section 3 hereof. This has been reflected in the SWOT analysis of Boyle's transport-related characteristics (see: Section 3.11). In particular, the SWOT analysis has found that "*secondary national road N61 running across the town centre, resulting in substantial heavy traffic volumes which feature a comparatively high volume of HGVs for an urban space, compounded by unfavourable road layout*" is a weakness of the Boyle study area. Among the constraints, it has been noted that "*The routing of the N61 through Boyle may constrain road space reallocation to other uses and traffic calming in Boyle Town Centre*". The re-routing of the substantial traffic running along the N61 through Boyle and its accommodation outside of the Town would likely bring substantial benefits to local residents in the form of reduced emissions and avoided collisions. It would also facilitate road space reallocation, creating opportunities for e.g. reducing carriageway width on the current N61 section through Boyle.

However, from the perspective of the current Boyle ABTA process, it has been recognised that the Ring Road would be located wholly or mostly outside of the Boyle LTP study area (and the prospective Boyle Settlement Plan area), and that its delivery within the LTP's assumed 10-year lifetime is unlikely to be possible due to the project's complexity and cost. Furthermore, it has been recognised that an investment of such scale and type (i.e. a section of a national road) would need to be delivered by the relevant national-level body (i.e. TII) and financed centrally, rather than being deliverable by RCC. Due to the above factors, notwithstanding its likely benefits, the N61 Boyle South Ring Road has not been included among the current Boyle LTP recommended measures. However, it is recommended that RCC seek opportunities to advance optioneering, planning, and delivery of the bypass in the long term, as it would complement the transport interventions arising from this LTP and provide opportunities for further prioritisation of active and sustainable travel in Boyle.

10. Summary

This report outlines the process undertaken to develop the Boyle Local Transport Plan (LTP). The key purpose of the LTP is to guide how the future transport and mobility needs of Boyle will be addressed in a sustainable and integrated fashion. In doing so, the transport demand arising from existing land uses and projected development both within the study area and the wider area of influence has been considered. In practical terms, the LTP shall form a framework for future investment in Boyle's transport infrastructure, informing how the available resources may be utilised to achieve coherent and beneficial results.

In developing the LTP, Transport Insights have followed guidelines published by the National Transport Authority (NTA). A Baseline Assessment was undertaken to understand existing conditions within urban Boyle and its surrounding rural hinterland, grounded in National, Regional and Local policy. Based on the consideration of its findings, the context for further work has been established, with Boyle LTP objectives being formulated.

Through a review of existing conditions and relevant policies and plans, an initial list of potential transport interventions that would support the future needs of Boyle was compiled. These options were passed subject to internal review and consultation with various departments within Roscommon County Council (RCC). This LTP includes a refined list of recommended measures, which were assessed against the ABTA objectives.

The recommended measures collectively represent a comprehensive package of interventions to support achievement of the set objectives. The implementation of the recommended measures will not only facilitate safe and sustainable movement in Boyle but also facilitate public realm enhancements. This in turn should encourage residents and visitors to meet and spend time in Boyle Town Centre, thereby increasing its vitality and attractiveness, helping reduce dereliction, and contributing to increased footfall in local shops.

Delivery of a comprehensive active travel network shall encourage walking and cycling, while new and improved public transport facilities shall contribute to increased travel by bus and rail. A number of measures have focused on improving safety for access to local schools, supporting active travel and improving the health and wellbeing of children within Boyle. The LTP also includes a range of supporting measures to complement the transport network improvements and support modal shift. These measures include the roll out of cycle parking and introduction of shared mobility services.

With the LTP being a strategic document, the recommended measures shall be subject to detailed feasibility and site-specific considerations, and further refinement prior to implementations. This shall also include comprehensive advance consultation with all relevant stakeholders at local and national level. Any designs shall be prepared in accordance with the relevant statutory provisions.

Appendix A Baseline Assessment Report

Boyle Local Transport Plan: Baseline Assessment Report

For Roscommon County Council

Draft Report

May 2025

TRANSPORT INSIGHTS

Document Control

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Table of Contents

1. Introduction

1.1 Overview

Roscommon County Council (RCC) has commissioned Transport Insights to produce a Local Transport Plan (LTP) for Boyle Town. The need for the transport appraisal of the Town has arisen in conjunction with the ongoing work on the forthcoming Boyle Settlement Plan, with the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region requiring an evidence-based approach to planning and supporting integration of land use and transport planning.

The main goal of the LTP is to inform development of the Boyle Settlement Plan, with the LTP team working closely with RCC Forward Planning team to ensure alignment and synergy between the two documents. The LTP shall identify potential transport challenges and identify the required interventions for Boyle Town to pave the way for development to be planned, phased and undertaken in line with the objectives of the NPF, RSES, Roscommon County Development Plan 2022-2028, and other local planning policies. As such, the findings of this appraisal will inform RCC in relation to the nature, scale, location and timing of delivery of future development within Boyle and identify the transport infrastructure and service requirements to support the realisation of such development.

As elaborated upon in the following Section 1.2, the LTP forms a final deliverable of an Area Based Transport Assessment (ABTA) process. This Baseline Assessment Report represents the first deliverable and summarises the outputs of the initial project phase. The purpose of this phase has been to establish the extent of the study area and to assess baseline conditions within itself and its environs.

1.2 Area-Based Transport Assessment Process and The Local Transport Plan

Boyle LTP as The Outcome of Boyle ABTA

As per the Supplementary Advice Note issued by the National Transport Authority in 2024 (see: Section 2.2) *"a Local Transport Plan (LTP) is a report summarising the outcome of an Area Based Transport Assessment (ABTA)"*. The ABTA is a process undertaken in order to identify transport objectives, transport networks and associated transport measures for a settlement, whereas the LTP shall set out the findings of the ABTA and *"be fully reflected in land use plans"*. It should be noted that the interdisciplinary process leading up to the preparation of **Boyle LTP** as its final deliverable shall be referred to as the **Boyle ABTA**. Accordingly, the findings of the Boyle ABTA shall be summarised within Boyle LTP and reflected in the upcoming Boyle Settlement Plan.

Boyle ABTA Purpose and Aims

The key purpose of the ABTA is to guide the sustainable accommodation of future transport and mobility needs of the plan area, taking into account the transport demand arising from existing and

projected development of Boyle. In doing so, the ABTA shall incorporate national and regional transport policies and objectives into local level land use planning in accordance with Transport Infrastructure Ireland (TII) and National Transport Authority (NTA) guidance documents (Section 2.2). Boyle ABTA therefore shall seek to maximise opportunities for the integration of land use and transport planning, with an emphasis on sustainable mobility. In accordance with TII and the NTA guidance, the key aims of the Boyle ABTA shall be as follows:

- maximise the opportunities for the integration of land use and transport planning by including the ABTA process as integral to the preparation of the forthcoming Boyle Settlement Plan;
- assess the existing traffic, transport and movement conditions within Boyle in cognisance of its wider context;
- plan for the efficient movement of people, goods and services within, to and from Boyle;
- identify the extent to which estimated transport demand associated with the emerging local development objectives can be supported and managed on the basis of existing transport assets;
- identify the transport interventions (ie. infrastructure, policy, behavioural change) measures required within Boyle and in the wider context, to effectively accommodate the existing and future transport demand in a sustainable manner; and
- facilitate broader ambitions associated with urban regeneration, improving pedestrian and cyclist environment, and pursuing a town centre first approach to land use planning.

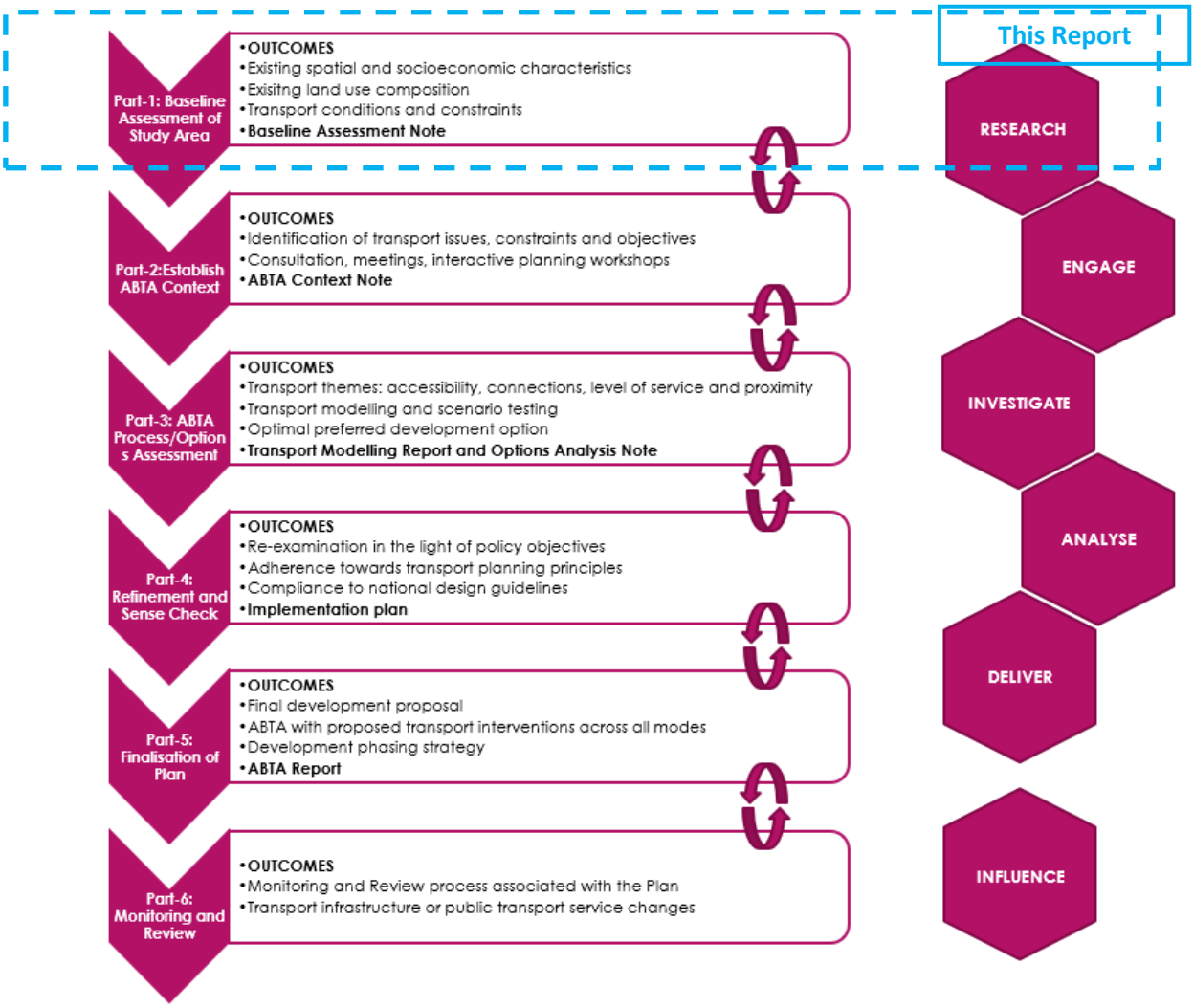
ABTA Approach

The overall approach to an ABTA, as per relevant guidance, includes the following main tasks:

- review of the existing policy and transport baseline conditions;
- establishing development objectives, planning principles, transport issues and constraints;
- development and testing of proposed development options;
- optimisation of land use to align with sustainable transport provision;
- finalisation of the study and its proposals through consultation with RCC; and
- development of an implementation plan.

The intended effect of an ABTA is to ensure that the assessment of transport demand and its associated impact plays a central role in informing the development proposals. The overall approach to completion of an ABTA, and how it relates to other planning and environmental processes, is illustrated in Figure 1.1 (overleaf). Note that the baseline assessment reported on herein conforms to the first phase of an ABTA only.

Figure 1.1 ABTA Process – Key Components



1.3 Report Structure

The remainder of this Report is structured as follows:

- **Section 2** provides a summary of the relevant planning and policy context;
- **Section 3** outlines study area definition and general characteristics;
- **Section 4** presents current travel patterns in trips to work and school;
- **Section 5** provides an overview of existing and planned transport infrastructure and services ;
- **Section 6** provides an overview of local environmental and heritage-related constraints;
- **Section 7** sets out a SWOT analysis of the study area; and
- **Section 8** provides a summary to the Report.

2. Planning and Policy Context and Best Practice Guidance Review

2.1 Introduction

As part of the baseline assessment, the planning and policy context for the project is required to be established. As such, a comprehensive policy and best practice guidance review was undertaken, covering national, regional and local contexts. A list of key documents reviewed is presented in Section 2.2, which the policy aspects of particular relevance to Boyle summarised in the following sub-sections.

2.2 Overview of Key Policy and Guidance Documents

The list of policy and guidance documents reviewed to inform the Boyle ABTA process is presented below.

Table 2.1 Key Policy Documents

Document Name	Publisher	Year Published
Project Ireland 2040	Department of Public Expenditure, NDP Delivery and Reform	2018
Connecting Ireland Rural Mobility Plan Report	National Transport Authority	2021
Iarnród Éireann Strategy	Iarnród Éireann	2021
National Investment Framework for Transport in Ireland	Department of Transport	2021
Electric Vehicle Charging Infrastructure Strategy	Department of Transport	2022
National Sustainable Mobility Policy	Department of Transport	2022
National Cycle Network Plan	Department of Transport	2024
National Roads 2040	Transport Infrastructure Ireland	2023
All-Island Strategic Rail Review	Department of Transport	2024
Town Centre First	Department of Rural and Community Development; Department of Housing, Local Government and Heritage	2022
Cycle Connects	National Transport Authority	2022
Climate Action Plan 2024	Department of the Environment, Climate and Communications	2023
Draft Regional and Local EV Charging Network Plan	Department of Transport	2024

Document Name	Publisher	Year Published
Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region 2020-2032	Southern Regional Assembly and the Eastern & Midland Regional Assembly.	2020
Roscommon County Development Plan 2022-2028	Roscommon County Council	2022
Boyle 2040	Roscommon County Council	2018

Table 2.2 Best Practice Guidelines

Document Name	Publisher	Year Published
Spatial Planning and National Roads Guidelines for Planning Authorities	Transport Infrastructure Ireland	2012
Local Area Plans - Guidelines for Planning Authorities	Department of Housing, Local Government and Heritage	2013
Permeability Best Practice Guide	National Transport Authority	2015
Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities	Department of Housing, Local Government and Heritage	2022
Planning Cities and Towns for Successful Bus Services	National Transport Authority	2023
Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities	Department of Housing, Local Government and Heritage	2024
Design Manual for Urban Roads and Streets	Department for Transport	2013
Cycle Design Manual	National Transport Authority	2013
Area Based Transport Assessment Guidance Note	National Transport Authority	2018
Area Based Transport Assessment: How to Guide, Pilot Methodology	National Transport Authority	2021
Area Based Transport Assessment and Local Transport Plans Supplementary Advice Notice	National Transport Authority	2024

2.3 Boyle in The Context of National Plans, Policies and Objectives

Broader National Policy Documents, *Project Ireland 2040* and the *Climate Action Plan 2024* make no specific mention of Boyle given the towns relatively small size on a national scale but outline broad goals which the town should aspire to reach relating to transport and design.

- compact growth agenda;
- strengthened rural economies and communities; and
- sustainable transport.

These goals as per these documents are to be achieved through reducing demand for travel by car, sustaining economic and social activity at street level and increasing access to shops, employment and amenities by sustainable transport modes.

The compact growth agenda is largely outlined within *Town Centre First (2022)* which emphasizes the reliance on the car for short journeys otherwise achievable by walking or cycling. This plan and the *National Sustainable Mobility Policy* support a 10/15 minute city concept and encourage a people centric approach to planning within town centres. These plans aspire to create more vibrant town centres that support local economies while also reducing car dependency.

Infrastructure and infrastructure improvement strategies are detailed within the other mentioned. The broader perspective on the matter is detailed in *The National Investment Framework for Transport in Ireland* which outlines that towns should place a consistent focus on providing high quality alternative transport options to the car.

In relation to rail as per the *Irish Rail Strategy 2027* the 'Dublin to Sligo' line is to see improved frequencies with the service running two-hourly all day with peak hourly peak services along part of the line. As part of the *All-Island Strategic Rail Review (2024)* several new lines were proposed, notably for Boyle a line between Athlone and Portadown which would offer interchange opportunities with the Sligo Line at Mullingar as well as improvements to speed of service noticeably along the Sligo Line.

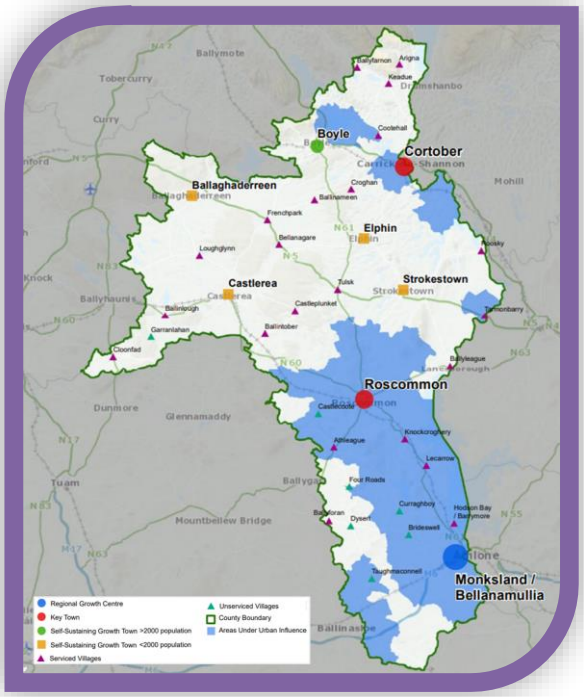
With regards to other public transport as outlined in *Connecting Ireland* Boyle would benefit from proposed regional corridor 27B connecting Sligo and Dublin which would see a minimum service frequency of the route via Boyle occurring once every 2 hours.

Of relevance in active travel are the *National Sustainable Mobility Policy* which emphasises pedestrian enhancements and increasingly people centric town centres as well greater connectivity between settlements and greenways, specifically relevant to the Boyle to Carrick-on-Shannon and Boyle to Lough Key Greenways. These cycle schemes are also mentioned within the *Cycle Connects* documentation along with several other cycle route scheme of relevance to the LTP.

In relation to roads as per *National Roads 2040* of bypasses on corridors may enable a human-centric approach within towns by diverting traffic out of them while more investment in effective traffic calming on national roads is to be available in smaller towns and villages that have not been bypassed.

2.4 Boyle in The Context of Regional Plans, Policies and Objectives

Within the *RSES* and *County Development Plan* Boyle is classified by settlement type as a Self – Sustaining Growth Town >2000 Population. This classes the town as being a settlement Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more Self-Sustaining. It is the only town with such a classification within the county. The development plan places a focus on consolidation and the provision of employment opportunities, in tandem with population growth in order to allow the town to become more self-sufficient. The availability of infrastructural services and community infrastructure will also be an important factor in determining the amount of new housing and population growth that can be accommodated. The town is to serve as a counter balance to the economic and population growth of the larger settlement within the county.



In relation to road improvement, the N61 Athlone to Boyle improvement scheme is of most relevance to Boyle. The scheme is mentioned in both the *County Development Plan* and the *Regional Spatial and Economic Strategy*. The improvement shall comprise the reclassification of the route to National Primary Status and the progression of the improvement of all currently deficient sections between Coolteige cross and Boyle in conjunction with TII. While a programme of pavement improvement and maintenance, signage and markings and winter maintenance is to continue on ongoing basis along the route in the meantime as per the *County Development Plan*.

2.5 Boyle in The Context of Local Plans, Policies and Objectives

The local plan of most relevance to Boyle is *Boyle 2040* which seeks to aid Boyle in its adaptation from a twentieth century market to a new economy and new community through planning and urban design, imagining new roles and new identities for the town in the process.

Boyle 2040 looks to rejeuvinate the town centre as the civic, community, cultural and commercial centrifuge of the wider area with a network of permeable streets designed for pedestrians as well as the car connecting a coherent network of public spaces. Notably proposed as part of the plan is a pedestrian route in the centre of the town connecting the local heritage sites and landmarks to called "the Loop".

2.6 Best Practice Guidance

DMURS sets out the manner in which roads and streets in urban areas should be designed to prioritise the needs of sustainable travel users in Ireland and reduce the dominance of the private car. The focus of the guidance is the balance between the different modes of transport to ensure that the urban realm is pleasant and safe for all users.

The Manual itself is underpinned by a holistic design-led approach based upon a collaborative and consultative design process. The Manual recognises the importance of creating secure and connected places that work for all, characterised by creating new and existing streets as attractive places which prioritise access from pedestrians and cyclists whilst also balancing the available for access from appropriate vehicular access and movement.

The Manual sets out four key design principles, these are:

- Connected Networks
- Multi-functional Streets
- Pedestrian Focus
- Multidisciplinary Approach

More detailed guidance on how best to facilitate demand for walking and cycling in existing built-up areas is provided in the National Transport Authority's (NTA) *Permeability: A Best Practice Guide*. This relates to the retention and creation of linkages within the urban environment for people to walk and

cycle from their homes to shops, schools, local services, places of work and public transport stops and stations. In the latter case, by providing connections to existing public transport services, access to these services will be improved and increased levels of use may be expected

3. Boyle ABTA Study Area Definition and General Characteristics

3.1 Introduction

As part of the Baseline Assessment, the town of Boyle and relevant surrounding areas were analysed and assessed, with focus on its locational attributes, topographical features, land uses, and population and employment patterns. In doing so, a Study Area of the ABTA has been defined, comprising the urban area of Boyle and sections of its immediate rural hinterland. This Section provides information on the Study Area definition and its characteristics including land use, local facilities, and demographic profile. Local travel patterns have been elaborated upon in more detail in the subsequent Section 4.

3.2 Study Area Definition

The study area of Boyle ABTA shall be aligned with the extent of the prospective Boyle Settlement Plan lands. However, it should be noted that at the time of the baseline assessment phase, the precise area had not yet been determined. Due to this, the ABTA study area has instead been defined by reference to the previous Boyle LAP 2015-2021 lands extent, with refinements informed by road network layout, the extent of Boyle built-up area (as per CSO), and location of potential development lands in the southern portion of the Town (between the Sligo railway line and the N61/ R361). The thus defined Study Area is illustrated in Figure 3.1 below.

Figure 3.1 Study Area

As can be seen in the preceding figure, the study area has included the entire built-up area of Boyle, and is roughly bounded by the N4 in the east; the N61, the L5030, and River Easky in the north; the Boyle Urban electoral division boundary in the west; and the N61, the Sligo rail line, and Carrick Road in the south.

3.3 Site Visit and Data Collection

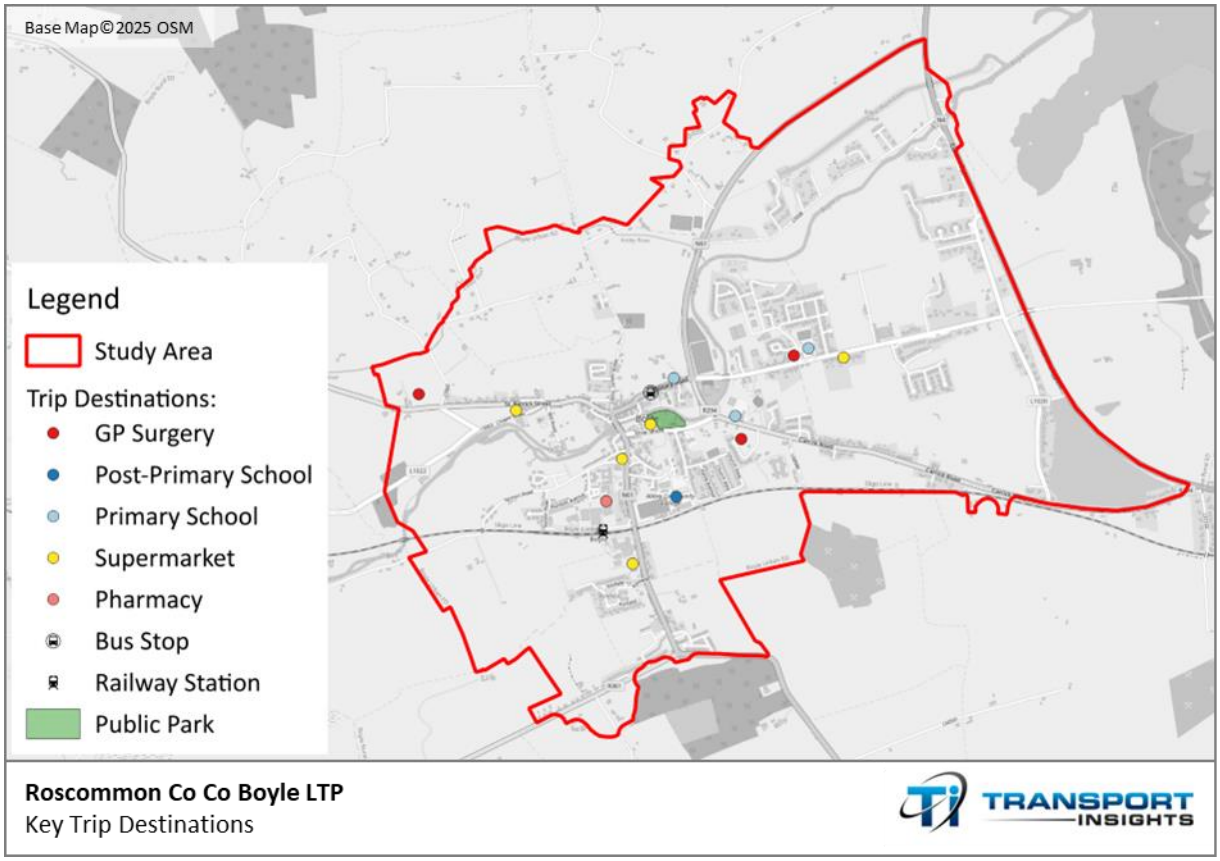
To enhance the project team's understanding of local conditions in the study area, a site visit to Boyle was undertaken during daytime of Tuesday, 29 April 2025. The site visit was facilitated by the RCC Forward Planning Team and comprised a study tour of Boyle Town Centre and its surroundings, including key landmarks, areas of interest, and pieces of infrastructure. During the site visit, project team members have undertaken observations of traffic and car parking at key locations on the Town's road network, including the urban section of the N61, and gathered extensive photographic documentation for future reference.

In addition to the site visit, traffic data collection has been undertaken by a third-party contractor at multiple locations in Boyle during the period from Saturday, 26 April to Friday, 02 May 2025. At the time of drafting this Report, the collected traffic survey data was undergoing processing and quality checking and shall inform further phases of Boyle ABTA.

3.4 Basic Study Area Characteristics

Boyle, with a population of ca. 2,900 (as of 2022) is a key retail, social and cultural centre within North County Roscommon. The town benefits from its highly scenic location on the banks of the River Boyle, and multiple historic buildings such as Boyle Abbey and King House. Located ca. 7 kilometres to the east of the town, Lough Key Forest Park is noted to represent a key recreational and tourist destination for County Roscommon and the wider northwest region. Figure 3.2 overleaf provides an overview of selected points of interest within the study area, including education, healthcare, and retail facilities as well as public transport stops. The following Figure 3.3 provides further detail on the location of key landmarks and destinations within Boyle Town Centre, which forms the central part of the study area.

Figure 3.2 Key Trip Destinations



Potential Walking and Cycling Catchments

Utilising GIS walking and cycling catchments of up to 30 minutes have been calculated for the centre of Boyle which has for the purposes of this analysis been identified as the bridge carrying the N61.

As is evident within Figure 3.4 (overleaf), the town is largely walkable, with most of the study area accessible within a 20-minute walk from the specified Town Centre location, and all points of interest within a 15-minute walk. All landmarks presented in Figure 3.3 are no more than 10 minutes away from the Town Centre point. Most developed areas are located within the 20 minutes' walk time band, while areas further afield are dominated by the agricultural land use.

The cycle catchment of the designated Town Centre point is presented in Figure 3.5 (overleaf). As shown, the entirety of Boyle can be accessed within a 5-10 minute cycle ride. Boyle is remote as a settlement and no other towns or villages are accessible within a 30-minute cycle of the town. Of relevance within the 30-minute catchment are natural recreational amenities: the Curlew Mountains and Lough Key Forest Park.

While it should be noted that the topography of the Town Centre may make certain movements undesirable and the cycling speed in the urban environment may at times be lower than assumed herein, nevertheless Boyle is deemed to offer substantial potential for non-motorised travel due to its relatively compact layout and development pattern. Details of existing and planned walking and cycling infrastructure are elaborated up in Section 5.3.

Figure 3.4 Walking Catchment of Town Centre

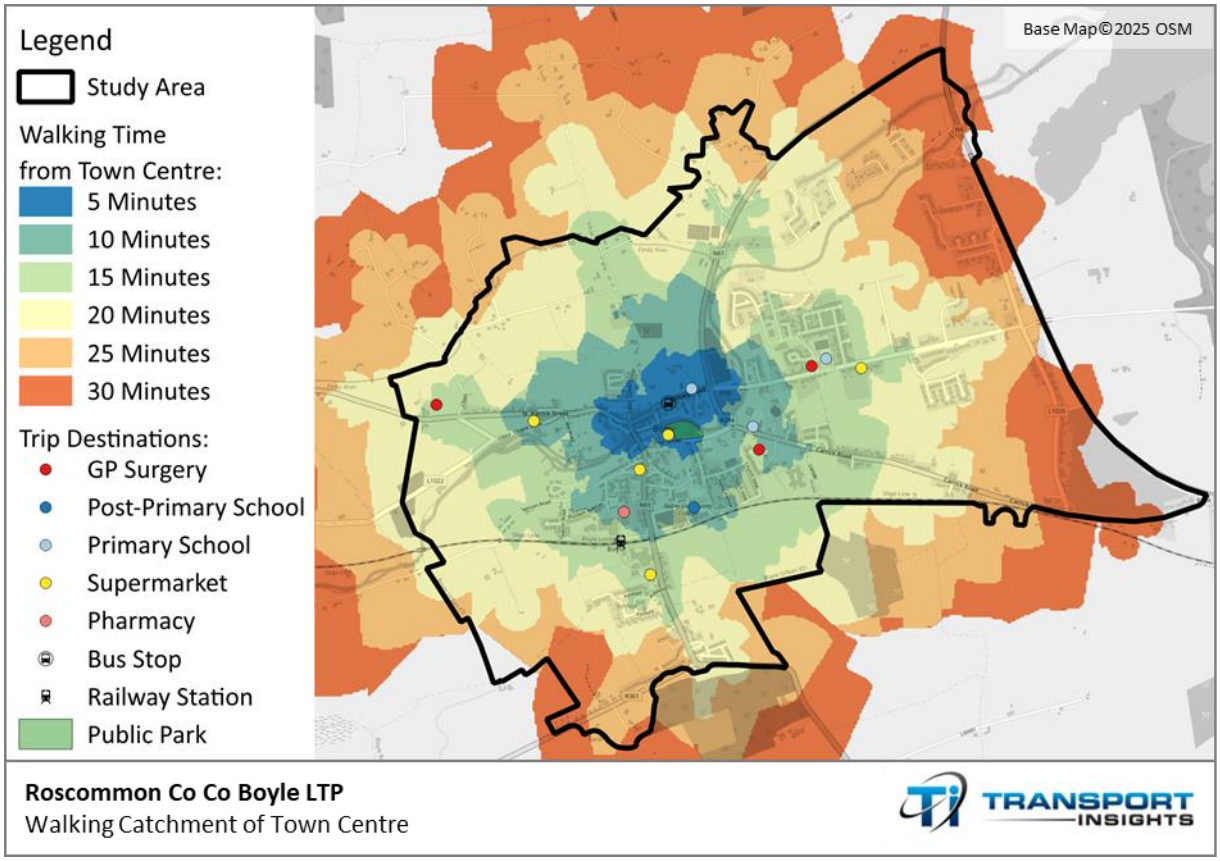
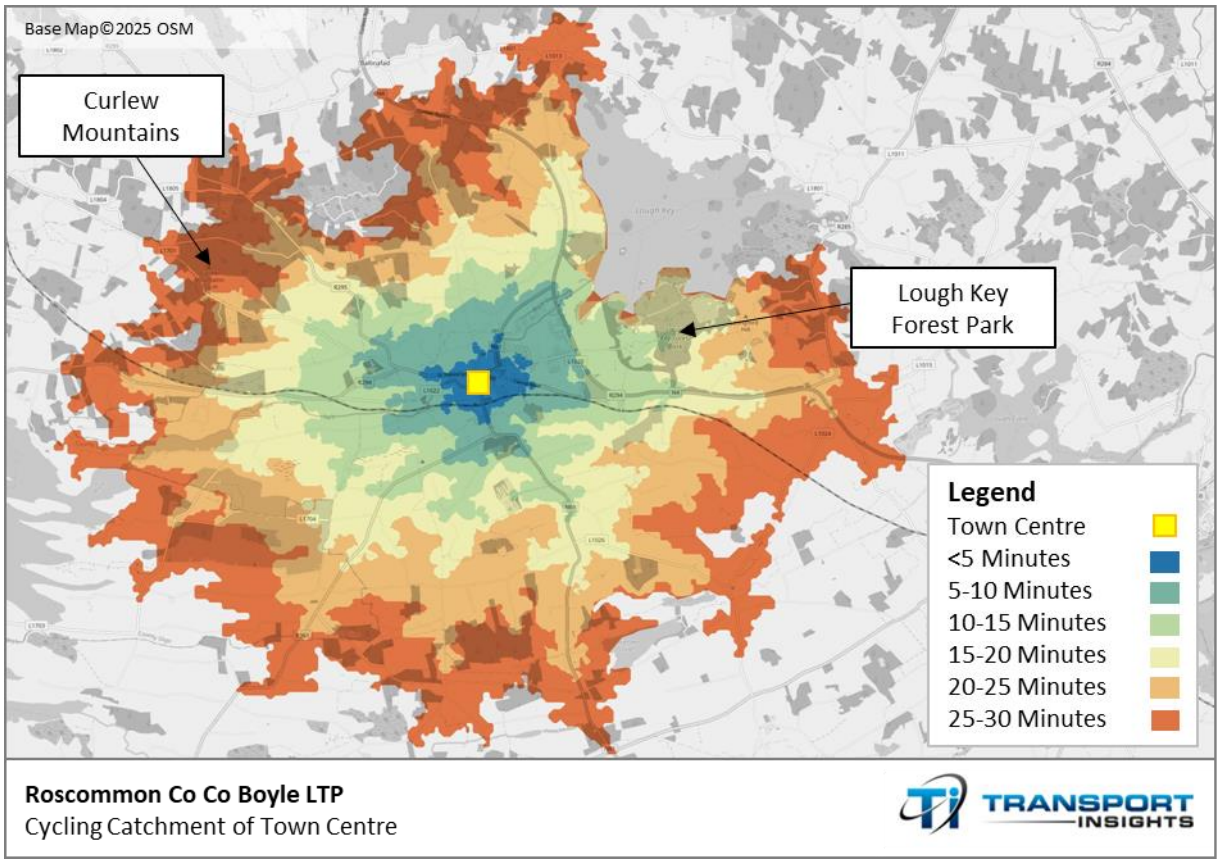


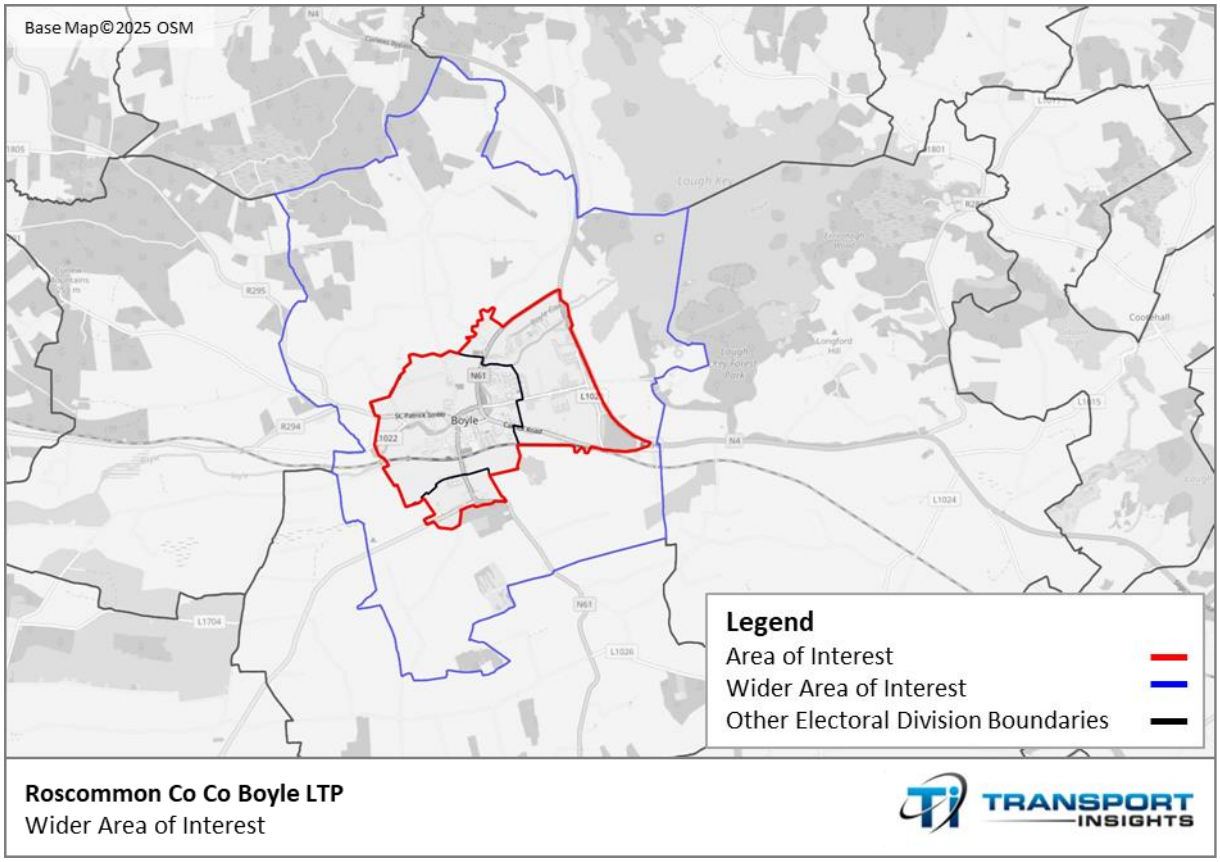
Figure 3.4 Cycling Catchment of Town Centre



Wider Study area

Beyond the study area the wider study area most keenly pertains to the electoral division Boyle Rural that is not encompassed within the defined study area as outlined earlier within this section. The wider study area is outlined in blue within Figure 3.5 accompanied by the immediate study area and other local area boundaries below.

Figure 3.5 Wider Study area

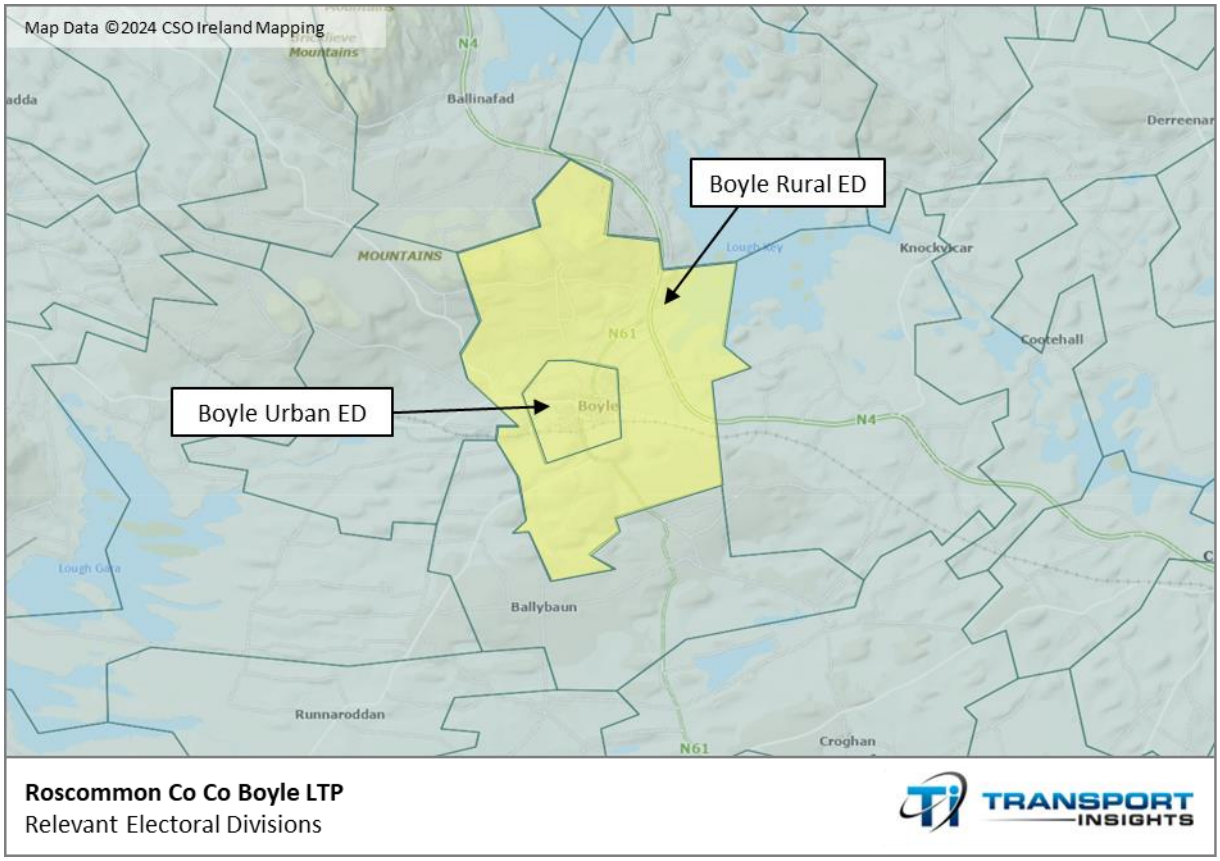


3.5 Demographic Profile

Total Population

Within the 2022 Census there are 2 no. electoral divisions (EDs) of interest to the Local Travel Plan Study Area, these being Boyle Urban and Boyle Rural, illustrated in Figure 3.6 below.

Figure 3.6 DSA Subdivision



An overview of the general population is presented in Table 3.1 below. In total 3,372 were resident within the 2 no. electoral divisions at the time of the 2022 census. Across the electoral divisions 51% of the population were of working ages, with the population in Boyle Urban skewing slightly older than that of Boyle Rural.

Table 3.1 Population Statistics within Relevant Electoral Divisions

Electoral Division	Total Population	Percentage of Population Aged 0-19	Percentage of Population Aged 20-64	Percentage of Population Aged 65+
Boyle Urban	1,597	21%	52%	27%
Boyle Rural	1,775	28%	50%	22%
Total	3,372	25%	51%	24%

The area has experienced some population growth across the past decade with an increase in population from 2,992 in 2011 to 3,372 in 2022 equating to an overall increase of 13% across the two electoral divisions. This growth rate was marginally higher than the national figure of 12%.

Across the two electoral divisions White Irish was the majority demographic accounting for 76% of the total population with Other White being the next largest demographic accounting for 11% of the population, not stated responses accounted for a further 6% while no other demographic exceeded 5%.

Figure 3.2 Ethnic Composition of Relevant Electoral Divisions

Electoral Division	Urban	Rural	Total
White Irish	74%	78%	76%
White Irish Traveller	1%	2%	2%
Other White	11%	11%	11%
Black or Black Irish	1%	0%	0%
Asian or Asian Irish	4%	2%	3%
Other	1%	3%	2%
Not stated	9%	4%	6%

Employment

According to the Census 2016 Workplace Zones records, there were a total of 1,373 workplaces across urban and rural Boyle, with the highest concentration of jobs (ca. 13% of the total) in the portion of South Town Centre on the eastern side of the N4, between River Boyle and Abbey Community College. Table 3.4 below presents the Census 2022 employment records for the electoral divisions Boyle Urban and Boyle Rural, with the national figures provided for comparison.

Figure 3.4 Employment Profile of Relevant Electoral Divisions

Electoral Division	At Work	Unemployed	Student	Looking After Home	Retired	Other
Boyle Urban	38%	8%	7%	8%	28%	10%
Boyle Rural	48%	5%	10%	8%	19%	11%
Ireland Overall	56%	5%	11%	7%	16%	5%

The above table shows that the level of employment in urban Boyle is substantially below the national average, which can be attributed primarily to a very significant proportion of retired residents and, to a lesser extent, a higher than average unemployment. In rural Boyle, the divergence between local and national figures is less stark, with the level of unemployment being average.

As per the *"Travel to Work and Labour Catchments in the Western Region: A Profile of the Boyle Labour Catchment"*, the most significant employer by industry is Wholesale, Retail and Commerce which accounts for 33% of employment within the town with Education, Healthcare and Social Work accounting for 25%, Manufacturing 16% and Agriculture, Forestry and Fishing Accounting for 12%.

Car Ownership

Household car ownership figures across the two electoral divisions are presented in Table 3.5 below.

Table 3.5 Car Ownership in Households within Relevant Electoral Divisions

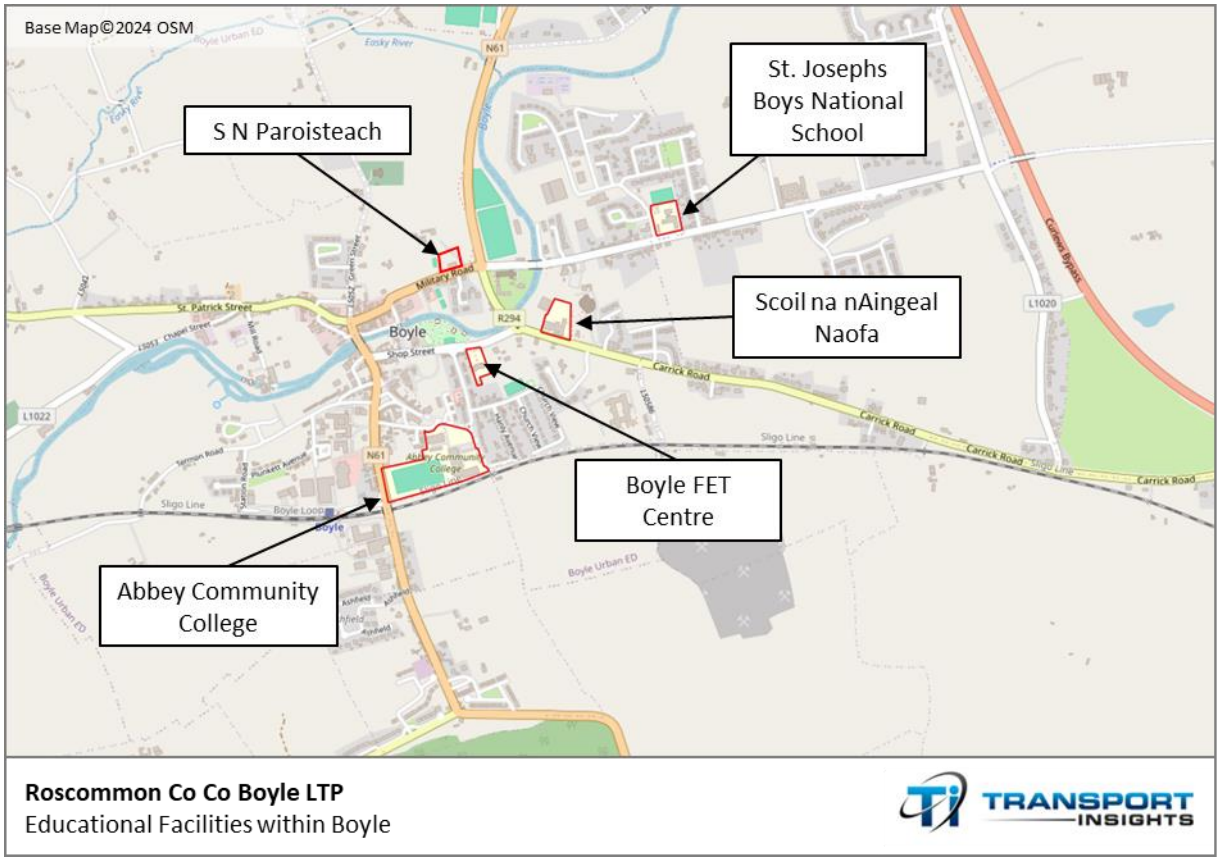
Electoral Division	Urban	Rural
No motor car	31%	9%
1 motor car	48%	46%
2 motor cars	17%	38%
3 motor cars	2%	7%
4 or more motor cars	1%	1%

As demonstrated in the table, almost one in three households in urban Boyle has no car, indicating a substantial existing level of non-motorised travel. With almost half of the urban households having a single car only, the overall level of car ownership is low, with only one in five households owning more than one car. In rural Boyle car ownership is more common, with nine in ten households owning at least one car. However, one in ten households do not have their own car, which in the context of limited public transport options (see: Section 5.2) may indicate a certain level of transport poverty in the wider area.

3.6 Education Facilities

There are currently 5 no. educational facilities operating in Boyle County, Roscommon, with their locations presented in Figure 3.12, which follows.

Figure 3.12 Educational Facilities within Boyle



As can be seen in the preceding figure, all schools are concentrated in the eastern part of the Town Centre, which appears sub-optimal, considering the distribution of residential development and the recent provision of new residential housing in the southern part of Boyle. While the scale of the Town has been noted to be favourable for walking or cycling, the availability of safe and direct routes is deemed essential to realise the potential for local students to access their education facilities actively rather than being dropped off and collected by car (see: Section 4.4).

Table 3.8 (below) provides an overview of the scale of the primary and secondary education facilities. As can be seen in the table, local primary schools accommodate ca. 430 no. pupils, whereas the secondary school has ca. 340 no. students. Considering the overall population of Boyle (ca. 3,400 residents between the urban and rural Boyle Eds), the numbers suggest a relatively substantial proportion of students originating from further in the hinterland, potentially representing a challenge in terms of sustainable access.

Table 3.8 Boyle Schools Overview

Organisation Name	Level	No. of Students	Gender
St. Josephs Boys National School	Primary School	129	Boys Only
Scoil na nAingeal Naofa	Primary School	274	Mixed

Organisation Name	Level	No. of Students	Gender
S N Paroisteach	Primary School	29	Mixed
Abbey Community College	Secondary School	338	Mixed

3.7 Population Distribution

The following Table 3.6 sets out the population, population density, and residential dwelling density in urban and rural Boyle, based on the 2022 Census records.

Table 3.6 Population Density of Boyle

Electoral Division	Total Population	Persons per Hectare	Dwellings per Hectare
Boyle Urban	1,975	5.7	3.3
Boyle Rural	1,397	0.5	0.2
Overall	3,372	-	-

As can be seen, the urban residents constitute almost 60% of the combined population of both EDs. There is, however, a clear distinction in population and housing density between the two areas. This is further shown in Figure 3.7 (overleaf), which shows population density differences at the Census Small Area level. To provide a clearer picture of the population and development distribution within study area, Eircode Address Database (ECAD) records of address points were mapped, as presented in Figure 3.8 (overleaf).

Figure 3.7 Small Area Population Density on Logarithmic Scale

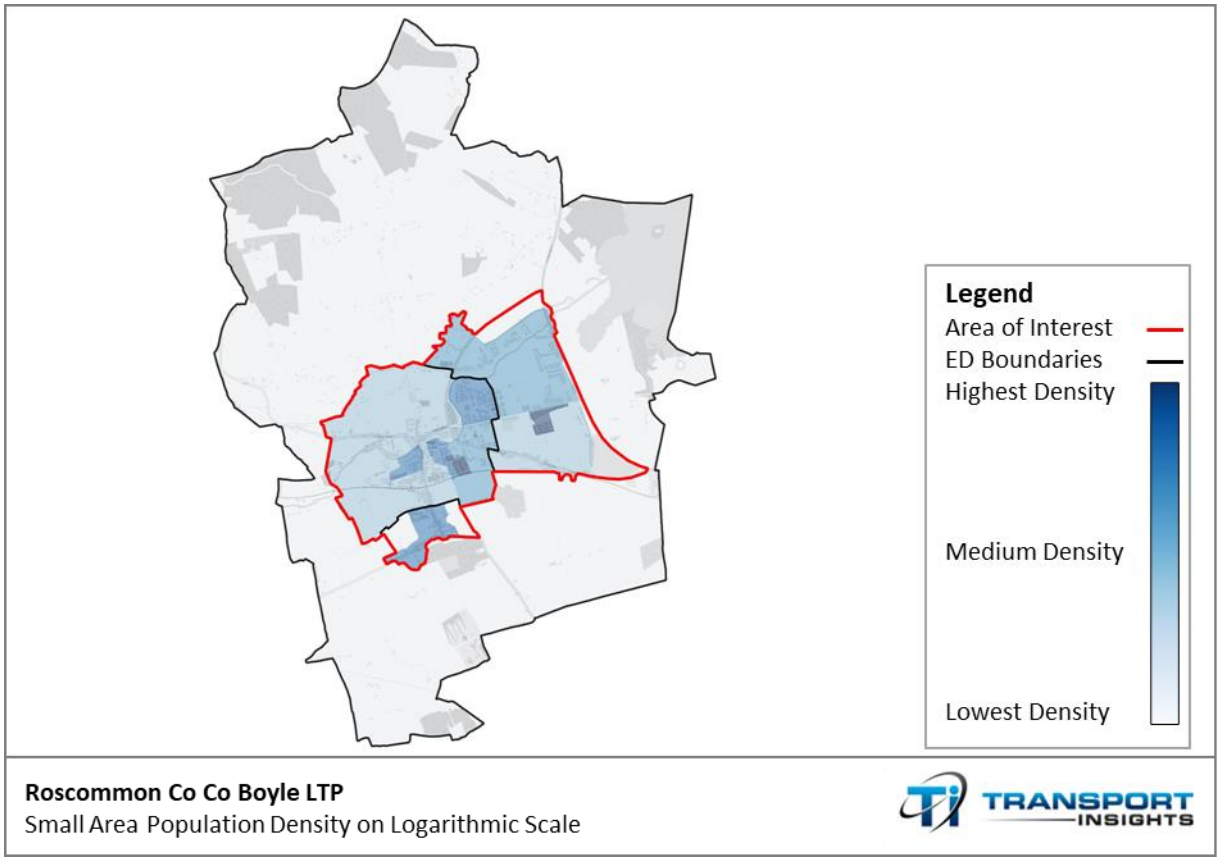
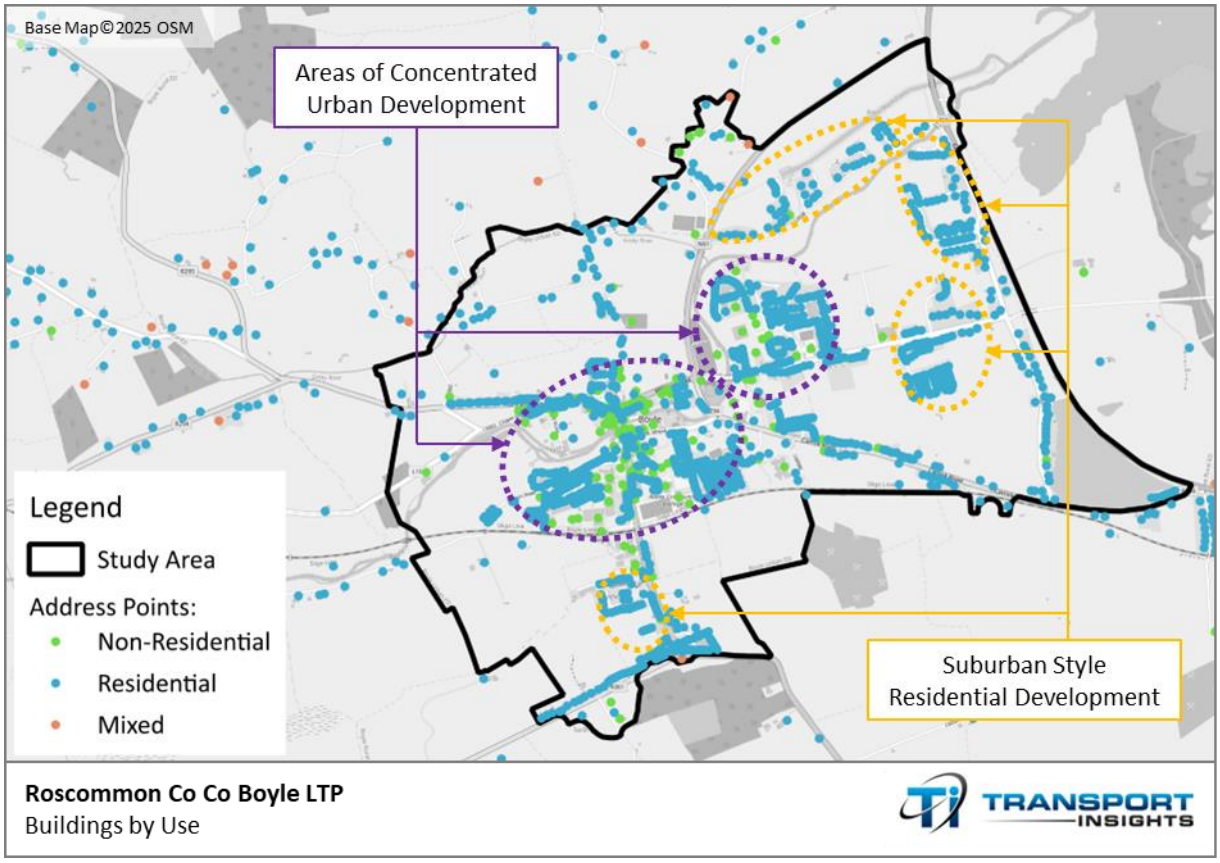


Figure 3.8 Development Distribution and Use



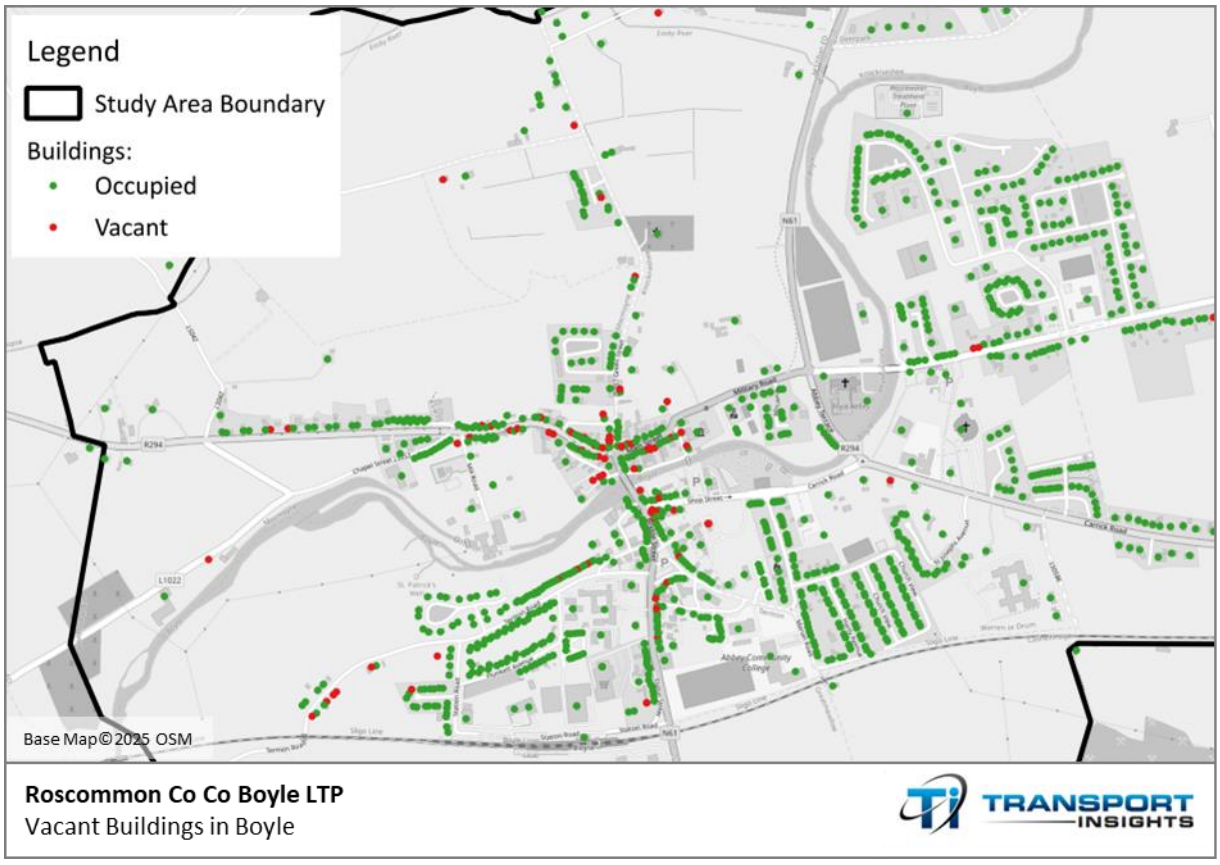
As can be seen in the preceding Figure 3.8, a concentrated, urban development pattern is mostly visible in the central, southern and northeastern parts of Boyle Town, i.e. the areas in violet circles in the figure. In addition, there are several areas in the northwestern and southern parts of the study area where suburban style residential development comprised of own-access houses and houses on dendritic cul-de-sacs can be found – these areas are indicated in orange circles in the figure. Other development is mostly concentrated along main roads in the study area, including the N61, the R294, the R361, the L5052, Rockingham Road, and Carrick Road.

Non-residential development is noted to be concentrated primarily in the core Town Centre area, including along Main Street, around the N61 Bridge, and in proximity to The Crescent area – however, it should be noted that the number of non-residential properties does not indicate the scale of such properties.

Vacancy

A further examination of the ECAD dataset has revealed a relatively frequent occurrence of vacancy in Boyle Town Centre, also confirmed by the observations during the site visit. Clusters of vacant properties are particularly visible in the northern part of the Town Centre, including in proximity of the N61/ R294 Patrick Street/ Green Street Junction and immediately to the west of this junction, along the R294 Patrick Street. Figure 3.10 (below) provides an overview of the extent of vacancy in the central part of the study area.

Figure 3.10 Vacancy in Boyle Town Centre



Planning Applications

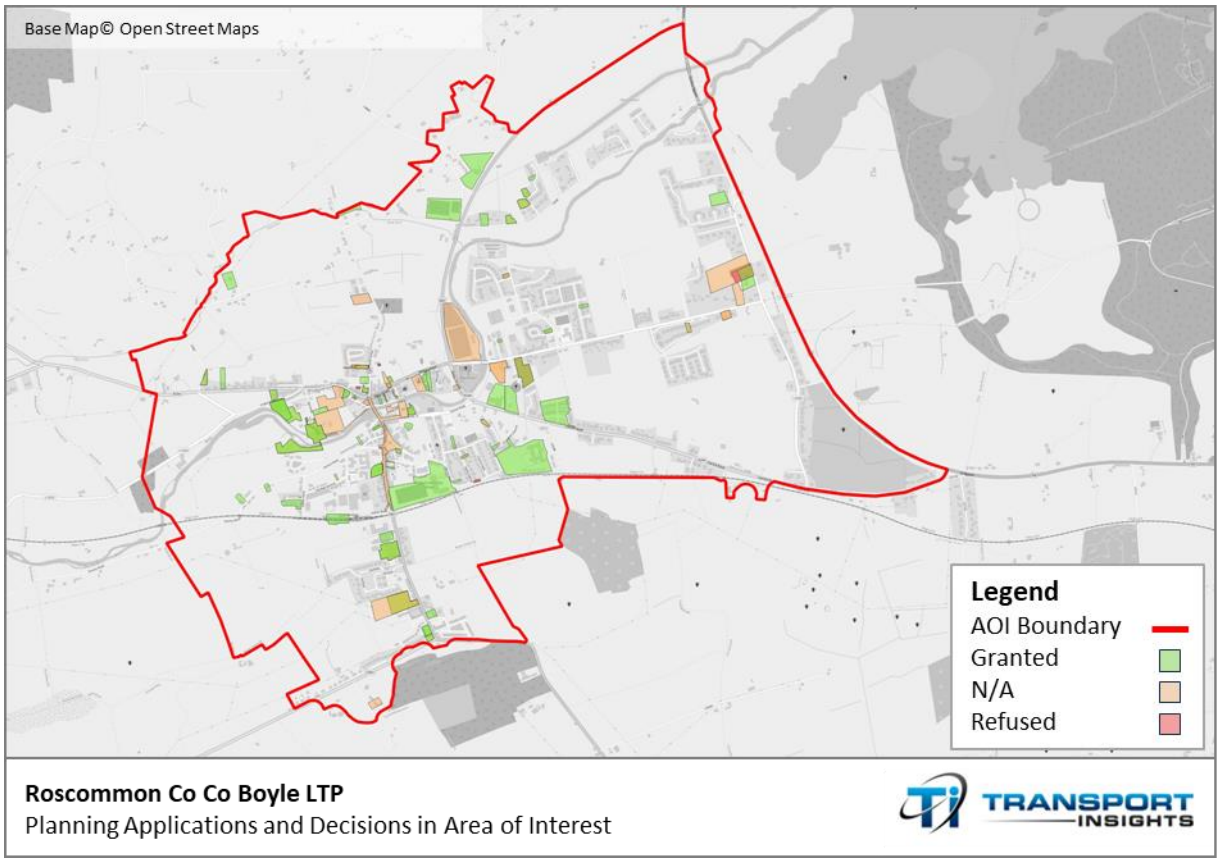
To gain an insight into potential new trip generators that may materialise in the short to medium term, the online planning service for Roscommon County Council was accessed to identify planning applications in the Boyle area that may be relevant to the ABTA. It has been ascertained that there have been 256 applications filed in the town of Boyle since 01 January 2022. Of these 254 applications 95 were either incomplete, withdrawn or deemed to be withdrawn leaving 161 complete or active applications. Table 3.7, which follows, provides an overview of their status.

Table 3.7 Decision Status of Planning Applications in Boyle

Decision	No. of Applications with said Status
Conditional	116
Refused	16
Active and New	29

The following Figure 3.11 presents a map of recent planning applications in Boyle Town Centre.

Figure 3.11 Planning Applications in Boyle Town Centre



Applications should be noted to often concern the construction of or alteration to existing structures, primarily comprising of dwellings and agricultural structures. While a more detailed numerical research into the number of new dwellings been granted permission and delivered in the last years has not been undertaken, a cluster of relatively recent detached and semi-detached houses was observed in the southern part of Boyle during the site visit. This includes the Meadow Vale/ Meadow Crest and Silveroe Drive/ Silveroe Meadow estates in proximity of the N61/ R361 Junction.

With regard to non-residential developments, three notable permissions granted since 01 January 2022 have been identified, namely:

- RCC Reg. Ref. 2259: construction of a new building for Boyle Community Library located to the rear of the Royal Hotel Redevelopment.
- RCC Reg. Ref. 2460093: change of use of part of existing mill building complex from production of grain and maize products to a whiskey distillery; and
- RCC Reg. Ref. 23109: provision of a mobility impaired access structure (MIAS) that will be within the curtilage of Boyle Station railway station, which is a protected structure.

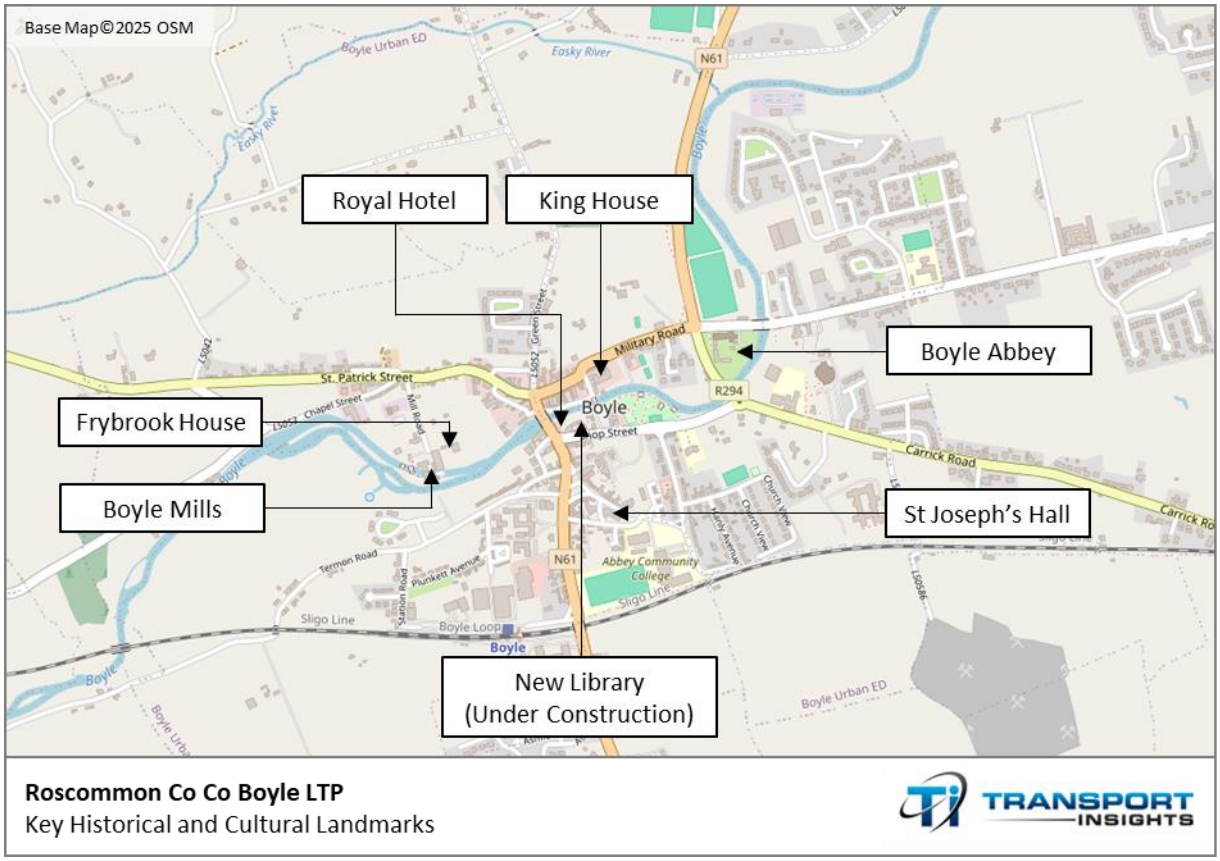
3.8 Culture and Tourism

Boyle has a rich culture and history which is of importance to the Town's identity but also serves as a driver of tourism for the town. This is identified in Boyle 2040 is seen in the quote below…

"Tell the story of Boyle with its rich history, heritage, arts and culture scene, and package this story as part of a first class tourism experience."

An overview of the predominant landmarks of historical and cultural significance within Boyle are illustrated in Figure 3.12 overleaf. Aspects of the built heritage are expanded upon later within Section 6.4.

Figure 3.12 Key Historical and Cultural Landmarks



Among the landmarks presented in the preceding figure, King House is a particularly important cultural space as it also serves as a venue for a diverse array of cultural performances and workshops.

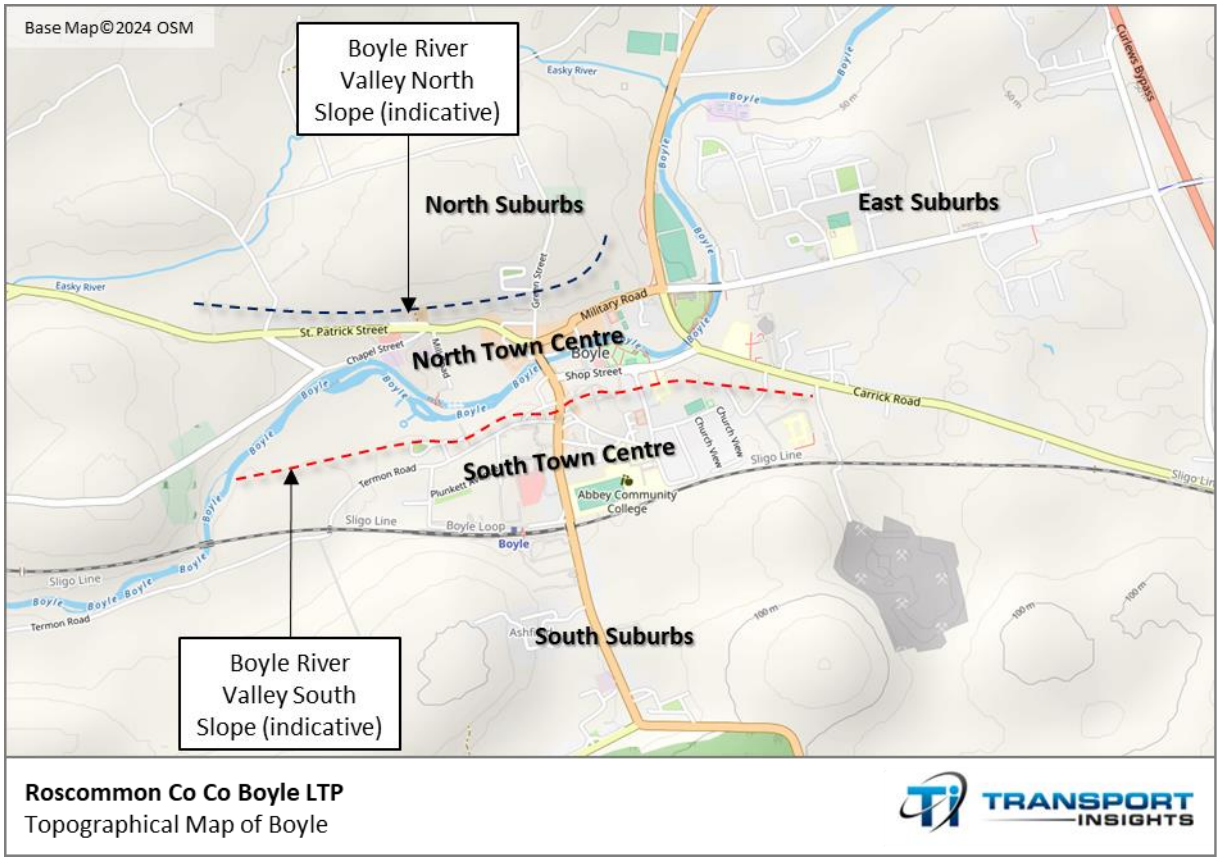
Tourism in the town is also driven largely by the natural amenities of the hinterland and nature-based activities within these areas such as boating, kayaking, cycling, hiking etc.

3.9 Topography and Physical Characteristics

The general topography of Boyle and the broader area is hilly in nature, with the town located ca. 5 kilometres to the southeast of the Curlew Mountains. A topographical map of Boyle is provided in Figure 3.13 overleaf.

As can be seen in the map, the northern part of the Town Centre is set within the Boyle River Valley, with the topography sloping downwards towards the River Boyle which runs on an east west alignment through the area. As a result of this north south movements are affected by steep gradients while east west movements are generally unaffected. A notable instance of the topographical change is the N61 section between the River Boyle Bridge and the Crescent area.

Figure 3.13 Topographical Map of Boyle



As shown in the preceding figure, Boyle (and, by extension, the study area) can be divided into distinct sections based on the topographical and man-made land features, namely:

- **North Town Centre**: the area between the north and south Boyle River Valley slopes, on both sides of Boyle River, naturally bounded to the east by a River bend, with the terrain flattening towards the confluence with Easky River to the northeast. The area has no natural boundary to the west. Due to the terrain form, most key roads in the area follow an east-west alignment, including Main Street, Military Road (sections of the N61), and St Patrick Street north of River Boyle and Shop Street south of River Boyle. The north-south movements are accommodated by the N61 (south of St Patrick Street, towards South Town Centre) and Green Street (the L5052, north of St Patrick Street, towards North Suburbs), both of which are characterised by substantial gradients.
- **South Town Centre**: the relatively flat area at the top of the south Boyle River Valley slope, extending to the south towards the Sligo railway line. The Crescent is the key focal point of this area, where key east-west roads (Termon Road, The Diamond, and Elphin Street) meet the north-south running N61. The road network in this area is generally well developed.

- **North Suburbs**: the area at the top of the north Boyle River Valley slope. Development in this area is limited and mostly located immediately along the L5052 Green Street (north-south) and Lowparks, Bellspark, and Knocknashee (east-west).
- **East Suburbs**: a large, triangular area bounded by the N4 in the east, Carrick Road in the south, and the N61 and Boyle River in the northwest. There are diverse forms of development in this area (as can be seen clearly in Figure 3.8). This includes a relatively well-developed road network and urban form in the area's western corner, whereas elsewhere the development is concentrated along key roads (Abbeytown Road, Knocknashee, R294 Carrick Road – east-west alignment, and Rockingham Road – north-south alignment) and several dendritic cul-de-sacs. Permeability across the area is limited, with substantial parts utilised for agricultural purposes.
- **South Suburbs**: the area south of the Sligo railway line, comprising the areas along the N61 and the R361, referred to as Greatmeadow and Aghnagrange. The area includes some relatively new residential development, however permeability between individual estates is limited, with the N61 addressing the distributor function. The N61 overbridge over the railway line is the key connection between those lands and the reminder of Boyle Town. While the Felton Road underpass under the railway line in the western portion of the lands is noted, Felton Road is disjointed from the above-described main portion of the South Suburbs and mostly serves the rural hinterland to the west of Boyle and south of Boyle River.

3.10 Nearby Key Towns and Regional Growth Centres

To provide a further context for the subsequent analysis of travel and movement patterns within, to, and from the study area, an overview of Key Towns (Roscommon and Carrick-on-Shannon) and Regional Growth Centres (Sligo and Athlone) in proximity of Boyle is provided below.

Athlone (Co. Westmeath/Roscommon)

Athlone straddles the River Shannon at Ireland's geographic centre and counted 22,869 residents in the 2022 Census and is classified as a Regional Growth Centre. Athlone lies ca. 74 kilometres by road from Boyle, with the travel ta via the N61 taking up ca. 1:00 hr. Public transport travel time is approximately 3:00 hrs (from ca. 2:30 hrs to more than 4:00 hrs, depending on connection), with a bus to bus or train to bus transfer in Longford.

Athlone's economy is anchored by Ericsson's 1,300-person R&D, pharmaceutical manufacturing at the Novo Nordisk site, and Teleflex Medical's EMEA operations. Retail is dominated by Athlone Towncentre, the Midlands' largest shopping mall. Third-level education revolves around the Technological University of the Shannon (TUS) – Athlone Campus (≈6,000 students, 200+ programmes)

Carrick-on-Shannon (Co. Leitrim/ Roscommon)

Carrick on Shannon is located approximately 14 kilometres to the east of Boyle and has a population of 4,743 per the 2022 Census. Car travel via the N4 takes up ca. 15 minutes, with bus and rail connection also available, with respective travel time of ca. 15 minutes and ca. 10 minutes.

Key employers include digital lender Avant Money and medical-device maker VistaMed/Freudenberg Medical. Retail activity clusters include Rosebank & Shannonside retail parks, alongside independent Main-Street stores. For higher education, Carrick-on-Shannon hosts an Atlantic Technological University (ATU) outreach hub at The Hive Business Campus.

Roscommon Town (Co. Roscommon)

Roscommon Town is located ca. 42 kilometres to the south of Boyle and has a population of 6,555 per the 2022 Census. Car travel time via the N61 is ca. 35 minutes, whereas a direct Local Link bus takes ca. 1:15 hrs.

Roscommon University Hospital is the biggest employer at the town and provides healthcare services for the region. Shopping facilities on and around Main Street include the Harrison Centre's 15-unit mall plus Tesco, Dunnes and Dealz. Further-education provision comes from the GRETB Roscommon Further Education & Training Centre at Lisnamult, part of a county-wide FET network.

Sligo (Co. Sligo)

Sligo is located ca. 42 kilometres to the northwest of Boyle and has a population of 20,608 according to the 2022 census. Car travel time via the N4 is ca. 30 minutes, whereas direct buses and trains take ca. 40 minutes.

Sligo hosts a strong life-sciences employment cluster, including AbbVie, Abbott Diagnostics, and Verus MedTech. Retail opportunities include Quayside and Johnston Court shopping centres. Higher-education is centred on Atlantic Technological University Sligo Campus. Healthcare is anchored by Sligo University Hospital.

4. Current Travel Patterns

4.1 Introduction

As part of the Baseline Assessment, an analysis of local travel patterns was undertaken, with focus on origin and destination patterns, mode split in work- and education-related trips, and typical commuting trip time and duration.

The analysis has been informed by the following datasets:

- CSO Place of Work, School or College (POWSCAR) dataset to establish origin and destination patterns in work- and education/ childcare-related trips to, from and within the study area. 2016 Census records were utilised due to the equivalent 2022 Census records not being available to the project team.
- CSO Small Area Population Statistics (SAPS) dataset to establish mode split patterns in resident trips to work, school, higher education, or childcare facilities, resident travel time in such trips etc. 2022 Census records were utilised.

While both sources offer insight, the analysis avoids making direct comparisons and reasoning across the two datasets and instead uses each dataset to highlight distinct trends.

4.2 Trip Distribution in Work or Education Trips

Travel to Boyle

Based on the CSO POWSCAR 2016 dataset, there were 1,605 individuals travelling to Boyle Town (i.e. Boyle Urban ED) for work or education. Approximately 20% of those individuals originated from urban Boyle itself, making their trips internal within the town. Further 24% originated from Boyle's rural hinterland (Boyle Rural ED), with the remaining 46% travelling from further afield. Vast majority of the individuals from outside of Boyle originated from elsewhere in Co. Roscommon, Co. Sligo, or Co. Leitrim. The figures are presented in Table 3.1 below.

Table 4.1 Origin of Trips to Boyle for Work or Education

Place of Origin of Trips to Boyle Urban	No. of Individuals	% of Individuals
Boyle Urban	325	20%
Boyle Rural	386	24%
Elsewhere in County Roscommon	547	34%
County Sligo	214	13%
County Leitrim	76	5%

Place of Origin of Trips to Boyle Urban	No. of Individuals	% of Individuals
Elsewhere in Ireland	57	4%
Total	**1,605**	**100%**

Travel from Boyle

Based on the CSO POWSCAR 2016 dataset, there were 613 individuals travelling from Boyle Town (i.e. Boyle Urban ED) for work or education. Approximately 53% of those individuals travelled to destinations within Boyle itself. The remaining trips varied by destination, with Sligo Town and Carrick-on-Shannon each attracting no more than 5% of the individuals. The overall figures are presented in Table 4.2 below.

Table 4.2 Destination of Trips to Boyle for Work or Education

Place of Destination of Trips from Boyle Urban	No. of Individuals	% of Individuals
Boyle Urban	325	53%
Boyle Rural	12	2%
Roscommon Town	13	2%
Sligo Town	28	5%
Carrick-on-Shannon	21	3%
Elsewhere in Co. Roscommon	52	8%
Elsewhere in Co. Sligo	35	6%
Elsewhere in Ireland	57	9%
No fixed place of work	48	8%
Work/school from home	22	4%
Total	**613**	**100%**

4.3 Mode of Transport – Travel to Work

Table 4.3 (below) presents the mode split for travel to work in Boyle Urban, Boyle Rural, and the combined Boyle area.

Table 4.3 Mode of Transport – Travel to Work

	Car Driver	Car Pax	Van	Train	Bus	Walk	Bicycle	Other	Mainly Remote
Boyle Urban	52%	5%	7%	1%	1%	22%	2%	9%	0%
Boyle Rural	64%	4%	9%	1%	1%	6%	1%	12%	2%
Boyle Overall	59%	5%	8%	1%	1%	13%	1%	11%	1%
Roscommon	63%	4%	10%	1%	1%	4%	1%	7%	9%
Difference	-4%▼	1%▲	-2%▼	0%	0%	9%▲	0%	4%▲	-8%▼
Connacht	59%	4%	8%	0%	2%	7%	1%	8%	11%
Difference	0%	1%▲	0%	1%▲	-1%▼	6%▲	0%	3%▲	-10%▼

The following observations can be drawn from the data presented in the preceding table:

- In both the urban and the rural parts of Boyle, the car is the dominant mode of commuting, however there is a notable difference between both areas, with 52% of commutes completed by car by urban Boyle residents, compared to 64% among rural Boyle residents. This leads to an overall total of 59%, indicating a significant degree of car dependency. Car travel as a passenger remains consistent between urban (5%) and rural (4%) areas, leading to an overall 5%.
- Commuting by public transport is rare in the entire area, with ca. 1% of residents travelling to work by each of the bus and the train.
- Walking to work is much more common in urban Boyle Urban (22%) compared to rural Boyle (6%), averaging 13% overall. This indicates a more pedestrian-friendly environment within the urban area.
- Bicycle commuting is relatively low but slightly higher in urban areas (2%) compared to rural (1%), resulting in an overall rate of 1%.
- Van usage shows a slight difference: 7% in urban areas versus 9% in rural areas, averaging 8% overall. Other commuting modes are more prevalent in rural (12%) than urban (9%) areas, averaging 11% overall. This could include more informal transport methods. It should be noted that no cases of commuting by motorcycle or motor scooter were recorded.
- Mainly remote work is almost negligible but present in rural areas (2%), with an overall rate of 1%.

Overall, urban Boyle exhibits a more diverse modal split compared to the rural hinterland, with significantly higher walking rates and slightly higher cycling participation. In contrast, rural Boyle

displays a pronounced reliance on cars, either as drivers or using vans, likely due to greater distances and fewer public transport alternatives. The overall data reflects a strong car dependency somewhat balanced by a more active urban commuting culture.

In terms of comparative performance, a relatively low presence of remote workers in Boyle is noted. While around one in 10 residents of wider County Roscommon and the Connacht province declared they mostly worked remotely, it is much less common in Boyle, with just a 1% share of residents. This is despite there being multiple remote working hubs in Boyle and the town's scenic location. While a relatively higher mode share of walking in Boyle is noted, this is deemed to mostly be related to the urban character of Boyle, compared to the wider area (substantial difference between urban and rural Boyle is notable in this context). Differences in other respects are marginal.

4.4 Mode of Transport – Travel to School, College, or Childcare

Table 4.4 (below) presents the mode split for travel to school, college, or childcare among residents aged 5 years and older in Boyle Urban, Boyle Rural, and the combined Boyle area.

Table 4.4 Mode of Transport – Travel to School, College, or Childcare

	Car Driver	Car Pax	Train	Bus	Walk	Bicycle	Other
Boyle Urban	2%	43%	0%	7%	46%	1%	0%
Boyle Rural	3%	65%	1%	13%	16%	1%	1%
Boyle Overall	3%	56%	1%	11%	27%	1%	1%
Roscommon	5%	59%	1%	15%	13%	1%	7%
Difference	-2%▼	-3%▼	0%	-4%▼	14%▲	0%	-6%▼
Connacht	5%	54%	1%	17%	14%	2%	7%
Difference	-2%▼	2%▲	0%	-6%▼	13%▲	-1%▼	-6%▼

The following observations can be drawn from the data presented in the preceding table:

- Drop-offs by car show a significant disparity: 43% in urban areas versus 65% in rural areas, leading to an overall 56%.
- Walking represents the most common mode of travel in urban Boyle, with a 46% mode share, but is much less common for rural Boyle residents at 16%, leading to an overall 27%. The lower walking mode share in rural areas is balanced by substantially higher mode shares of the car (as passenger) and the bus.

- Bus usage is notably higher in rural areas (13%) compared to urban (7%), averaging at 11%. Train usage remains minimal at 1% in both rural and overall, with no urban usage.
- Bicycle use is consistently low across both areas at 1%, and no significant difference is noted.

Overall, urban Boyle shows a high reliance on walking, indicating a compact and accessible layout conducive to pedestrian travel. In contrast, the rural areas are significantly more dependent on car travel, reflecting greater distances, limited public transport options, and lack of safe active travel infrastructure.

A comparison with the wider County Roscommon and the Connacht province does not appear to reveal relevant differences, with the mode split variation deemed to mostly be related to the urban character of Boyle, compared to the wider area.

4.5 Journey Time

The following Table 4.5 presents the stated journey time in travel to school, college, or childcare among residents aged 5 years and older in Boyle Urban, Boyle Rural, and the combined Boyle area.

Table 4.5 Journey Time – Travel to Work, School, College or Childcare

	Under 15 mins	1/4 hour - under 1/2 hour	1/2 hour - under 3/4 hour	3/4 hour - under 1 hour	1 hour - under 1 1/2 hours	1 1/2 hours and over
Boyle Urban	52%	19%	17%	5%	4%	3%
Boyle Rural	53%	24%	14%	3%	4%	3%
Boyle Overall	52%	21%	16%	4%	4%	3%

As can be seen in the preceding table, differences between the urban and rural parts of Boyle are negligible. Slightly more than half of residents complete their travel for work or education in under 15 minutes, with only ca. 27% travelling longer than 30 minutes, and ca 12% longer than 45 minutes. This indicates that most trips are relatively short and could possibly be completed by active modes of travel, subject to availability of safe infrastructure.

4.6 Time Leaving Home

The following Table 4.6 presents the stated time of leaving home in travel to school, college, or childcare among residents aged 5 years and older in Boyle Urban, Boyle Rural, and the combined Boyle area.

Table 4.6 Time Leaving Home – Travel to Work, School, College or Childcare

	Before 06:30	06:30 - 07:00	07:01 - 07:30	07:31 - 08:00	08:01 - 08:30	08:31 - 09:00	09:01 - 09:30	After 09:30
Boyle Urban	4%	6%	12%	14%	16%	33%	9%	6%
Boyle Rural	6%	6%	11%	14%	13%	31%	12%	7%
Boyle Overall	5%	6%	12%	14%	15%	32%	10%	7%

As can be seen in the preceding table, differences between the urban and rural parts of Boyle are negligible. Approximately one in three residents leave home between 08:31 and 09:00 hrs. The peak hour is the period from 08:01 to 09:00 hrs, wherein 47% of residents leave home for work or education.

5. Transport Infrastructure and Services

5.1 Introduction

An in-depth review of Boyle in the context of transport infrastructure and services, both existing and planned was undertaken. This review comprised an analysis of the following networks.

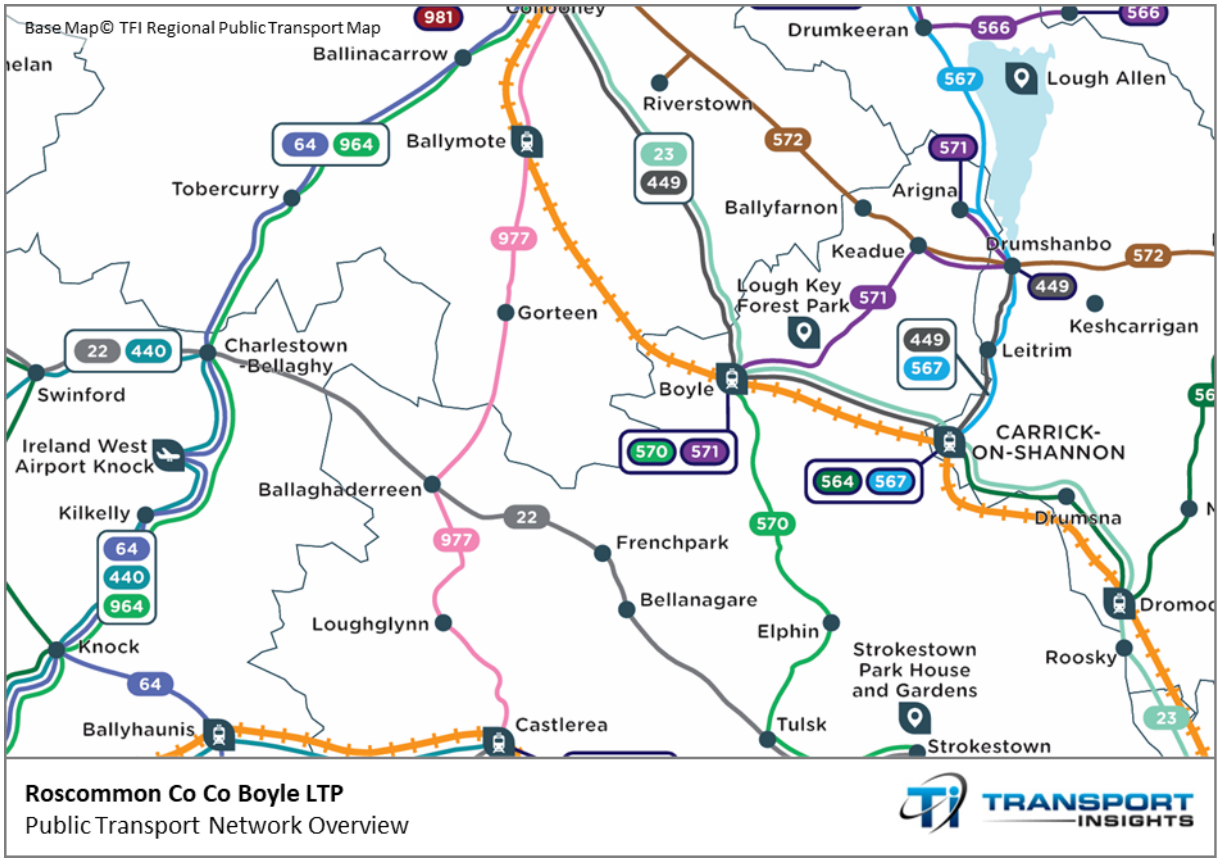
- Public Transport (comprising rail and bus services),
- Active Travel (comprising walking and cycle routes within the area of interest, assessing the provision and quality of existing infrastructure), and
- Roads (comprising national, regional and local networks).

This section of the Report provides a summary of the key findings of this review.

5.2 Existing Public Transport Infrastructure and Services

This section of the Report will outline the existing public transport infrastructure and services accessible from Boyle. This includes an analysis of the rail services, the bus services and other relevant infrastructure of relevance to the LTP area, notably Knock Airport. An overview of the public transport network is provided within Figure 5.1 below.

Figure 5.1 Public Transport Network Overview



Rail Services

Boyle is served by rail with the Dublin Connolly to MacDiarmada Station Sligo accessible via Boyle Station located to the south of the town.

The latest change to the service came in August 2024 which saw the addition of Broombridge as a stop on the service. Currently the following stops are served by the Dublin Connolly Station to Sligo MacDiarmada Station service:

- Dublin Connolly Station
- Drumcondra
- Broombridge
- Leixlip Louisa Bridge
- Maynooth
- Kilcock
- Enfield
- Mullingar
- Edgeworthstown
- Longford
- Dromod
- Carrick-on-Shannon
- Boyle
- Ballymote
- Collooney
- Sligo MacDiarmada Station

An overview of the service timetable in relation to Boyle is provided within Table 5.1 below. Important to note is that the service does not always terminate in Sligo with no.2 services terminating at Longford and no.1 service terminating at Mullingar, in both instances this means the service does not reach Boyle.

Table 5.1 Rail Services Available from Boyle

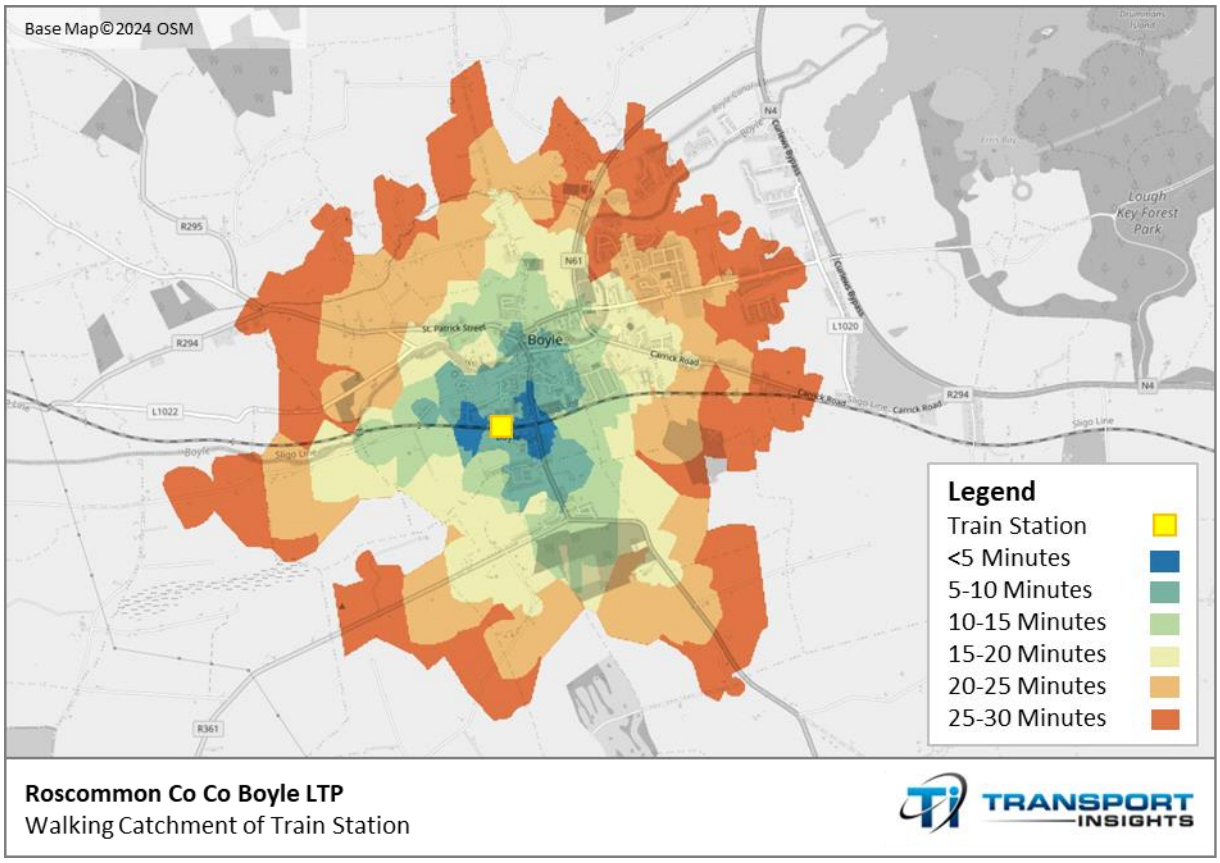
Destination	First Departure	Last Departure	No. of Departures per Day	Time from Boyle
Dublin Connolly	06:55	20:55	8	2 hours and 55 minutes
MacDiarmada Station Sligo	06:13	19:43	8	33 minutes

An isochrone analysis has been performed to assess the catchment of the train station in the town and is illustrated within Figure 5.2 (overleaf). The entirety of the town centre can access the train station

within a 15 minute walk while the remainder of the settlement can access the station within a 30 minute walk barring the exception of the residential areas in the northeastern periphery of the town, including dwellings along Rockingham Road and Knockashee. A large part of the catchment area within the south is noted to be undeveloped. The accessibility of the station suffers due to poor permeability, with the station only being accessible from the east, but not from other directions.

There is a car park at the station which has no. 55 standard car parking bays and no. 3 accessible bays. There is currently no formal cycle parking infrastructure at the station.

Figure 5.2 Walking Catchment of Train Station



Bus Services

There are currently multiple bus routes serving the town of Boyle. An overview of these services is presented in Table 5.1 below.

Table 5.1 Bus Services Available from Boyle

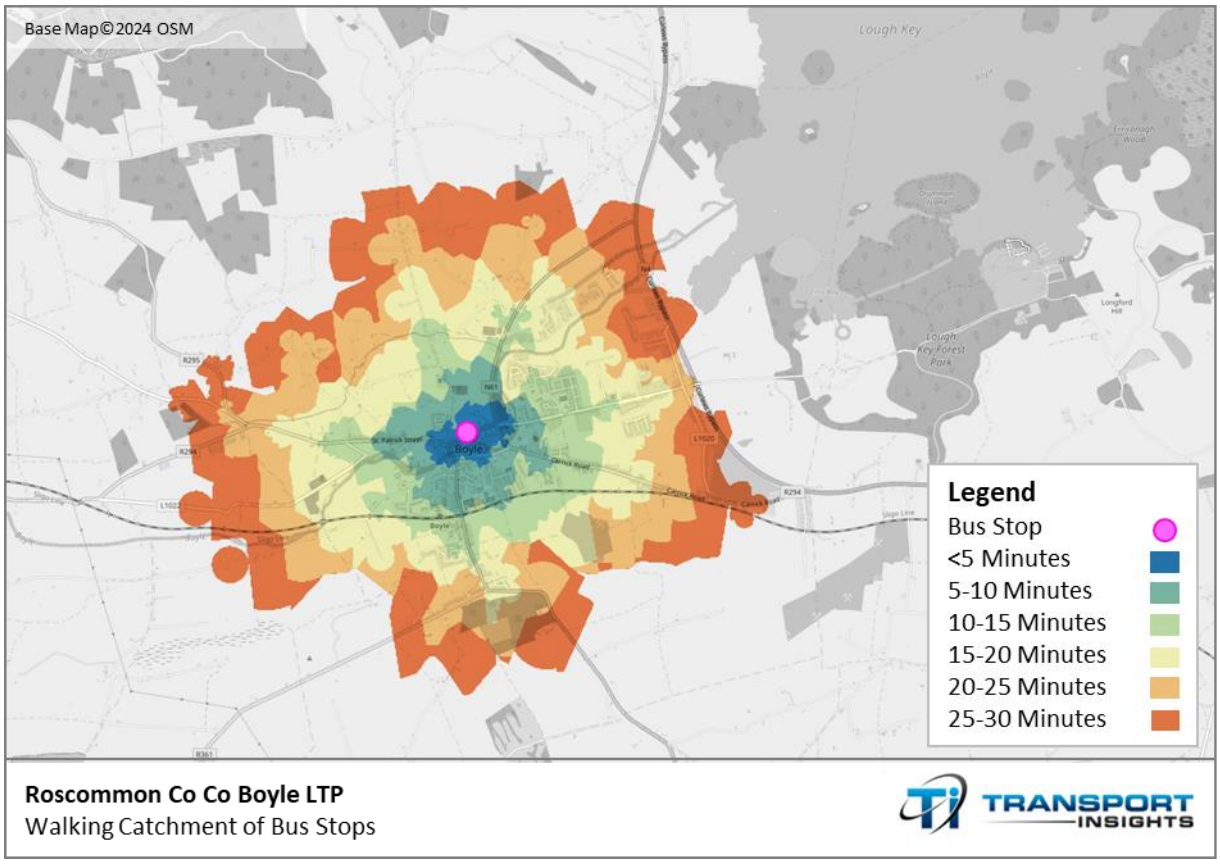
Route No.	Route	No. of Services Per Day	Earliest Departure	Latest Departure	Stop in Boyle
23	Dublin – Dublin Airport – Longford - Sligo	5 inbound 5 outbound	11:15 (ountbd) 08:47 (inbd)	02:02 (ountbd) 01:43 (inbd)	Stop 555791

Route No.	Route	No. of Services Per Day	Earliest Departure	Latest Departure	Stop in Boyle
476	Killavil - Ballymote - Tubbercurry	1 inbound 1 outbound	11:55 (ountbd) 13:00 (inbd)	11:55 (ountbd) 13:00 (inbd)	Stop 555791
570	Boyle - Roscommon, Abbeytown	3 inbound 3 outbound	07:35 (ountbd) 10:50 (inbd)	17:13 (ountbd) 18:30 (inbd)	Stop 555791
570A	Boyle – Lough Key Forest Park (Summer only)	3 inbound 4 outbound	11:00 (ountbd) 11:15 (inbd)	21:45 (ountbd) 18:45 (inbd)	Stop 555791
571	Carrownanalt, Mining Experience Car Park - Boyle	3 inbound 3 outbound	08:55 (ountbd) 11:00 (inbd)	17:25 (ountbd) 17:30 (inbd)	Stop 555791

Route 23 runs on an east west alignment between Dublin and Sligo offering access to many towns and services across the country while all other highlighted services grant access to other towns and villages within Connacht.

All bus routes operate from the same stop located in front of the Garda Station on Military Road located in the North Town Centre, ca. 900 metres away from the railway station (along a walking route). The walking catchment of the bus stop is presented in Figure 5.3, which follows.

Figure 5.3 Walking Catchment of Bus Stops



The stop's location is convenient for accessing the North Town Centre and North and East Suburbs. However, a lack of stops in the southern part of Boyle, compounded by a steep gradient between the north and south parts, limits attractiveness of bus services to local residents. Furthermore, transfers between the bus and the rail services are inconvenient due to substantial distance compounded by the steep gradient.

5.3 Existing and Proposed Active Modes' Infrastructure

Existing Active Modes' Infrastructure

Cycling

There is very limited cycle infrastructure currently available within the town. Currently the town is an uninviting environment to cyclists owing to the topographical challenges outlined previously in Section 3.9 and also the high traffic volumes that run through the town worsened further by the relatively high percentage of HGVs. There are no segregated cycle routes available within the town. The only cycle specific infrastructure within the study area is along the Boyle Canal connecting to Lough Key, away from the Town Centre. At the moment, only a small minority of trips to work or education are completed by cycling, as detailed in Sections 4.3 and 4.4, respectively.

Public cycle parking facilities are available at The Crescent and at Eaton Lane by the river. The lack of cycle parking facilities at the railway station and in proximity of the bus stop is noted.

Walking

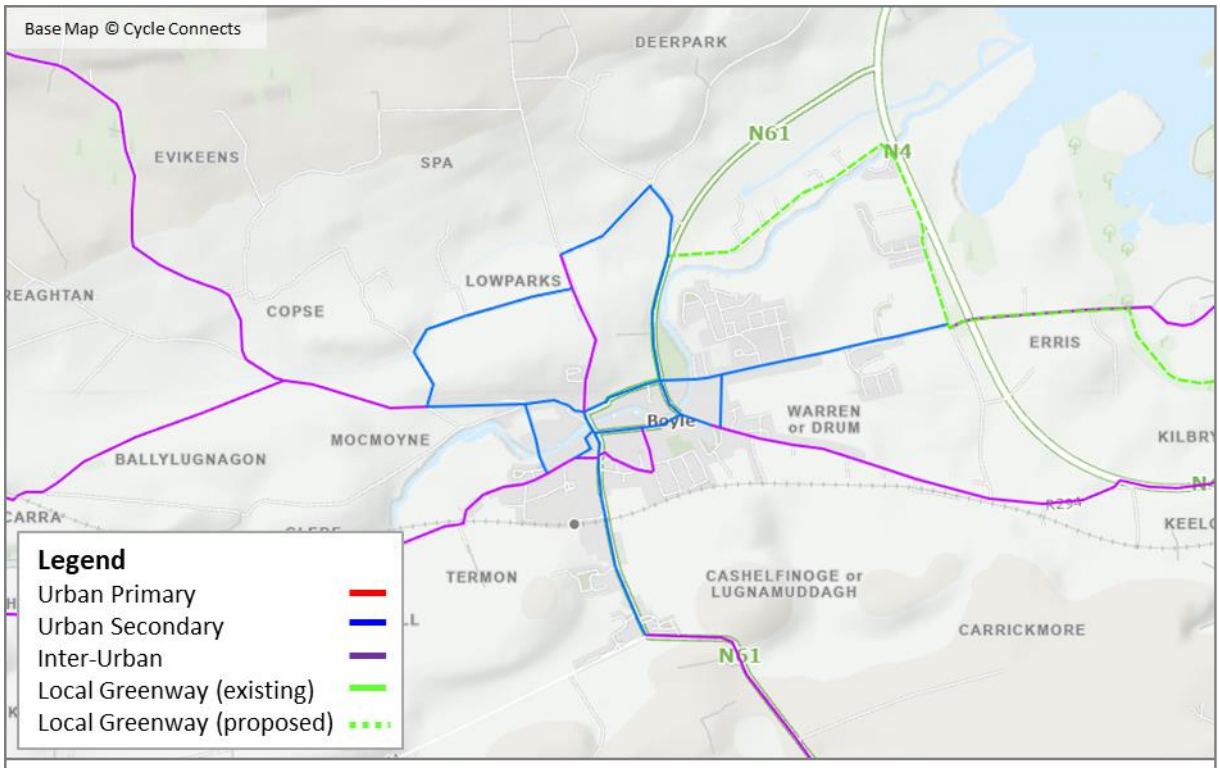
Boyle Town is very walkable with sufficient quantitative footpath provision throughout the town, albeit footpath width is often below the DMURS requirements. There are also several pedestrian specific areas within the town, notably on either side of the river including the area to the rear of the new art gallery, the area immediately opposite that on the other side of the river, the Boyle Pleasure Grounds and the trail along the southern side of the river towards the mill.

Proposed Active Modes' Infrastructure

A network of active travel routes across Ireland has been proposed under the CycleConnects programme. Figure 5.4 below showcases the planned routes in and around Boyle, however the network should be noted as subject to change.

As can be seen in the figure, no urban primary routes are currently proposed for Boyle town, with a network of Urban Secondary and Interurban routes proposed to circle and cross the town. As per Urban Secondary routes are to link with urban primary network to add greater route density and options on the network. These will typically be passing through residential areas, school and employment area. These routes are not proposed to accommodate a high volume of cyclists.

Figure 5.4 Proposed CycleConnects Network in Boyle



Boyle is also proposed to be part of the Sligo-Longford corridor as part of the TII National Cycle Network. This corridor will exist as part of a larger network which shall provide better cycle connections between over 200 settlements.

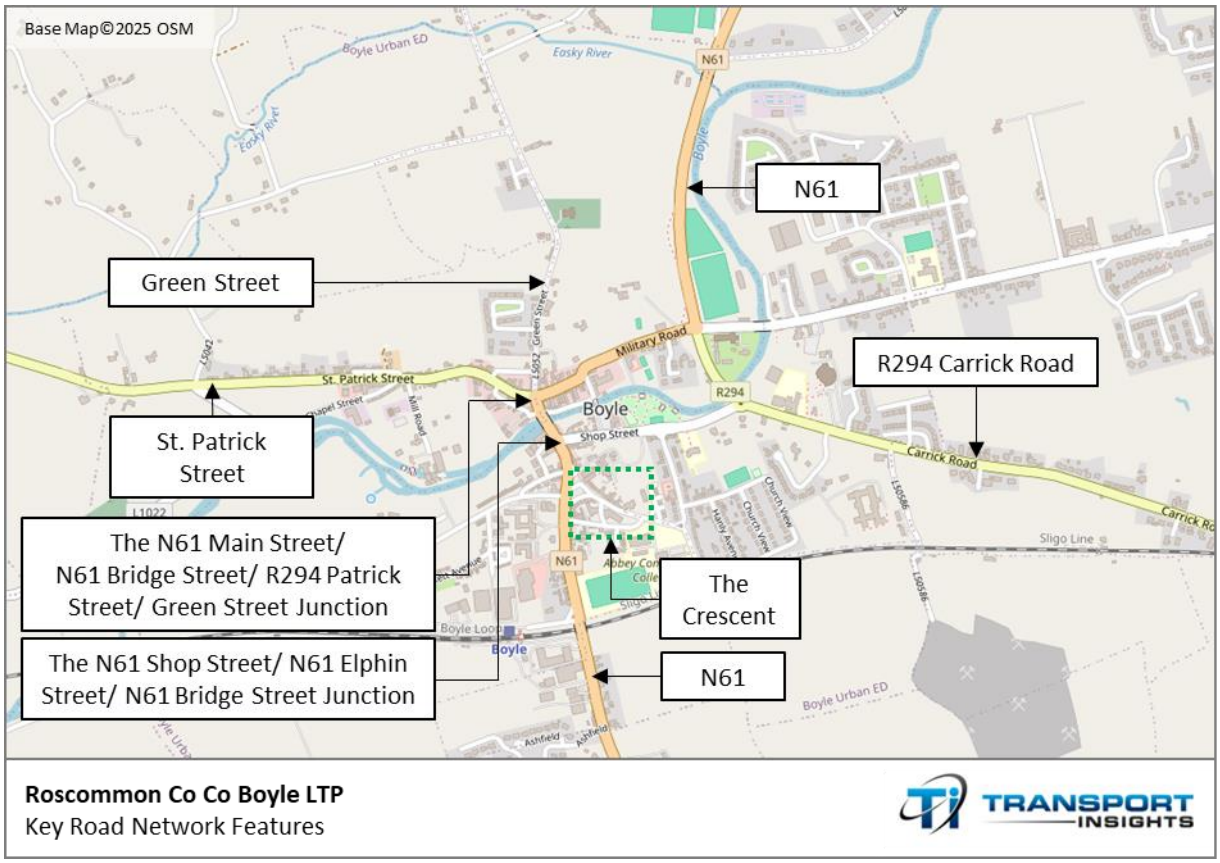
Overall, the proposed cycle network appears to mostly follow the existing network of roads in Boyle, and could potentially be further tailored to the local specifics, including area characteristics presented in Section 3.

5.4 Existing and Proposed Road Infrastructure

Existing Road Infrastructure

Key roads within the study area and its vicinity have been subject to review, with several particularly relevant pieces of road infrastructure in Boyle described in more detail below. Selected key roads and junctions in Boyle are presented in Figure 5.5, which follows.

Figure 5.5 Analysed Road Network



N61 (Elphin Street, Bridge Street, Main Street, Military Road, Carrick Road, Sligo Road)

The N61 is a two-way National Road that runs for a length of ca. 75 kilometres between Athlone and north of Boyle to the N4. The N61 runs through the centre of Boyle. The route represents a key strategic link for the town.

North of Boyle, the N61 travels north with a speed limit of 60km/h for 800 metres out of Boyle. This section is separated primarily by a hatched median with a number of turn pockets in either direction. In the town, the N61 splits and travels both north and south of the Boyle River. This section has a speed limit of 50km/h. The N61 travels west-east through the town and heads south to rejoin into one section of road. It travels south in a relatively straight alignment for ca. 1 kilometre where it connects to the R361 and a series of bends occur.

South of the River in Boyle, the N61 is named Carrick Road and runs for ca. 450 metres. The western section of Carrick Road is a one-way road east and runs for ca. 230 metres, there is initially a one-lane format and forms a two-lane one-way road with a designated right-turn lane onto Lower Marian road. The eastern section provides a junction that necessitates movement onto Lower Marian road when travelling east-west on Carrick Road and has a 3.5 ton limit in place.

North of the River, the N61 is named Main Street and Military road. They run for ca. 400 metres. They are both urban in nature with Main Street which is ca. 100 metres is predominantly commercial. They are both a two-way road with a number of car parking spaces on both sides throughout their length

The N61 turns south out of Boyle and past Boyle Train Station. This section is separated by a continuous white line with breaks to allow for turning opportunities. The section has footpaths present and is primarily urban in nature with a number of residential dwellings either side of the road. South of the junction with the R361, the N61 has no footpaths, no street lighting and becomes rural in nature.

R294 (Patrick Street, Carrick Road)

The R294 is a two-way regional road that runs for a length of ca. 65 kilometres, between the N4 east of Boyle and Ballina. Of direct relevance is the stretch between the N4 junction and junction with the R295. The R294 connects to the N61 in the centre of Boyle via Patrick Street and continues the other side of the town via Carrick Road, connecting to the N4 east of Boyle. Street lighting is provided along the relevant stretches.

Patrick Street is a two-way road that runs in a west-east alignment for a length of ca. 300 metres and connects the R294 to the N61 in the centre of Boyle. There are pedestrian footpaths on both sides for the entirety of the road. The road is urban in nature and lined with residential dwellings on the outskirts of Boyle and commercial once the road comes into the proximity of the N61. Street lighting is provided throughout.

Carrick Road section of the R294 extends to the southeast of the roundabout located by the Boyle Medical Centre. It is a two-way road primarily serving residential houses on both sides of the carriageway and connecting to the N4 at its eastern end. Footpaths are provided on both sides of the road in proximity of the Town Centre and on the north side of the carriageway only further to the east.

The N61 Main Street/ N61 Bridge Street/ R294 Patrick Street/ Green Street Junction

The N61 Main Street/ N61 Bridge Street/ R294 Patrick Street/ Green Street Junction is a four-arm priority-controlled junction located in the northwest part of Boyle Town Centre. The junction is noted to have tight corner radii and constrained geometry. The junction's layout was observed to be confusing to some drivers, who used right turning indicator lights when proceeding straight through the junction from Main Street to Patrick Street. Furthermore, substantial heavy vehicle traffic was observed at the junction, particularly from Main Street to Bridge Street (southbound only) and, to a lesser extent, between Main Street and Patrick Street (eastbound and westbound). With junction geometry being constrained, left turning heavy vehicles were observed to substantially encroach on the opposite traffic lane, potentially resulting in reduced traffic safety.

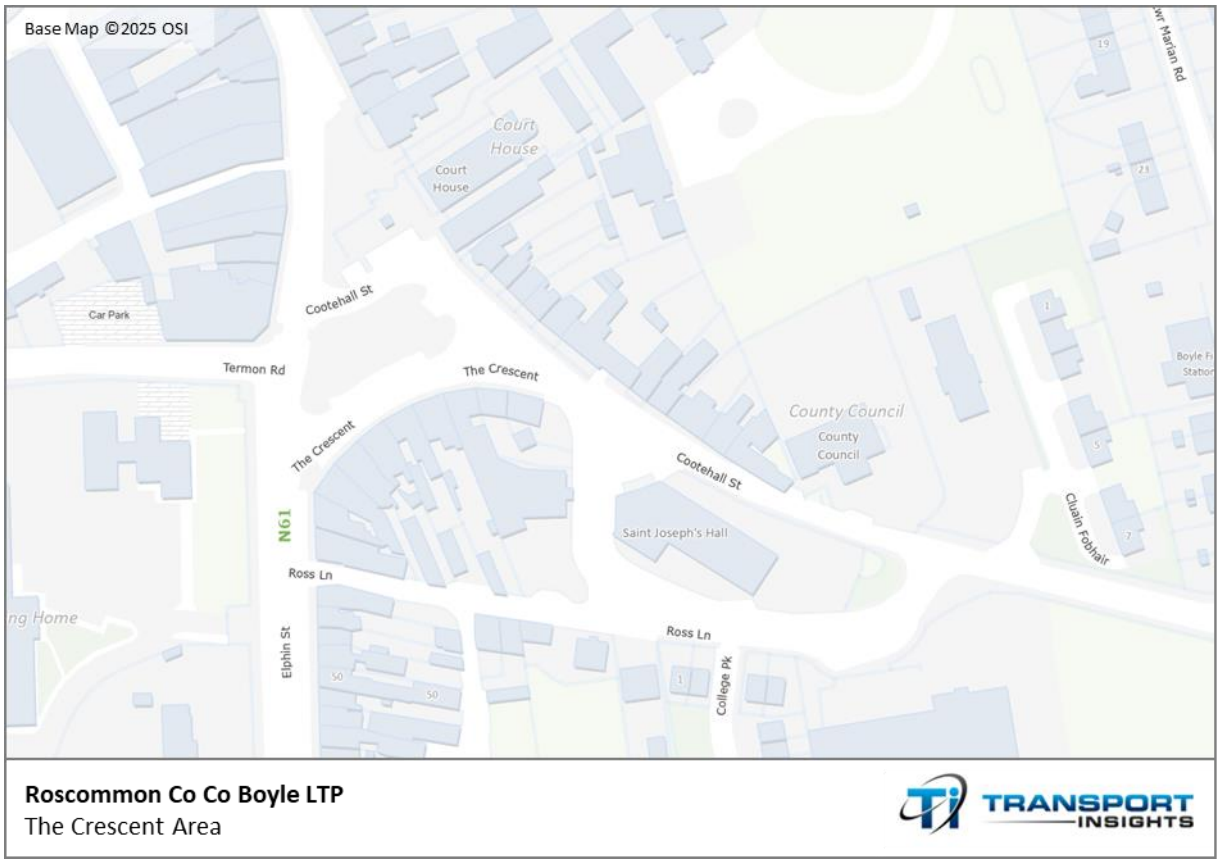
The N61 Shop Street/ N61 Elphin Street/ N61 Bridge Street Junction

The N61 Shop Street/ N61 Elphin Street/ N61 Bridge Street Junction is a three-arm priority-controlled junction located in the southwest part of Boyle Town Centre. The junction carries two-way heavy vehicle traffic on the N61, with northbound heavy vehicles turning right from Elphin Street to Shop Street, and southbound heavy vehicles travelling straight from Bridge Street to Elphin Street. The junction is noted to be spatially constrained, and substantial heavy vehicle traffic was observed at the time of the site visit.

The Crescent Area

The Crescent refers to a street in the south Boyle Town Centre, as well as to a wider area comprising several local roads including The Crescent, Cootehall Street, and Ross Lane. The roads serve local residential dwellings, as well as nearby facilities such as the County Council office, Saint Joseph's Hall, and a variety of shops. The area also comprises a car park and 4 no. junctions with the N61 and Termon Road, as illustrated in Figure 5.6, which follows.

Figure 5.6 The Crescent Area



The Crescent is a relatively complex set of roads, with the area being substantially dominated by formal and informal car parking.

Ongoing and Planned Road Improvements

Boyle Traffic Safety Scheme

Boyle Traffic Safety Scheme is a set of road improvements that have been introduced in Boyle since late 2024. The scheme has involved the following components:

- implementation of a northbound one-way system on the L50571 (road leading to/from Train Station) and the realignment of the junction between the L50571 and the N61 Elphin Street.
- a zebra pedestrian crossing on the N61 Elphin Street south of the Plunkett Home/Lorcan Egan Insurance Brokers;

- footpath buildouts, formalisation of parking lay-bys, and installation of 2 no. zebra crossings on Main Street; and
- pedestrian crossing upgrades, including raised tables, on Military Road, Bridge Street, and The Crescent.

At the time of the site assessment, the works on the scheme were partially completed. Ongoing works on upgrading a pedestrian crossing on the N61 Elphin Street at The Crescent were noted. The one-way arrangements on the L50571 were not yet implemented.

N61 Boyle Zebra Crossing Scheme

Public consultation has been closed in late April 2025 on proposed provision of a raised zebra crossing on the southern section of the N61 in Boyle Town, at Feely Stone, ca. 90 metres south of the N61 Elphin Street/ Station Road Junction.

N61 Boyle Southern Bypass Road

It is understood that provision of a southern bypass of Boyle was under consideration in the past. The bypass would involve construction of a new section of the N61 between the N4 and the existing N61 south of Boyle. Should the bypass be delivered, the N61 would be realigned, with through traffic rerouted away from Boyle Town Centre. The bypass scheme is noted to currently have no delivery timescales or committed financing, therefore for the purposes of Boyle ABTA it has been assumed that it will not be delivered during the lifetime of Boyle Settlement Plan and its impact on vehicular traffic in the Town has not been considered.

Other Proposed Road Schemes

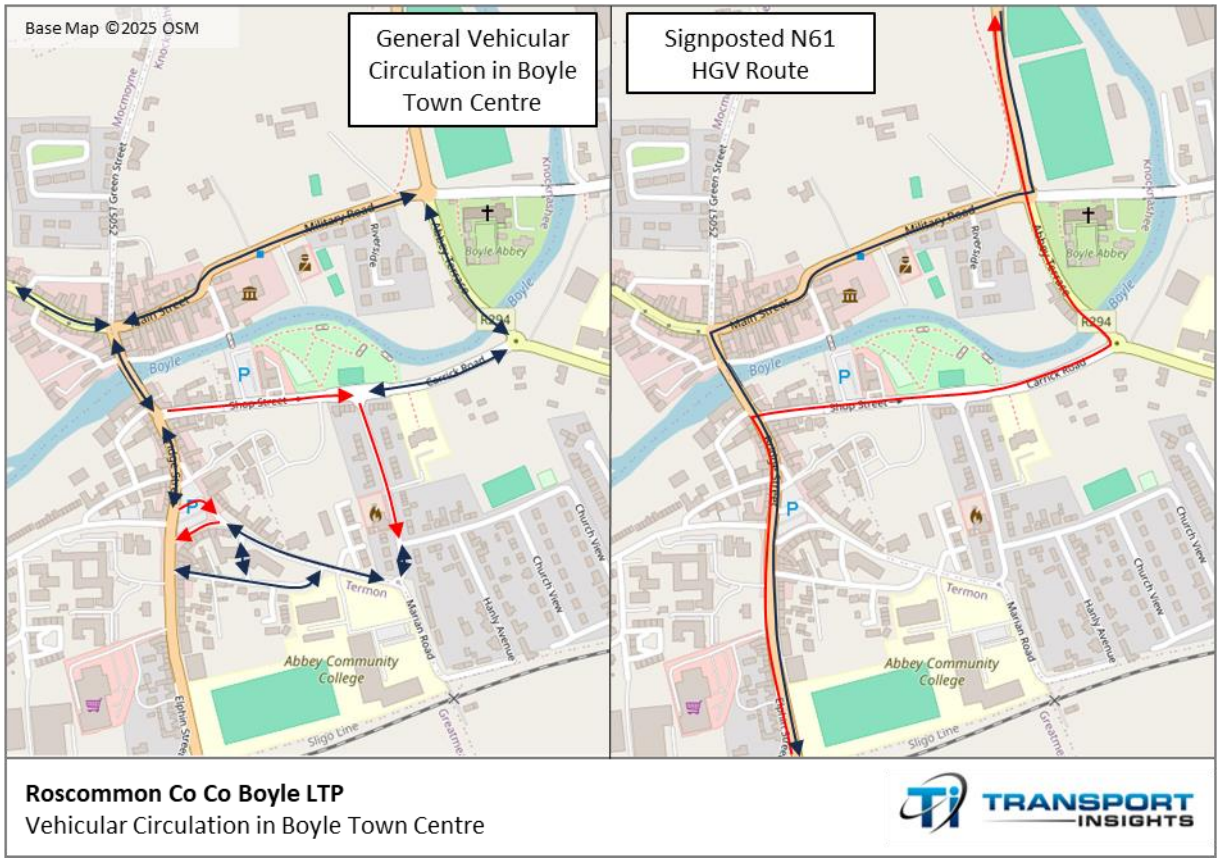
As noted in the *Roscommon County Development Plan 2022-2028*, the most significant road scheme in relation to Boyle is the reclassification of the N61 between Athlone and Boyle to National Primary Status. Also proposed for the N61 in the vicinity of Boyle is the improvement of all remaining deficient sections of the N61 route between Coolteige cross and Boyle. However, none of the relevant schemes has been assigned committed financial resources, making them tentative.

5.5 Vehicular Circulation in Boyle Town Centre

Vehicular circulation arrangements in Boyle Town Centre involve several sections of one-way streets, as shown in Figure 5.6 overleaf. With eastbound traffic only permitted on the eastern section of Shop Street and southbound traffic only permitted on Lower Marian Road, the area in the southeast part of the Town Centre including residential development at Marian Road, Hanly Avenue, and Church View, as well as Abbey Community College, may be accessed from the north and from the west, however only westbound egress from that area is permitted.

Figure 5.6 also presents the signposted HGV route on the N61 Section in Boyle Town Centre. As can be seen in the figure, southbound vehicles take the northern route via Military Road and Main Street, turning into Bridge Street and proceeding south onto Elphin Street. Northbound vehicles instead take the southern route via Shop Street and the western section of Carrick Road. It should be noted that the HGV circulation arrangements in operation do not prevent two-way HGV movements on Main Street, with such movements to and from Patrick Street (i.e. to and from the west) being accommodated.

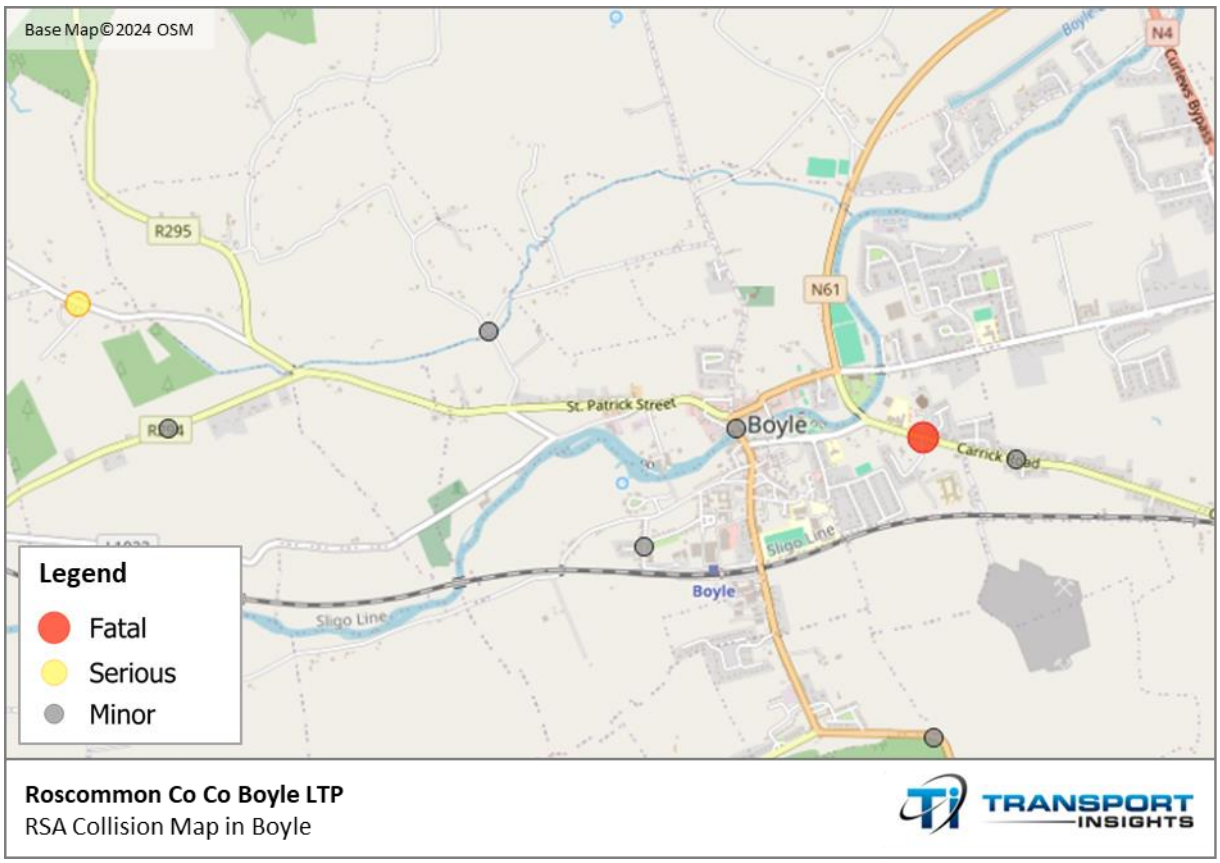
Figure 5.6 Vehicular Circulation in Boyle Town Centre



5.6 Road Safety

Data from the Road Safety Authority's (RSA) traffic collision database was reviewed to assess the safety performance of roads within the vicinity of the town. The database contains information on all reported collisions by severity of injury incurred (i.e. fatal, serious or minor) and by year the collision occurred. Figure 5.4 (overleaf) illustrates the location of all the collisions which occurred within the vicinity of the town during the twelve-year period from 2005 to 2016 inclusive.

Figure 5.5 RSA Collision Map in Boyle



As can be ascertained from Figure 5.5 above there are no patterns or trends regarding the nature of collisions in Boyle. There have been a several minor collisions on the road network with a single fatal collision observed on Carrick Road.

6. Environmental Constraints

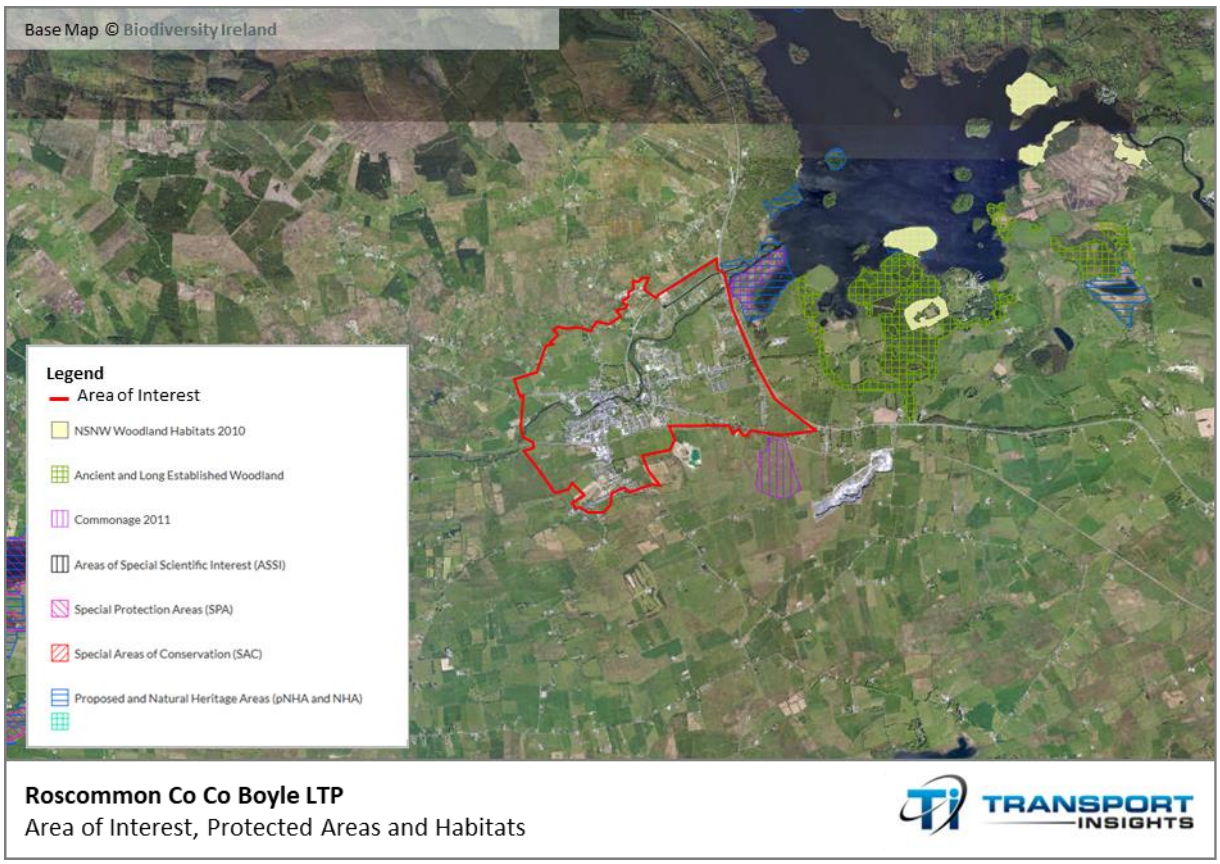
6.1 Introduction

The environmental and physical characteristics of the study area have an impact on existing connectivity, as well as future transport infrastructure proposals. There are several types of environmental and physical characteristics in Boyle which require consideration.

6.2 Baseline Environmental Assessment

The study area does not overlap with any current or proposed Protected Area of Biodiversity although areas of the nearby Lough Key are proposed Natural Heritage Areas. The study area and its proximity to protected areas and habitats as per the National Biodiversity Data Centre is illustrated in Figure 6.1 below.

Figure 6.1 Study area, Protected Areas and Habitats



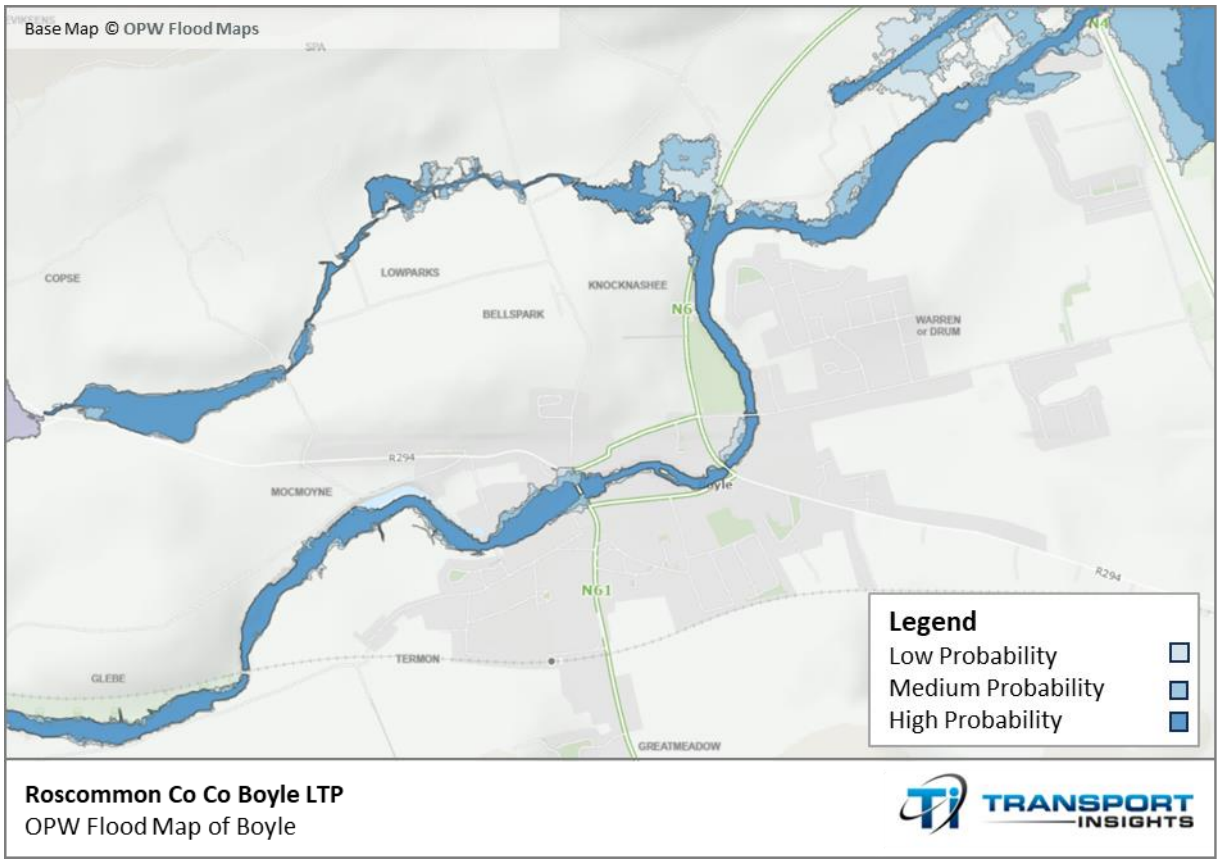
6.3 Hydrology

The town of Boyle is based on the banks of the River Boyle within the chain of lakes on the Shannon waterway system. As a result the hydrology of the town of significance.

The OPW Flood Maps function presented in relation to the town in Figure 6.2 (overleaf) illustrates the flood risk within the town. The area at risk of any flooding within the town is low owing to the steep gradients rising up from the banks of the river mentioned earlier in Section 3.9. The areas deemed to

be at risk in the town are those located immediately along the river Boyle, this relates to a small number of retail, commercial and residential units.

Figure 6.2 OPW Flood Map of Boyle

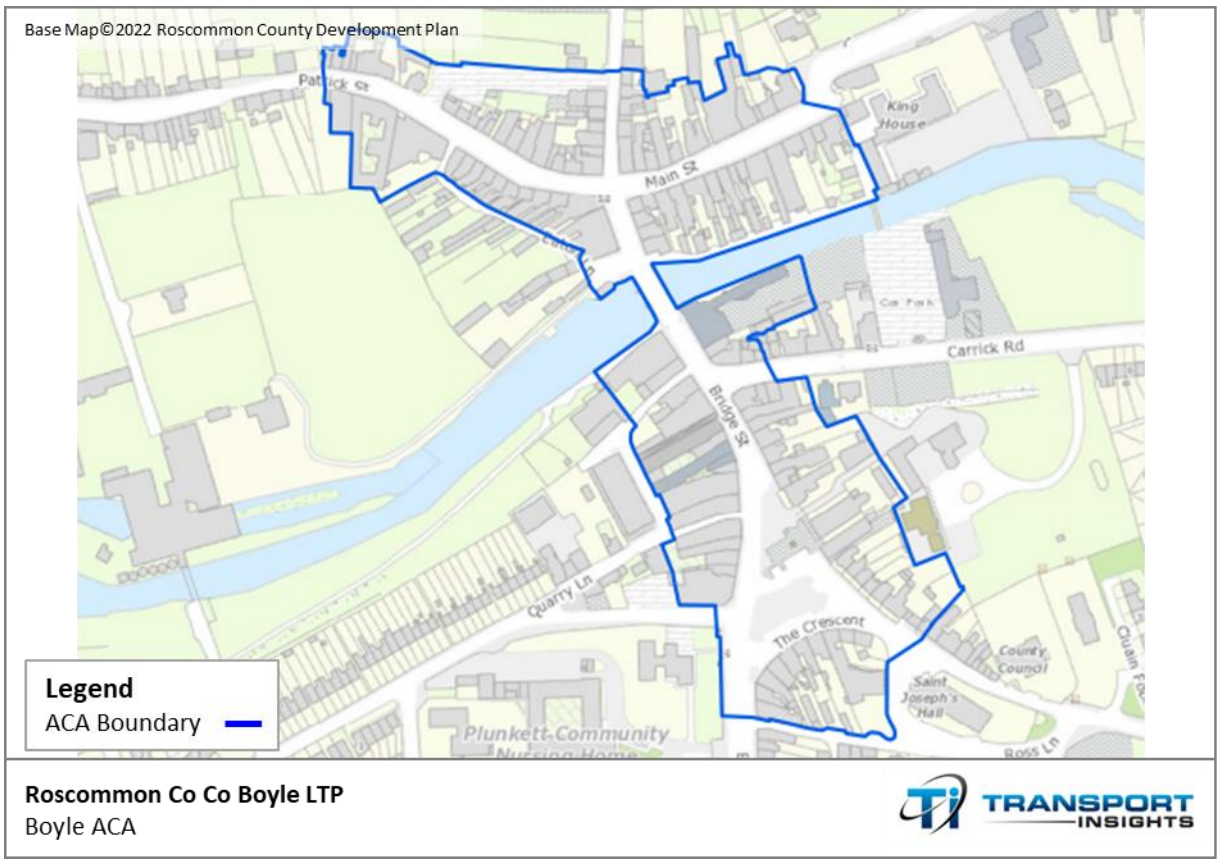


6.4 Heritage and Archaeology

A comprehensive review of the relevant planning and policy context was undertaken, covering national, regional and local contexts (see Sections 2.2, 2.3 and 2.4 respectively of the Baseline Assessment Report included as Appendix 1). A review of national guidance published by the NTA and TII in relation to the production ABTAs was also undertaken.

The centre of the town of Boyle is designated as an Architectural Conservation Area (ACA), one of 6 ACAs within County Roscommon. The centre of Boyle is architecturally significant because of its town planning history through the widening and improving of ancient paths and routes, the addition of new streets and bridges and the strategic location of public buildings at key points and towards the ends, but not at the ends, of the streets. This area was at the core of the economic development activity based on trade and retail in the early nineteenth century. The boundary of the ACA is illustrated below.

Figure 6.2 Boyle ACA



Beyond the area of architectural conservation there are several heritage sites located within the area of interest. Boyle 2040 outlines Boyle Abbey, King House and Frybrook House as the predominant heritage sites within the town while the National Inventory of Architectural Heritage includes no. 55 structures within the LTP Area of Interest of which no. 53 are rated as of regional significance with no.2 rated as being of national Interest, these being King House a nd Abbeytown Bridge.

7. SWOT Analysis

7.1 Introduction

The findings of the Baseline Assessment, as presented in the preceding part of this Report, have been used to inform a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis for the study area with the aim to inform the next steps in the ABTA process. The results of which are presented in Section 7.2, which follows. The SWOT analysis shall inform subsequent stages of the Boyle LTP preparation, in particular the objectives setting and options development.

7.2 SWOT Analysis

Strengths
• Boyle is classified as a self-sustaining town in the Roscommon County Development Plan 2022-2028 • Favourable location at the confluence of the national roads N4 and N61 with good connectivity to nearby Key Towns (Roscommon and Carrick-on-Shannon) and Regional Growth Centres (Sligo and Athlone) • Frequent rail connections to Sligo and Dublin, with the railway station located in proximity of the town centre as well as potential development lands • Regional and long-distance bus and coach services available • Sustainable modes of transport within account for a larger proportion of the modal share than the county or province average. • Walking distances within the town are fairly short due to a relatively compact urban form • The Crescent forms a focal point and a potential public square in the southern part of Boyle • River Boyle provides an opportunity for off-road active travel movements through the Town along the east-west axis • Several bridges over River Boyle reduce the severance impacts of River Boyle
Weaknesses
• Secondary national road N61 running across the town centre, resulting in substantial heavy traffic volumes which feature a comparatively high volume of HGVs for an urban space, compounded by unfavourable road layout • Lack of integration between rail and road based public transport services in Boyle, with a substantial distance between the railway station and the bus stop on Main Street • Substantial elevation difference between the northern and southern parts of Boyle

- Lack of dedicated cycling infrastructure and substandard width of footpaths throughout the Town
- Severance caused by River Boyle and the railway line, constraining connectivity between the northern and southern parts of Boyle and its southern fringe
- The Crescent square is dominated by motor vehicle, with an overwhelming focus on parking
- The Mill Road bridge is closed for the general public, affecting permeability across River Boyle
- Informal car parking around St Joseph's Hall preventing efficient use of space
- Car remains the dominant mode of transport in work-related commuting trips.
- High traffic volumes comprising a high proportion of HGVs through the town serve as hazards to pedestrians and cyclists, decreasing the likelihood of greater uptake of either sustainable mode.
- Two key junctions in the town centre are substantially space constrained, resulting in poor layout clarity and reduced traffic safety for all road users
- Active travel access to the train station is poor due to a lack of crossings and footpaths within the stations vicinity.
- Crossings at the key junction, permeability barriers, narrow footpath and lack of cycle parking

Opportunities

- Most of the trips within the study area (to work and to school) are within a distance convenient for walking or cycling, highlighting potential for a mode shift.
- Several key points of interest are located along River Boyle, creating an obvious desire line. Existing paths could be upgraded to create a continuous link
- Availability of open space and undeveloped lands in the southern part of Boyle Town Centre create an opportunity for creating an active travel link between Main Street and The Crescent area alternative to the constrained N61 corridor and reallocation of car parking at The Crescent
- At several locations, permeability could be improved with relative ease, without affecting existing development.
- Existing street widths in the Town Centre may offer some opportunities for road space reallocation, subject to potential expansion of the existing one-way system.
- The large number of school places within the study area compared to the study area population shows the large catchment of the town that could potentially be better attracted to shop and spend time in the town through improvements to the urban realm.

• High proportion of senior residents and car-free households in the study area highlights the need for interventions aimed at improving walking and cycling environment, focused on universal accessibility and enhanced permeability.
Threats/ Constraints
• Limited width of existing bridges and road widths might prevent provision of active travel facilities in certain locations. • Substantial gradient between the northern and southern parts of Boyle Town may present an accessibility barrier, unless alternative less steep links are provided. • Substantial gradient also serves to hinder opportunity for active travel, notably cycling. • Existing development along key streets may constrain provision of high quality active travel facilities along those streets. • Lack of bus stops in the southern part of Boyle and by the railway station limit attractiveness of public transport and prevent intermodal transfers. • On-street parking needs appropriate management to ensure that improvements for sustainable modes can be realised.

8. Summary

8.1 Introduction

The report forms the first deliverable of the Boyle Area Based Transport Assessment (ABTA) process, which informs the Local Transport Plan (LTP) for Boyle that in turn will inform development of the Boyle Settlement Plan . The report provides a summary of the land use characteristics, travel patterns, transport infrastructure and services, and environmental conditions for the Boyle study area.

8.2 Boyle ABTA Overview and Policy Context

The ABTA is a process undertaken to identify transport objectives, transport networks and associated transport measures for a settlement, whereas the LTP shall set out the findings of the ABTA and "be fully reflected in land use plans". Accordingly, the findings of the Boyle ABTA shall be summarised within Boyle LTP and reflected in the upcoming Boyle Settlement Plan. The key purpose of the ABTA is to guide the sustainable accommodation of future transport and mobility needs of the plan area, taking into account the transport demand arising from existing and projected development of Boyle.

The ABTA shall incorporate national and regional transport policies and objectives into local level land use planning and seek to maximise opportunities for the integration of land use and transport planning. To ensure this goal is achieved, an extensive policy review was undertaken focusing on national, regional, and local policy documents as well as relevant best practice guidelines.

8.3 Study Area and General Characteristics

The Boyle ABTA (Area-Based Transport Assessment) focuses on the town of Boyle, located in County Roscommon, Ireland, and its surrounding areas. The study area is primarily aligned with the prospective Boyle Settlement Plan study area. As the precise plan area had not been determined during the baseline assessment, the ABTA study area was defined based on the previous Boyle LAP 2015 - 2021 extent, incorporating refinements informed by the local road network, built -up areas, and potential development sites. The town of Boyle serves as a key retail, social, and cultural hub in North County Roscommon, with a population of approximately 2,900 as of 2022.

Boyle's unique character is shaped by its scenic location on the River Boyle, historic sites such as Boyle Abbey and King House, and proximity to Lough Key Forest Park, a major recreational and tourist attraction just 7 km to the east. The town's compact and walkable layout supports sustainable travel, with most areas accessible within a 20-minute walk from the town centre, defined at the N61 bridge. Cycling is also practical, with the entire town reachable within a 5-10 minute ride. However, the topography presents challenges for north-south movement due to the hilly terrain, while east-west movements remain relatively unimpeded.

A site visit conducted on April 29, 2025, provided valuable insights into local conditions, including traffic patterns, parking availability, and general town layout. The project team, assisted by the RCC Forward Planning Team, documented key areas such as Boyle Town Centre and major road intersections. Traffic data collection by a third-party contractor took place from April 26 to May 2, 2025, to further inform the ABTA. Initial observations indicate a relatively low volume of non-motorised travel in rural areas compared to the urban core, with significant car dependency in suburban areas.

8.4 Demographic and Socio-Economic Profile

The population of Boyle's study area, comprising Boyle Urban and Boyle Rural electoral divisions, was recorded as 3,372 during the 2022 Census. This represents a 13% increase since 2011, slightly above the national average growth of 12%. Boyle Urban's population is approximately 1,597, while Boyle Rural houses 1,775 residents. A demographic breakdown reveals that 51% of the population is of working age (20-64), with Boyle Urban showing a slightly older age profile compared to Boyle Rural. The ethnic composition is predominantly White Irish (76%), followed by Other White (11%) and small representations of Asian or Asian Irish (3%) and other ethnicities.

Employment patterns show differences between urban and rural areas. In Boyle Urban, 38% of residents are at work, 8% are unemployed, and 28% are retired, which is significantly higher than the national retirement rate of 16%. Boyle Rural has a higher employment rate (48%) and a lower unemployment rate (5%), similar to the national average. Wholesale, Retail, and Commerce sectors are the largest employers (33%), followed by Education, Healthcare, and Social Work (25%), Manufacturing (16%), and Agriculture (12%). The local economy is thus diverse, although urban Boyle's high proportion of retirees influences the overall employment statistics.

Car ownership patterns differ markedly between urban and rural Boyle. In Boyle Urban, 31% of households do not own a car, reflecting a reliance on walking and cycling, while 48% have one car. In contrast, Boyle Rural exhibits higher car dependency, with 90% of households owning at least one vehicle, and 38% owning two. These figures suggest that rural residents are significantly more car-dependent, possibly due to limited public transport options and greater travel distances.

8.5 Transport and Land Use Characteristics

The town's modal split highlights the differences between urban and rural travel behaviours. In Boyle Urban, walking is a prominent commuting mode (22%), reflecting the town's compact structure. Conversely, rural residents predominantly use cars, with 64% commuting as drivers. Public transport usage remains low across both areas, with bus and train usage at just 1%. This is indicative of the limited availability and convenience of public transport connections, despite the presence of a rail station linking Boyle to Dublin and Sligo.

The land use within Boyle shows a mix of residential, commercial, and public service areas concentrated mainly in the town centre. Residential density is significantly higher in urban areas, with approximately 5.7 persons per hectare compared to just 0.5 in rural areas. Housing patterns also differ; urban areas feature more compact housing, while rural areas are characterized by detached houses and larger plots. New residential developments have recently appeared in the southern suburbs, including estates like Meadow Vale and Silveroe Meadow. However, the northern part of Boyle Town Centre has notable clusters of vacant properties, suggesting potential for regeneration and repurposing.

Relevant permitted developments since 2022 include the conversion of a historic mill into a whiskey distillery and improvements to accessibility at Boyle railway station. Planning activity has been robust, with 256 planning applications filed since January 2022. Most of these applications involve residential modifications, reflecting gradual urban renewal efforts.

8.6 Travel Patterns and Commuting Dynamics

Travel patterns in Boyle, analysed using CSO's 2016 POWSCAR and 2022 Census SAPS datasets, show significant commuting trends. About 1,605 individuals commute to Boyle for work or education, with 20% internal trips within Boyle Urban and 24% from Boyle Rural. The remaining 56% come from nearby counties, mainly Roscommon (34%), Sligo (13%), and Leitrim (5%). In contrast, 613 individuals commute out of Boyle, with 53% remaining within the town. Key external destinations include Sligo Town (5%) and Carrick-on-Shannon (3%).

The car is the dominant commuting mode, with 52% in Boyle Urban and 64% in Boyle Rural using cars, averaging 59% overall. Walking is much more common in urban areas (22%) compared to rural (6%), highlighting the compact urban form. Public transport usage is minimal, with 1% traveling by bus or train. Bicycling rates are slightly higher in urban areas (2%) than rural (1%). For school travel, 46% of urban children walk, compared to just 16% in rural areas, while car passenger rates are significantly higher in rural areas (65%).

Most commutes (52%) take under 15 minutes, with 12% exceeding 45 minutes. Peak commuting time is between 08:31 and 09:00, accounting for 32% of departures. Differences between urban and rural areas in terms of journey times and peak times are minimal, indicating that most work and educational trips occur within the immediate area.

8.7 Public Transport

Boyle has both rail and bus services, but public transport usage is low. The rail line from Dublin to Sligo offers 8 daily departures in both directions, with the Boyle station accessible within a 15-minute walk. Bus services are limited, with the most frequent Route 23 connecting Dublin and Sligo. Local buses

serve nearby villages but with low frequency. The lack of cycle parking at the station and poor bus-rail integration reduce public transport appeal.

8.8 Active Travel Infrastructure

Walking infrastructure in Boyle is generally adequate, but footpaths are often below standard width. Cycling infrastructure is minimal, with just one cycle path along the Boyle Canal to Lough Key. The CycleConnects programme plans urban secondary routes but lacks high-volume capacity. Enhancing cycle lanes and integrating them with existing roads would support a shift from car dependency.

8.9 Road Network and Road Safety

Boyle's road network includes the N61, R294, and Patrick Street. The N61 serves as a primary route but also contributes to congestion. Traffic collisions are generally infrequent, with one fatal accident on Carrick Road reported in the RSA dataset covering a period of 11 years. Planned upgrades include reclassifying the N61 to National Primary Status and improving deficient sections, though funding remains uncertain.

8.10 Environmental and Physical Constraints

Boyle's hilly topography limits walking and cycling, especially for north-south movements. The River Boyle poses some flood risks, but steep gradients reduce overall vulnerability. The Architectural Conservation Area (ACA) designation in the town centre restricts major infrastructural changes, preserving the historical streetscape.

8.11 SWOT Analysis

Based on the baseline assessment completed, a SWOT analysis of the Boyle Study Area has been undertaken, identifying transport- and mobility-related strengths, weaknesses, opportunities and threats. The SWOT analysis shall inform further phases of the Boyle ABTA.

8.12 Next Steps

This Baseline Assessment Report is presented to Roscommon County Council's Forward Planning Team for information and feedback. The work on the Boyle ABTA project shall continue to the Context and Options' Identification phase.

Appendix B Context and Options Development Note

Boyle ABTA:
Context and Options Development Note

Contract Number	C1213 2024
Topic	Context and Options Development Note
Version Number	v1.2
Status	Final – for issue
Author(-s)	Jurek Gozdek
Reviewer(-s)	Stylianos Papailiou
Date	27 June 2025

1. Introduction

1.1. Introduction

Roscommon County Council (RCC) has commissioned Transport Insights (TI) to produce a Local Transport Plan (LTP) for Boyle Town. The need for the transport appraisal of the Town has arisen in conjunction with the ongoing work on the forthcoming Boyle Settlement Plan, with the appraisal intended to follow the Area -Based Transport Assess ment (ABTA) framework.

The purpose of this Note is to present the progress of the Boyle ABTA process since the issue of the Baseline Assessment Report on 16 May 2025. The main content hereof relates to the Context and Options Development phases of the ABTA process (see: Section 1.2), including the ABTA principles and objectives and the long list of options, both presented for RCC consideration.

1.2. ABTA Process Overview and Current Boyle ABTA Status

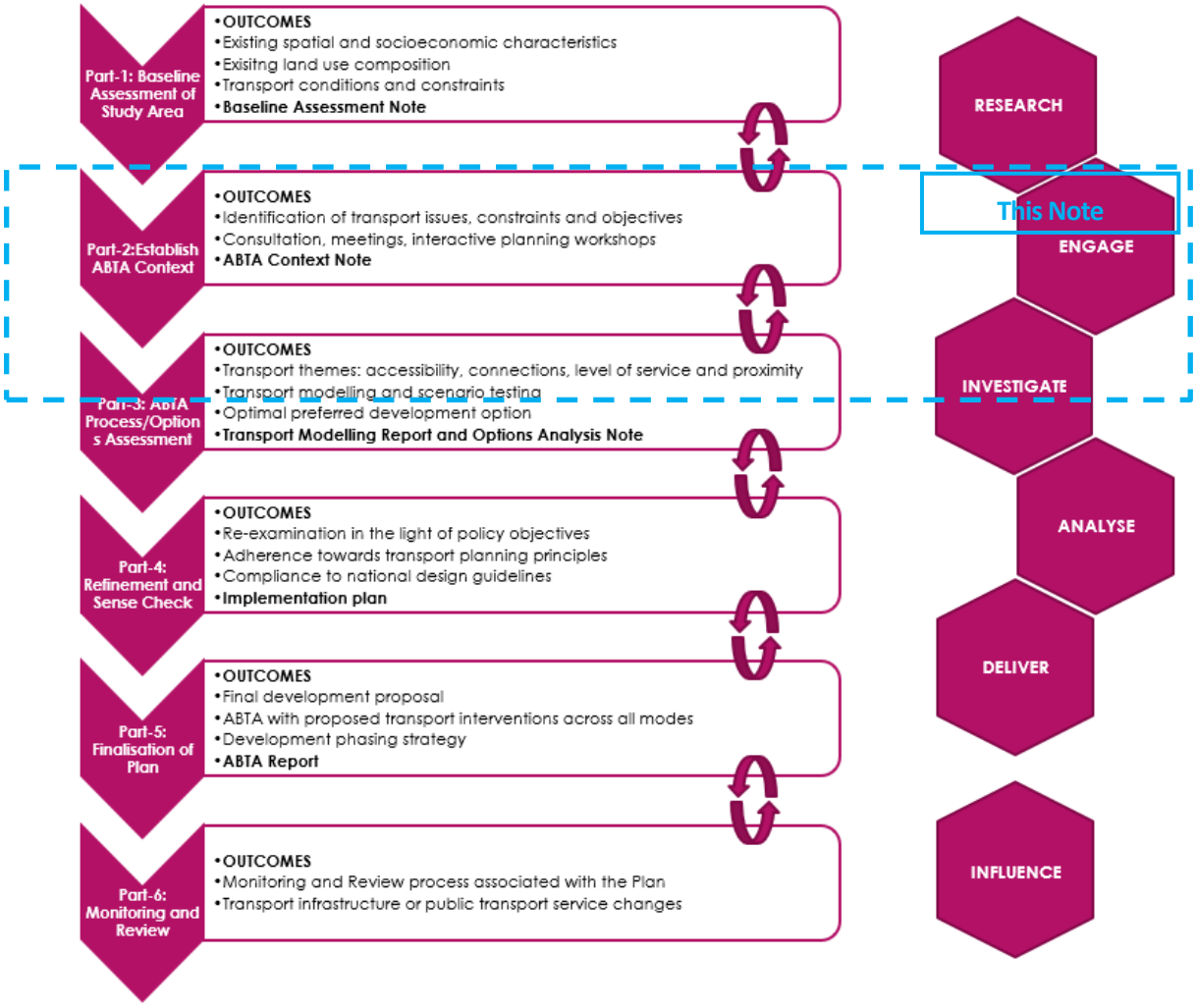
The overall approach to an ABTA, as per relevant guidance, includes the following main tasks:

- review of the existing policy and transport baseline conditions;
- development of the objectives and planning principles to address transport issues and constraints;
- development and assessment of the proposed transport options;

- optimisation of land use to align with sustainable transport provision;
- finalisation of the study and its proposals through consultation with RCC; and
- development of an implementation plan.

The intended effect of an ABTA is to ensure that the assessment of transport demand and its associated impact plays a central role in informing the development proposals. The overall approach to completion of an ABTA is illustrated in Figure 1.1 (below).

Figure 1.1 ABTA Process – Key Components



As indicated in the preceding figure, this Note covers the scope of the ABTA Context phase (Phase 2) as well as a part of the ABTA Process/ Options Assessment phase (Phase 3), which covers identification of a long list of options on the basis of the Baseline Assessment phase (Phase 1, as described in the previously issued report) and RCC engagement (see: Section 1.3, which follows).

1.3. RCC Engagement to Date

Engagement with RCC to-date in relation to advancing the Boyle ABTA process and obtaining feedback to inform development of the long list of transport measures has been summarised below.

Inception Meeting (25 March 2025)

An inception meeting on the Boyle ABTA project (also referred to as the Boyle Local Transport Plan/ LTP project) was held on 25 March 2025. In the meeting, an initial set of tasks was agreed, relating in particular to identification and provision of data inputs. This was followed by issue by TI to RCC of a work plan, a stakeholder engagement and communication plan, a data requirements list, and a traffic survey specification. A quote from a traffic survey provider was sought to complete data collection including junction turning count (JTC) surveys, automated traffic counts (ATCs), and drone-based photo record.

Working Meeting #1 (15 April 2025)

A technical meeting between the TI team members and RCC was held on 15 April 2025. The main items discussed related to GIS data sharing by RCC, confirmation of survey data collection provider appointment, and internal stakeholder engagement planning.

Working Meeting #2 (10 June 2025)

A further technical meeting was held on 10 June 2025, which was attended by a number of RCC team members representing disciplines including roads, active travel, and planning. During the meeting, TI delivered a presentation setting out draft Boyle ABTA principles and identifying broad areas and types of transport measures for further consideration. Feedback from RCC was received relating to items such as car parking, treatment of development opportunity areas, reference to the envisaged N61 southern bypass, and Town Centre circulation.

Working Meeting #3 (17 June 2025)

The third technical meeting was held on 17 June 2025 as a follow-up to the 10 June meeting. The focus of the meeting was on coordinating spatial planning and transport planning proposals for Boyle, to be included, respectively, in Boyle Plan and Boyle LTP. An emerging network of active travel corridors was discussed, with feedback received in relation to individual draft proposed measures and interventions.

1.4. Note Structure

The remainder of this Note is structured as follows:

- **Section 2** sets out the Boyle ABTA principles and elaborates on their development and rationale;
- **Section 3** sets out a long list of transport intervention measures for further consideration and provides information on their development and rationale; and
- **Section 4** presents next steps in the Boyle ABTA process.

2. ABTA Principles and Objectives

2.1. Introduction

This section of the Note focuses on the development of Boyle ABTA principles to align the process with wider policy and best practice, and on the translation of those principles to more tangible objectives.

2.2. Boyle ABTA Principles

Integration of transport planning with wider policy and a systematic approach to assessment and selection of measures for implementation are cornerstones of the ABTA process. For this reason, the relevant guidance (see: Section 2.6 of the Baseline Assessment Report) recommends that an ABTA should be guided by a set of principles i.e. "transport or planning practices which are considered to be desirable", such as increased use of sustainable transport or improved access to relevant points of interest. To ensure policy compliance, Boyle ABTA principles have been developed by direct reference to the Transport Appraisal Framework (TAF) project assessment criteria. Specific characteristics of Boyle Town, as established at Baseline Assessment, have been reflected in individual principles to ensure that the outputs of the ABTA addressing the issues and constraints identified by the SWOT analysis in the previous phase.

The set of Boyle ABTA principles, mapped against the TAF criteria for clarity, is presented in Table 2.1, which follows.

Table 2.1 Boyle ABTA Principles

TAF Criteria	TAF Sub-Criteria	Boyle ABTA Principles	
Transport User Benefits and Other Economic Impacts	Travel Time, Transport Costs, Journey Reliability, Journey Quality, Other economic impacts	**A**	Promote Boyle Town Centre, including Main Street and The Crescent areas, as the core of activity and improve the transport system to make it a more attractive place in which to live, work, visit and recreate.
		B	Provide sufficient transport infrastructure to accommodate population and employment growth.

TAF Criteria	TAF Sub-Criteria	Boyle ABTA Principles	
		C	Improve public transport accessibility and quality of waiting and transfer facilities
		D	Manage the provision of car parking to support and improve the economic vitality of the Town Centre
Accessibility	Access to Services, Access to Recreational Facilities , Access to jobs, Access to International Transport Gateways, Freight Access	**E**	Develop improved active travel routes to transport hubs, schools, employment zones, and housing areas
		F	Improve permeability to enhance access to homes, schools, jobs, shops, and the public transport facilities
Social	Impact on deprived groups, Transport users with different mobility needs, Gender Impacts	**G**	Create an integrated walking and cycling network across Boyle which enables convenient, safe and efficient movement throughout the town
Land Use	Public Realm, Connectivity with existing public transport facilities, Connection to zoned lands as part of national and regional planning.	**H**	Ensure sustainable development and compact growth through integrated land-use transport planning.
		I	Reduce the proportion of space in core Boyle Town Centre utilised for car movement and parking to facilitate reallocation to other uses, creation of active travel facilities, and public realm improvements
Safety	Safety Impact	**J**	Improve the safety for pedestrians, especially those in vulnerable groups, through the provision of high-quality footpaths and crossing points
		K	Improve road safety and address identified safety issues
Climate Change	Climate Mitigation, Climate Adaptation	**L**	Seek to reduce the number of car-based trips through a shift to sustainable modes

2.3. Boyle ABTA Objectives

In accordance with the ABTA guidelines, the principles shall be accompanied by more concrete objectives. The objectives shall "build upon the principles by establishing a clear goal by which the performance of the ABTA plan can be measured and assessed". In the case of Boyle ABTA, the principles have been translated into objectives considering the Baseline Assessment findings (particularly the SWOT analysis), RCC consultation, as week as local and higher-level policies as reviewed earlier.

The set of Boyle ABTA objectives, mapped against the corresponding principles, is presented in Table 2.2, which follows.

Table 2.2 Boyle ABTA Objectives

Principles		Objectives	
A	Promote Boyle Town Centre, including Main Street and The Crescent areas, as the core of activity and improve the transport system to make it a more attractive place in which to live, work, visit and recreate.	**A1**	Quality of Town Centre streetscape/ public realm
		A2	Deliverability Rating
B	Provide sufficient transport infrastructure to accommodate population and employment growth.	**B1**	Length of additional / improved walk and cycle infrastructure
C	Improve public transport accessibility and quality of waiting and transfer facilities	**C1**	Improved public transport stops with enhanced waiting facilities, journey information, and cycle parking
		C2	Improved alignment of bus stop number and location with population distribution across Boyle and reduced bus to rail transfer distance.
D	Manage the provision of car parking to support and improve the economic vitality of the Town Centre	**D1**	Improved quality and formalisation of car parking facilities.
E	Develop improved active travel routes to transport hubs, schools, employment zones, and housing areas	**E1**	Enhanced ATOS[1] walkability scores across the Town and across all point of interest categories
		E2	New or improved orbital active travel links facilitating movements between fringe areas
F	Improve permeability to enhance access to homes, schools, jobs, shops, and the public transport facilities	**F1**	Provision of active travel access at the identified permeability barrier locations
		F2	Provision of more direct active travel east-west and north-south links across Boyle Town Centre
G	Create an integrated walking and cycling network across Boyle which enables	**G1**	Continuous radial active travel corridors between Boyle Town Centre and fringe areas

[1] ATOS i.e. the Accessibility To Opportunities and Services tool by the National Transport Authority

Principles		Objectives	
	convenient, safe and efficient movement throughout the town	**G2**	Continuous orbital active travel corridors facilitating direct movements between fringe areas
H	Ensure sustainable development and compact growth through integrated land-use transport planning.	**H1**	Identified development opportunity site connected to the active travel network
I	Reduce the proportion of space in core Boyle Town Centre utilised for car movement and parking to facilitate reallocation to other uses, creation of active travel facilities, and public realm improvements	**I1**	Optimised traffic circulation arrangements to enable space reallocation from traffic lanes to other uses
		I2	New and improved pedestrianised or shared space links in Boyle Town Centre
J	Improve the safety for pedestrians, especially those in vulnerable groups, through the provision of high-quality footpaths and crossing points	**J1**	Length of additional / improved walk infrastructure
		J2	Number of additional/ improved crossings
K	Improve road safety and address identified safety issues	**K1**	Provide alternative transport links at existing 'bottlenecks' to enable vulnerable road user segregation from vehicles
		K2	Number of redesigned junctions with formal active travel facilities, signalling, and/ or other safety measures
L	Seek to reduce the number of car-based trips through a shift to sustainable modes	**L1**	Anticipated shift towards sustainable modes (mode share)

3. Options Development

3.1. Introduction

The following chapter outlines the process for developing the long-list of options to overcome some of the weaknesses and constraints identified in the baseline assessment, and achieve the defined objectives for the ABTA. The options list was developed in collaboration with the wider project team including members from RCC, through the following:

- Data review to identify proposals from wider policy/strategies for the study area. This included a review of existing and projected future land-use within the study area to determine potential desire lines of travel;

- Site visit to review issues identified in the baseline assessment and opportunities for improvement; and
- Technical meetings between the project working group to discuss and agree potential options.

3.2. Gateway Treatments

With Boyle being located at a confluence of a national road and several regional roads, ensuring a safe transition between rural sections of those roads and the urbanised area of the town has been deemed as a key consideration to promote safety of all road users. For this reason, it is proposed that gateway treatments be provided at the main road approaches to the town. As per DMURS Advice Note 1, gateway features are easily identifiable elements along the route which signal a change of context between rural and urban, with a transition zone between the two. They can be used to influence driver behaviour, wayfinding, and signal an entrance to urban area.

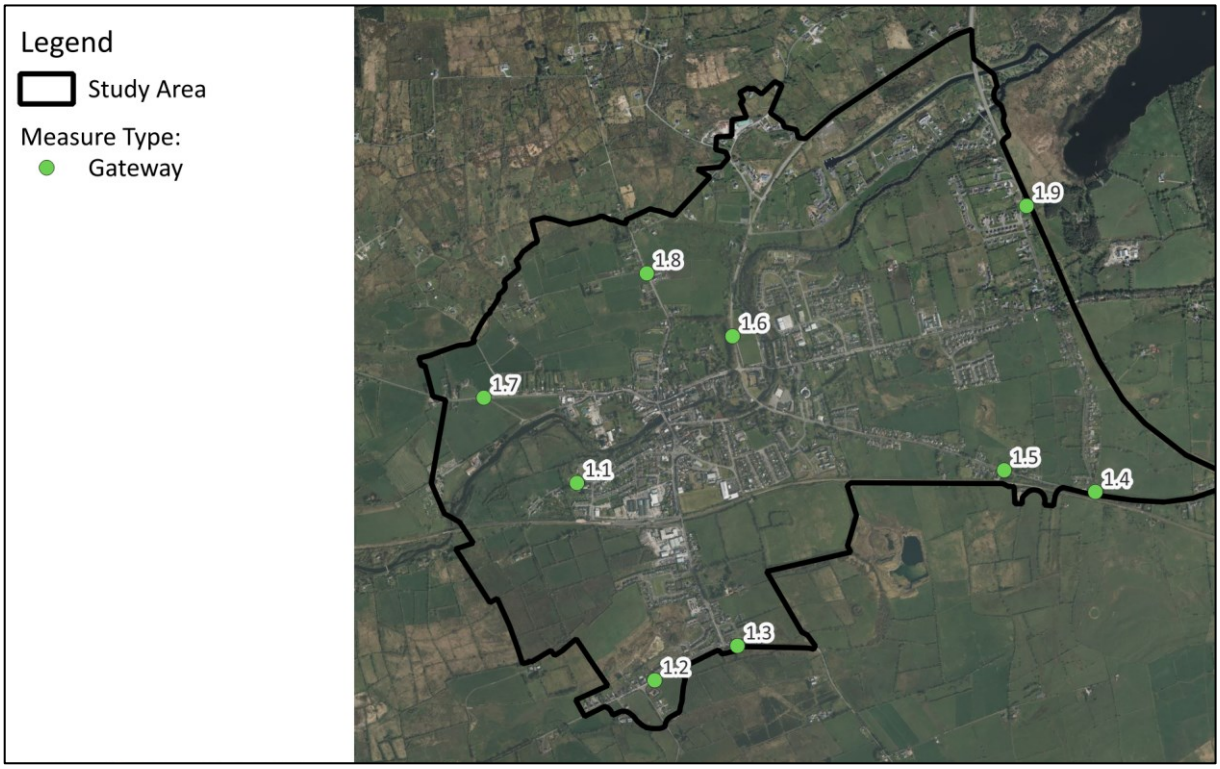
Gateways shall be provided at the entrances to the urban 50 km/h speed limit zone, with the extents of this zone within Boyle also proposed to be refined to reflect the current extent of development, particularly in the Southern Fringe area. Table 3.1 below provides an overview of the proposed gateway locations across Boyle, with the locations annotated in Figure 3.1 (on page 9). Design of the gateway treatments shall be consistent with the requirements and recommendations set out in DMURS Advice Note 1 – Transition Zones and Gateways as well as the TII Publication DN-GEO-03084: The Treatment of Transition Zones to Towns and Villages on National Roads (where relevant), with details subject to further consideration prior to measure implementation.

Table 3.1 Gateway Treatment Options

No.	Name/ Location	Description
1.1	Felton Road (at 15 Tobar Phádraig)	Gateway at the existing 50 km/h speed limit zone boundary
1.2	R361 (ca. 700 metres west of the N61/ R361 Junction)	Extension of the 50 km/h zone to the west to reflect current extent of development, gateway at the new 50 km/h speed limit zone boundary
1.3	N61 southeast (ca. 100 metres east of the N61/ R361 Junction)	Extension of the 50 km/h zone to the east to reflect current extent of development and improve safety at the N61/ R361 Junction, gateway at the new 50 km/h speed limit zone boundary
1.4	Rockingham Road (directly north of the R294 Carrick Road/ Rockingham Road Junction)	Extension of the 50 km/h zone to the south to reflect current extent of development, gateway at the new 50 km/h speed limit zone boundary

No.	Name/ Location	Description
1.5	R294 Carrick Road (ca. 400 metres west of the R294 Carrick Road/ Rockingham Road Junction)	Gateway at the existing 50 km/h speed limit zone boundary
1.6	N61 northeast (ca. 160 metres north of the N61/ Abbeytown Road Roundabout)	Gateway at the existing 50 km/h speed limit zone boundary
1.7	R294 Mocmoyne Road (at Mocmoyne House)	Gateway at the existing 50 km/h speed limit zone boundary
1.8	Green Street (directly north of Green Street Veterinary Centre)	Formalisation of the 50 km/h speed limit zone boundary, reflecting a transition to a more urban area character
1.9	Rockingham Road (at the N4/ Rockingham Road Junction)	Extension of the 50 km/h zone to the south to reflect current extent of development, gateway at the new 50 km/h speed limit zone boundary

Figure 3.1 Gateway Treatment Measures



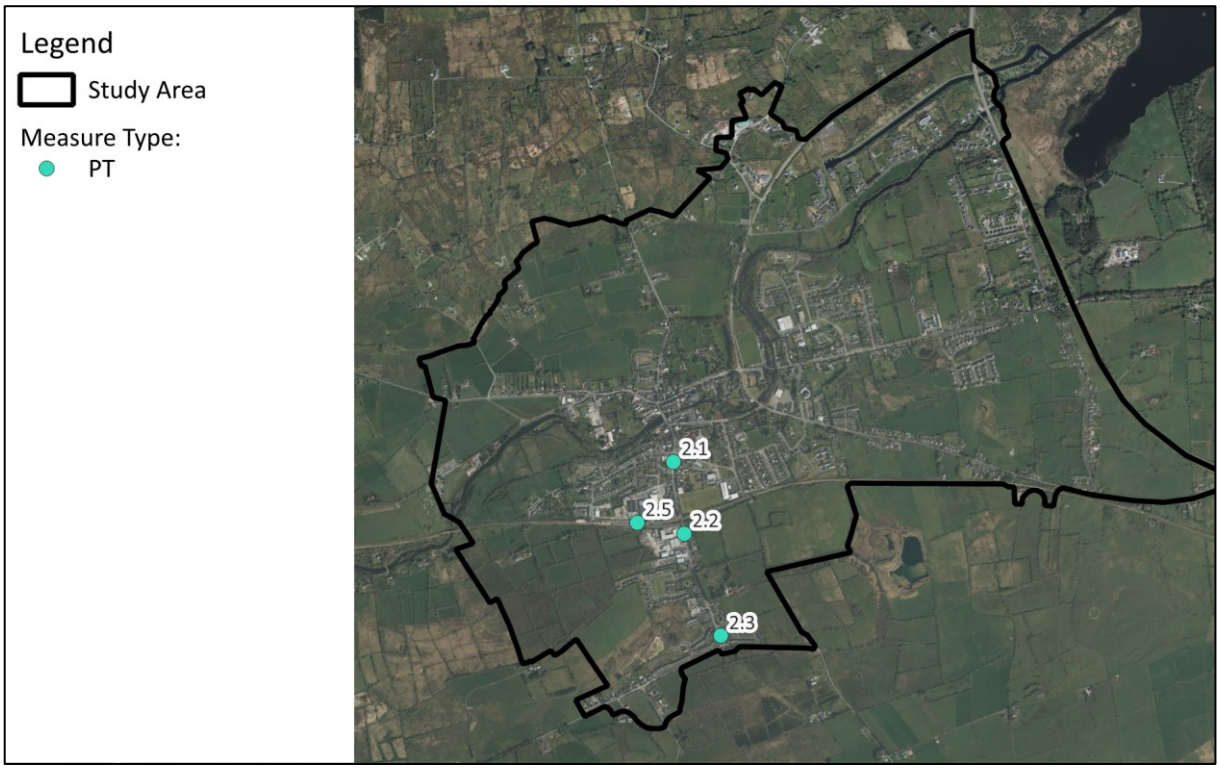
3.3. Public Transport Infrastructure

The following Table 3.2 presents a list of intervention options concerning improvements to public transport infrastructure in Boyle, with relevant locations illustrated in Figure 3.2 (on page 11). The proposed options concern provision of additional bus stops to address poor accessibility of bus services from the southern parts of the Town and deficient bus to rail interchange opportunities. Bus stop quality improvements, including waiting facilities, passenger information, and cycle parking are also proposed to enhance passenger experience and promote sustainable travel.

Table 3.2 Public Transport Infrastructure Options

No.	Name/ Location	Description
2.1	South Town Centre Bus Stop (on the N61, in proximity of The Crescent)	Provision of a new on-demand bus stop to directly serve the south Town Centre area
2.2	Railway Station Bus Stop (on the N61, in proximity of the N61/ Station Road Junction)	Provision of a new on-demand bus stop in proximity of the Boyle railway station to facilitate transfers between bus and rail.
2.3	South Fringe Bus Stop (on the N61, north of the N61/ R361 Junction)	Provision of a new on-demand bus stop to directly serve the South Fringe area of Boyle
2.4	Quality Bus Stop Facilities	Provision of quality bus stop facilities at the existing and new bus stops in accordance with relevant NTA guidelines. The facilities shall include seating benches, weather cover, real time timetable information screens, timetable boards, and cycle stands.
2.5	Cycle parking at the Railway Station	Provision of covered cycle parking at the Boyle Railway station to facilitate and encourage sustainable multi-stage trips. Quantity and quality of cycle parking shall be in accordance with Cycle Design Manual.

Figure 3.2 Public Transport Infrastructure Measures



3.4. Junction Upgrades

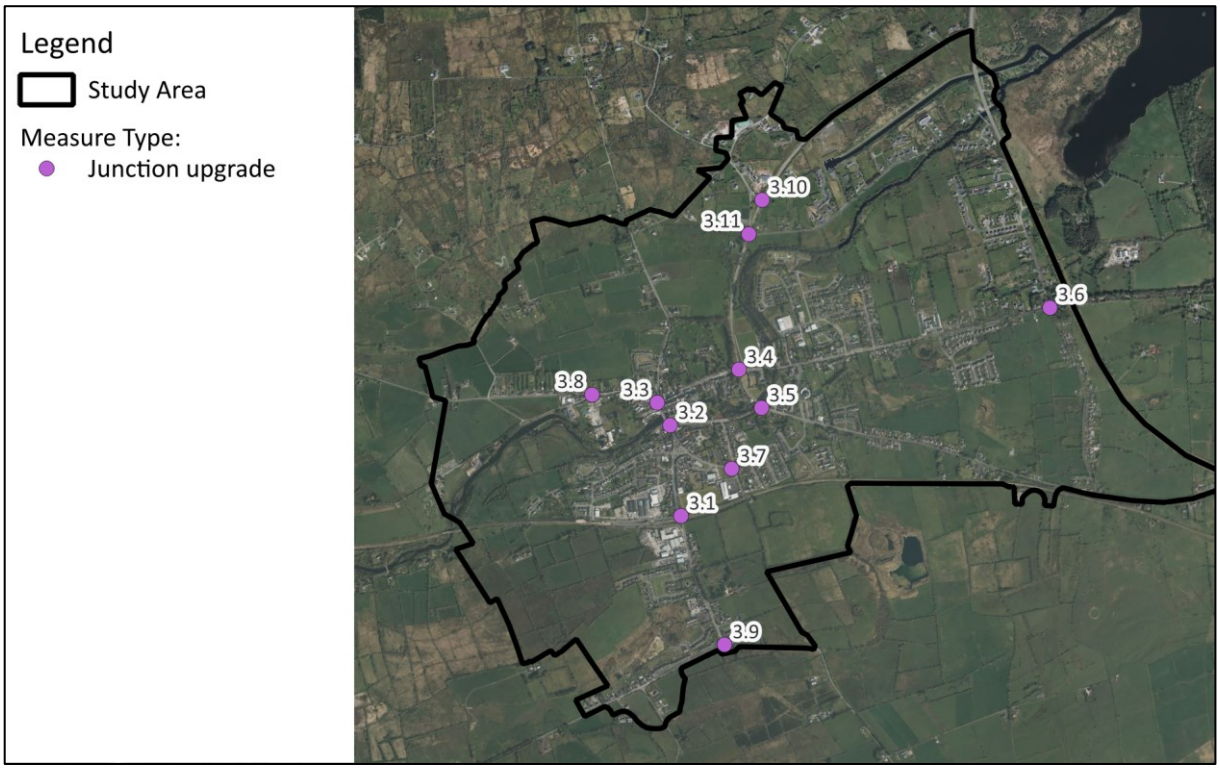
The following Table 3.3 presents a list of intervention options concerning upgrades of key junctions across Boyle, which have been deemed deficient in terms of safety features and/ or facilities for vulnerable road users, or whose redesign will be necessary to enable delivery of wider schemes such as active travel corridors (see: Section 3.7) or Town Centre circulation adjustment (see: Section 3.8). Relevant locations are illustrated in Figure 3.3 (on page 13). Design of upgraded junction shall be subject to further consideration prior to delivery, and shall be consistent with DMURS and, where relevant, Cycle Design Manual.

Table 3.3 Junction Upgrade Options

No.	Name/ Location	Description
3.1	N61/ Station Road Junction	Provision of active travel crossing facilities integrating with the southern orbital active travel corridor (Measure 6.1). Signalisation to be considered due to visibility constraints.
3.2	N61/ Shop Street Junction	Junction realignment to reflect the intended town centre circulation arrangements (Measures 8.1-8.3)

No.	Name/ Location	Description
3.3	N61 Main Street/ Green Street Junction	Junction realignment to reflect the intended town centre circulation arrangements (Measures 8.1-8.3), provision of pedestrian crossing facilities. Signalisation to be considered due to challenging corner radii.
3.4	N61/ Abbeytown Road Roundabout	Junction upgrade to provide active travel (walking and cycling) facilities, including safe crossings, in line with Cycle Design Manual
3.5	N61 Carrick Road/ R295 Carrick Road/ N61 Sligo Road Roundabout	Junction upgrade to provide active travel (walking and cycling) facilities, including safe crossings, in line with Cycle Design Manual
3.6	Abbeytown Road/ Lakeview Junction	Junction upgrade to improve vulnerable road user safety and integrate with proposed cycle facilities (Measures 6.7, 6.8). Provision of a Cycle Design Manual compliant design.
3.7	Upper Marian Road/ Cootehall Street Junction	Junction upgrade to improve vulnerable road user safety and integrate with proposed cycle facilities (Measure 6.2). Provision of a Cycle Design Manual compliant design.
3.8	R294 Mocmoyne Road/ Patrick Street/ Chapel Street/ Mill Road Junction	Junction upgrade to improve vulnerable road user safety and introduce traffic calming at the approach to the Town Centre. Consider substantial HGV traffic to/ from Mill Road.
3.9	N61/ R361 Junction	Junction upgrade to improve vulnerable road user safety and general traffic safety, and introduce traffic calming at the approach to the town.
3.10	N61 Sligo Road/ L1036 Junction	Junction upgrade to improve vulnerable road user safety and reduce traffic speed at the approach to the urban speed limit zone. Include physical islands and formal active travel crossings.
3.11	N61 Sligo Road/ Knocknashee Junction	Junction upgrade to improve vulnerable road user safety and reduce traffic speed at the approach to the urban speed limit zone. Include physical islands and formal active travel crossings.
3.12	R294 Carrick Road/ Rockingham Road Junction	Junction upgrade to improve vulnerable road user safety and reduce traffic speed at the approach to the urban speed limit zone. Include a formal active travel crossing, consider physical islands or raised table.

Figure 3.3 Junction Upgrade Measures



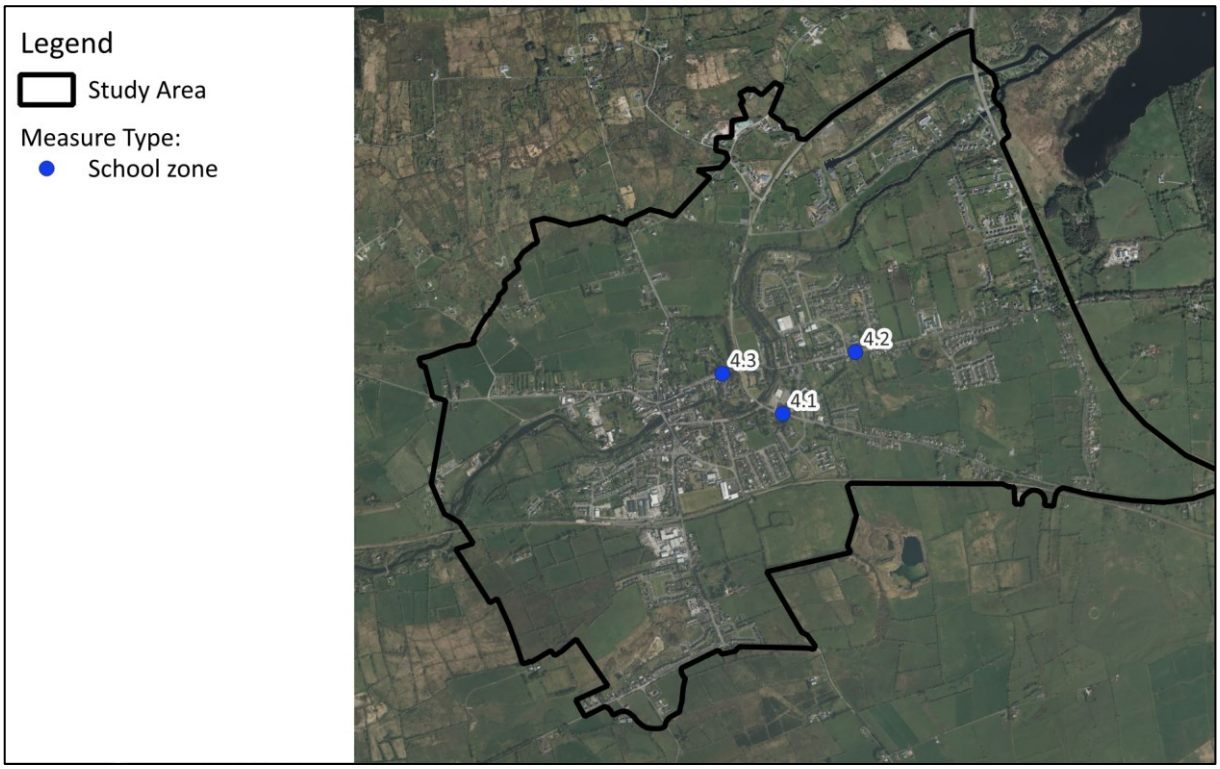
3.5. School Zones

Table 3.4 (overleaf) presents the intervention options concerning provision or upgrade of school zone treatments, with relevant locations illustrated in Figure 3.4 (on page 14). School zone treatment refers to a combination of traffic calming measures and road environment design features implemented on the road adjacent to a school with a view to provide safe crossing facilities, reduce traffic speed, increase driver focus, and discourage unauthorised parking and set-down. Further detail on school zone design is provided in the NTA's Safe Routes to School Design Guide (2022).

Table 3.4 School Zone Options

No.	Name/ Location	Description
4.1	R294 Carrick Road (by Convent National School)	Provision of traffic calming measures and school zone treatment on the R294 at the Convent National School.
4.2	Abbeytown Road (by St Joseph's National School)	Upgrade of traffic calming measures and school zone treatment on Abbeytown Road at the St Joseph's National School.
4.3	N61 Military Road (by the Parochial National School)	Provision of traffic calming measures and school zone treatment on the N61 at the Parochial National School

Figure 3.4 School Zone Treatment Measures



3.6. Pedestrian Crossings

The following Table 3.5 presents the intervention options comprising provision of new pedestrian crossing facilities, with relevant locations illustrated in Figure 3.5 (on page 15). Design of new crossings shall be subject to consideration prior to delivery and shall comply with DMURS requirements.

Table 3.5 Pedestrian Crossing Options

No.	Name/ Location	Description
5.1	Abbeytown Road (at the eastern end of the Abbeytown Road Bridge)	A pedestrian crossing and footpath improvements to be provided at the eastern end of the Abbeytown Road Bridge to facilitate access to existing walking track and proposed (measure

Figure 3.5 Pedestrian Crossing Measures

3.7. Active Travel Corridors

The following Table 3.6 presents the active travel corridor options that are proposed for implementation to create a consistent walking and cycling infrastructure network across urban Boyle, with indicative corridor alignments illustrated in Figure 3.6 (on page 18). While design of each corridor and its constituent links shall be subject to further consideration with respect to feasibility, it is recommended that off-carriageway cycling facilities be preferred where possible, either in the form of cycle tracks or shared walking and cycling tracks. Where on-road cycling is unavoidable due to space constraints, traffic calming measures shall be provided to ensure safety of vulnerable road users and thus enable cycling among all members of the local community, including minors and senior individuals.

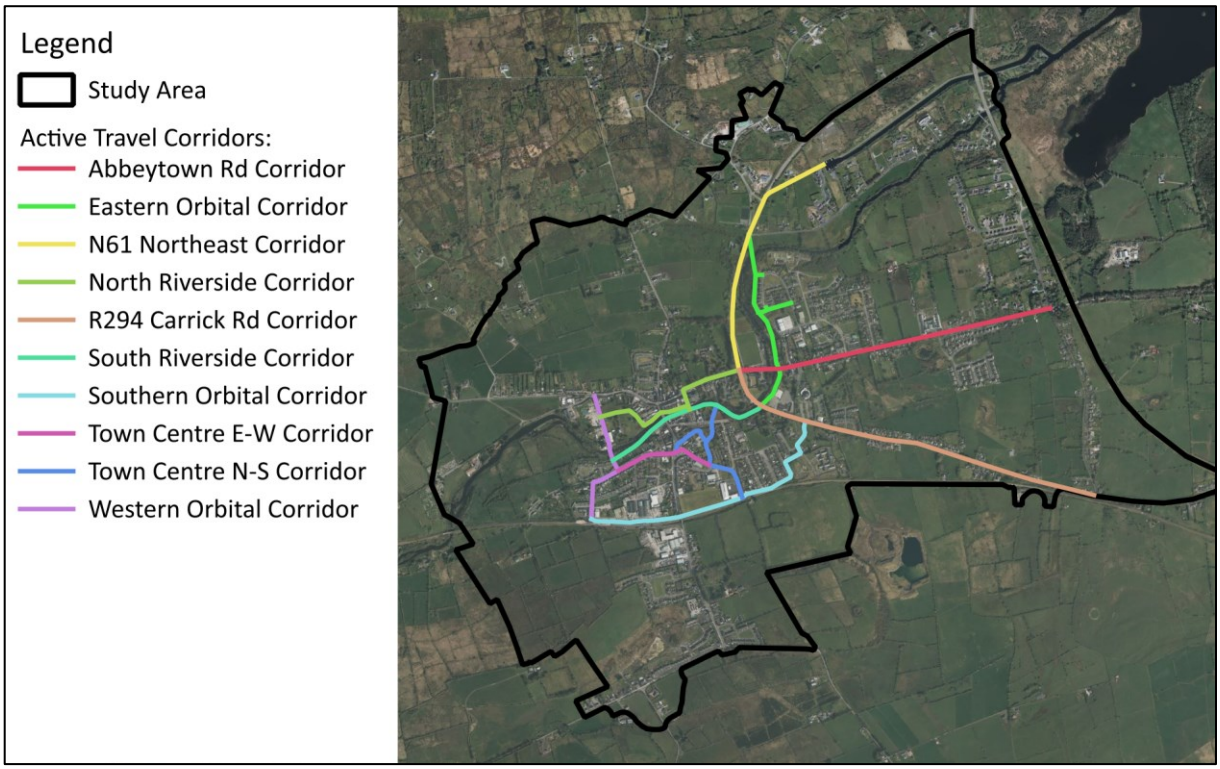
Table 3.6 Active Travel Corridor Options

No.	Name/ Location	Description
6.1	Southern Orbital Corridor	Walking and cycling infrastructure between Station Road in the west and R294 Carrick Road in the east via railway station car park, Station Road, along the northern edge of the Sligo railway line to Church View, and further via St Joseph's Avenue. Shared use of road on Station Road

No.	Name/ Location	Description
		envisaged due to space constraints and on St Joseph's Avenue due to low traffic, shared walking and cycling tracks elsewhere.
6.2	Town Centre North-South Corridor	Walking and cycling infrastructure between Hanley Ave (Southern Orbital Corridor) and the South Riverside Corridor via Upper Marian Road, Cootehall Street, RCC site, the opportunity site south of Carrick Road, and the Boyle Park. Also included is a branch to The Crescent via existing laneway in the back of the Courthouse. Shared walking and cycle tracks envisaged.
6.3	South Riverside Corridor	Walking and cycling infrastructure along the southern bank of River Boyle, between Mill Road in the west and R295 Carrick Road in the east. The corridor shall make use of existing riverside walking tracks along the river, with those tracks being upgraded and widened to accommodate mixed walking and cycling. The section east of Lower Marian Road shall run along Carrick Road, with the width of the latter being reduced to enable space reallocation to active uses Shared walking and cycle tracks envisaged.
6.4	Town Centre East-West Corridor	Walking and cycling infrastructure from Mill Road (Western Orbital Corridor) in the west to Cootehall Road (Town Centre North-South Corridor) in the east via Termon Road and Cootehall Road. Upgrade of existing footpaths and provision of a segregated two-way cycle track preferred as the design solution, subject to detailed feasibility assessment. The N61/ Termon Road Junction to be upgraded as required to accommodate the active travel corridor.
6.5	North Riverside Corridor	Walking and cycling infrastructure in proximity of the northern bank of River Boyle, between Mill Road in the west and the N61/Abbeytown Road Roundabout in the east. The eastern route section shall run off-road to the south of the Mill Road opportunity site, to the back of the permitted Aldi store, and via the existing Frybrook House access road towards Bridge Street. The eastern route section shall run via existing laneway on the northern riverbank, past King House to Main Street and via Main Street/ Military Road to the N61/ Abbeytown Road Roundabout. Mixed walking and cycling track envisaged on off-road sections, with footpath upgrades and a segregated two-way cycle track elsewhere. A shared space treatment to be applied along the Frybrook House access road towards Bridge Street. Cycle connectivity to the south to be provided initially via the existing pedestrian bridge over River Boule, and in the medium to long term either by upgrade and widening of that bridge or by road space reallocation on Bridge Street.

No.	Name/ Location	Description
6.6	Western Orbital Corridor	Walking and cycling infrastructure from Station Road (Southern Orbital Corridor) in the south to Patrick Street/ Mockmoyne Road in the north. The route shall follow Station Road, Felton Road, and Mill Road over the Mill Road Bridge and through or around the mill site (route details to be confirmed by a feasibility study). Footpath upgrades and a segregated two-way cycle track envisaged, with the Mill Road section south of the bridge and the bridge itself being pedestrianised (i.e. available to walking and cycling only).
6.7	Eastern Orbital Corridor	Walking and cycling infrastructure from the R294 Carrick Road (R294 Carrick Road Corridor) in the south to Curlew View and the N61 in the north. The route shall follow existing active travel trail from the R294 Carrick Road to Abbeytown Road, and subsequently northward via Riverside and off-road between existing development and River Boyle (with branch links to Curlew View). The northernmost section shall include a walking and cycling bridge connecting to the N61 Northeast Corridor. Shared walking and cycle tracks envisaged (apart from shared space treatment on Riverside)
6.8	Abbeytown Road Corridor	Waking and cycling facilities along Abbeytown Road between the N61/ Abbeytown Road Roundabout (North Riverside Corridor and N61 Northeast Corridor) in the west and the Abbeytown Road/ Rockingham Road Junction in the east. This should involve footpath upgrades/ provision and a segregated two-way cycle track, with road space reallocation from general traffic. Abbeytown Road bridge to be pedestrianised, subject to delivery of Measure 10.1
6.9	N61 Northeast Corridor	Waking and cycling facilities along the N61 between the N61/ Abbeytown Road Roundabout (North Riverside Corridor and N61 Northeast Corridor) in the south and Boyle Harbour in the north. This shall involve footpath upgrades and provision of a shared walking and cycling track along the east N61 carriageway edge, in addition to upgrade and widening of the existing path between the N61 and the Harbour.
6.10	R294 Carrick Road Corridor	Walking and cycling facilities along Carrick Road between the N61/ Abbeytown Road Roundabout (North Riverside Corridor and N61 Northeast Corridor) in the west and the R294 Carrick Road/ Rockingham Road Junction in the east. This shall include footpath upgrades/ provision in addition to a segregated two-way cycle track between the N61/ R294 Carrick Road Roundabout (South Riverside Corridor) and St Joseph's Avenue (Southern Orbital Corridor). Shared use of carriageway by cyclists and general traffic envisaged on other sections due to space constraints.

Figure 3.6 Active Travel Corridor Measures



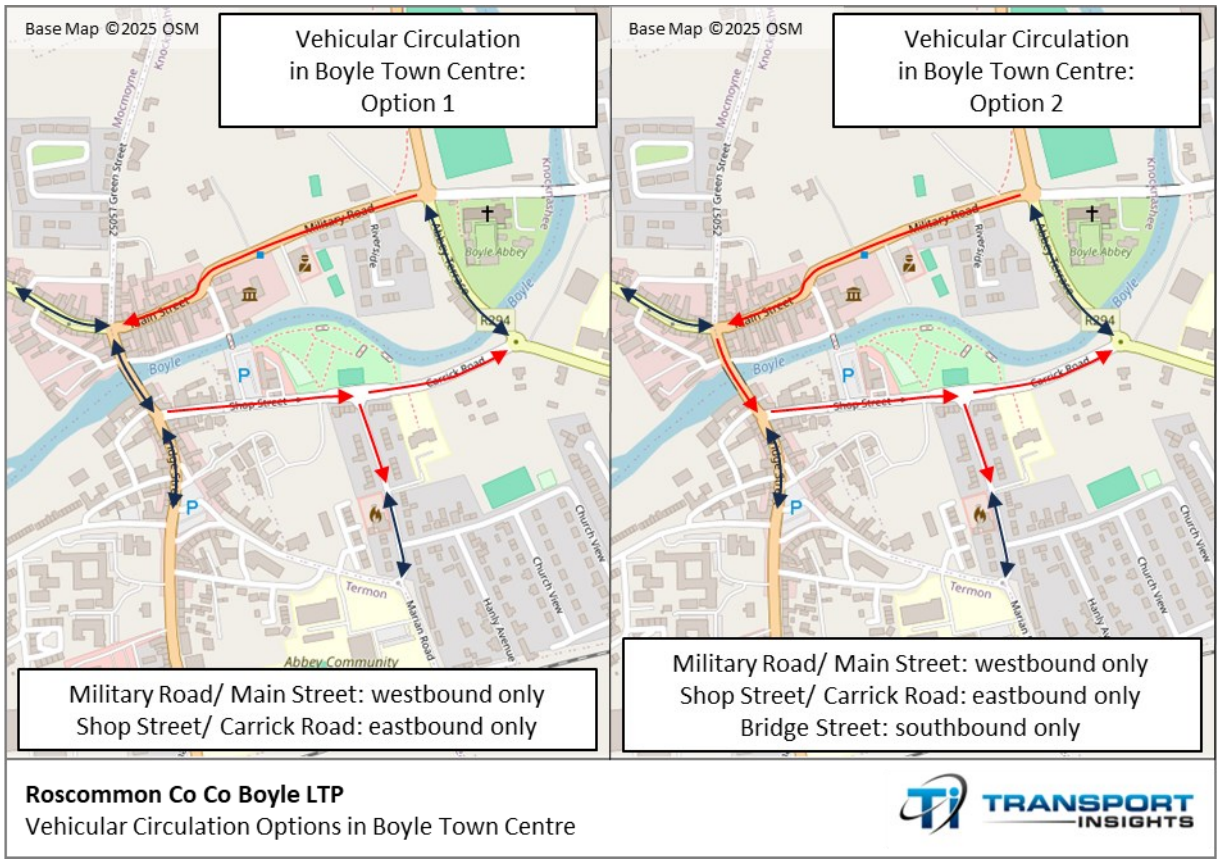
3.8. Town Centre Circulation Refinement

Consider Boyle Town Centre circulation refinement forms proposed Measure 7.1, with Figure 3.7 (overleaf) presenting alternative options for such intervention. It should be noted that the individual options do not represent separate measure proposals, instead being mutually exclusive variants of how the intervention could be implemented, subject to further feasibility evaluation.

The options have been developed on the basis of the existing circulation arrangements on the "road box" in Boyle Town Centre, comprising Military Road and Main Street in the north, Bridge Street in the west, Shop Street and Carrick Road in the south, and Sligo Road to the east. The presented options shall better align the circulation arrangements and transport infrastructure in Boyle Town Centre with the signposted heavy vehicle movement routes on the N61 (with northbound movements routed via Shop Street, Carrick Road and Sligo Road, and southbound movements via Military Road, Main Street, and Bridge Street. A further purpose of those changes is to rationalise the amount of space in the Town Centre allocated to vehicular movements by reducing link duplication, so that a proportion of the constrained space can be reallocated to other uses. Such uses may include provision or enhancement of walking and cycling infrastructure, urban realm improvements, and potentially provision of

additional formal parking spaces. Selection of the appropriate option shall be informed by a feasibility study supported by appropriate traffic modelling.

Figure 3.7 Town Centre Circulation Options



Irrespective of the specific option selected, it is deemed likely that signalisation of the N61 Main Street/ N61 Bridge Street/ R294 Patrick Street/ Green Street Junction will be required to ensure safety of turning movements and vulnerable road users. At the same time, with conversion of one or two junction arms to one-way roads, the number of permitted vehicular movements at the junction will be reduced, enhancing junction layout legibility and allowing for a simpler signalling programme.

Furthermore, with a conversion of Military Road to one-way operation, the existing eastbound bus stop in proximity of King House will need to be relocated to Shop Street. This can be achieved by road space reallocation.

Finally, considering the extent of changes and their transformative impact on the vehicular circulation in the Town Centre, it is recommended that a trial implementation (using cost-effective and quick-build solutions) for a period of at least 3 months be undertaken to gather real life data on traffic flows and help inform public engagement by providing actual experience.

3.9. Permeability Improvements

The following Table 3.7 presents the permeability improvement options proposed for consideration, with relevant locations presented in Figure 3.8 (on page 21). Permeability improvements involve provision of strategically located walking and cycling links to substantially reduce active travel times, which is achieved by augmenting existing circuitous routes with more direct ones. It should be noted that some of the permeability improvement options presented form part of the wider Active Travel Corridor proposals. However, while the implementation of entire corridors is viewed as a medium-term ambition, opening of individual permeability links is considered as a relatively simple and low-cost intervention possible to be implemented and provide substantial accessibility benefits to the local community in the short term.

Table 3.7 Permeability Improvement Options

No.	Name/ Location	Description
8.1	Station road – west station access	Provision of a permeability link across the station car park to enable direct access to the station from the west (i.e. from the Termon Road area)
8.2	Mill Bridge to Mill Road	Re-opening of the Mill Bridge for use by general public (active travel only) to provide a direct link between the southwestern and northwestern parts of the town and enable loop walks along the river.
8.3	Curlew View to Riverside	Provision of a direct north-south active travel connection along the eastern bank of River Boyle to reduce walking and cycling distance between Curlew View and the Town Centre
8.4	Church View to St Joseph's Ave	Provision of a permeability link to reduce walking and cycling distance between Church View residential community and wider southern part of Boyle and Carrick Road (including the Convent National School and St Joseph's Church).
8.5	Hanly Ave to Church View	Provision of a permeability link along the railway tracks (including construction of a new retaining wall) to reduce walking and cycling distance between the southern and southwestern parts of Boyle and Carrick Road (including the Convent National School and St Joseph's Church) as part of the South Orbital Active Travel Corridor

No.	Name/ Location	Description
8.6	N61 to Marian Road - Abbey Community College west access	Provision of a permeability link along the railway tracks (including construction of a new retaining wall) to reduce walking and cycling distance between the southern and southwestern parts of Boyle and Carrick Road (including the Convent National School and St Joseph's Church) as part of the South Orbital Active Travel Corridor
8.7	The Diamond to N61 Carrick Road	Provision of a direct north-south active travel link across the RCC site and the identified Town Centre opportunity site to create a safer and more accessible (gradient-wise) alternative route as an alternative to the South Town Centre N61 section.
8.8	Plunkett Avenue to HSE Health Centre	Provision of a permeability link between Plunkett Avenue and Boyle Primary Care Centre.

Figure 3.8 Permeability Improvement Measures

3.10. Road Proposals

The following Table 3.8 presents the roads-related measure proposals, with relevant locations illustrated in Figure 3.9 (on page 23). The diverse range of proposals includes traffic calming and road regeneration initiatives in addition to a new road link.

Table 3.8 Road Proposals

No.	Name/ Location	Description
10.1	Abbeytown Road to R294 Carrick Road Link	A road link across St Joseph's Church grounds, between the church and Convent National School. This shall involve realignment and widening of existing internal roads and car park redesign to provide an alternative traffic connection to the narrow Abbeytown Road bridge. The bridge shall then be pedestrianised as part of the Abbeytown Road Active Travel Corridor.
10.2	Eaton Lane Regeneration	Public realm improvements on Eaton Lane to improve urban environment quality, create sense of place, and ensure pedestrian safety and security. This may include improved lighting, resurfacing (with shared space treatment), and encouragement for creation of active frontages.
10.3	Quarry Lane Regeneration	Public realm improvements on 2 no. laneways connecting Quarry Lane to the N61 to improve urban environment quality, create sense of place, and ensure pedestrian safety and security. This may include improved lighting, resurfacing (with shared space treatment), and encouragement for creation of active frontages.
10.4	Lakeview and Rockingham Road Traffic Calming and Pedestrian Infrastructure Improvements	Traffic calming and expansion of 50 km/h speed limit zone (as per Measure 1.4) over entire length of Lakeview and Rockingham Road, provision of continuous footpath on at least one side of the road, provision of continuous road markings.
10.5	Plunkett Avenue Traffic Calming	Traffic calming including carriageway narrowing, buildouts, planting, footpath improvements, parking formalisation etc.
10.6	Patrick's Street Traffic Calming	Traffic calming including carriageway narrowing, buildouts, planting, footpath improvements, parking formalisation etc.
10.7	Ross Lane Traffic Calming	Traffic calming including carriageway narrowing, buildouts, planting, footpath improvements, parking formalisation etc.
10.8	Old Courthouse Laneway Regeneration and Pedestrianisation	Laneway to be used by active modes only, with access to the opportunity site provided from the north via Carrick Road. Lighting and public realm improvements to be provided to improve walking and cycling environment. Measures to be coordinated with delivery of the Town Centre North-South Active Travel Corridor (Measure 6.2)

Figure 3.9 Road Improvement Measures

3.11. Discarded Measures

In addition to the proposed measures presented in the remainder of this section, whose further consideration and refinement will be undertaken as part of the concluding phases of the Boyle ABTA process, several other initiatives have been considered at a high level and have been discarded from further consideration. Those initiatives and a rationale for their non-inclusion in the overall long list of measures are presented below.

N61 Boyle South Ring Road

Construction of a new section of the N61, which would include a new junction with the N4 southeast of Boyle and bypass the Town, is understood to have been under consideration over the last two decades. A notional corridor for the same has been identified pre-2010 and is presented in Figure 4.2 below. However, it is understood that no further work has since been undertaken to advance the project and that no commitment to deliver has been made by the Government or TII.

The re-routing of the substantial traffic running along the N61 through Boyle and its accommodation outside of the Town is likely to bring substantial benefits to local residents in the form of reduced emissions and avoided collisions. Further progression of the N61 Boyle South Ring Road is therefore

fully supported by the authors hereof. However, from the perspective of the current Boyle ABTA process, it has been recognised that delivery of the Ring Road within the lifetime of Boyle LTP or Boyle Settlement Plan is highly unlikely due to the project's complexity and cost. Furthermore, it has been recognised that an investment of such scale and type (i.e. a section of a national road) would need to be delivered by the relevant national-level body (i.e. TII) and financed centrally, rather than being deliverable by RCC. Due to the above factors, notwithstanding its likely benefits, the N61 Boyle South Ring Road shall not be considered further as part of the Boyle ABTA process.

Active Travel Corridor to Boyle South Fringe

As part of the Baseline Assessment and Context phases in the Boyle ABTA process, it has become apparent that the Boyle South Fringe, i.e. the area along the N61 south of the Sligo Railway Line, lacks good quality active travel connections to the remainer of the Town. The existing N61 viaduct over the railway line is noted to provide a footpath on one side only, with the footpath being sub-standard in terms of width. No segregated cycle facilities are provided.

To address the above deficiency, substantial consideration has been given to identify alignment options for an active travel corridor to connect the South Fringe to the remainder of Boyle Town. As part of this, opportunities for corridor routing along the existing N61 have been considered, as well as routing options to the east and to the west of the N61.

Provision of DMURS and Cycle Design Manual compliant walking and cycling links along the existing N61 has been found to be technically infeasible due to existing development along the relevant N61 section and constrained width of the road corridor (including constrained width of the viaduct, which is a protected structure). Given the status of the N61 as a national road, opportunities to reduce width of the existing carriageway from current ca. 7.0 metres have been deemed limited, with a maximum potential reduction to 6.0 metres, which is insufficient to provide substantially improved active travel links by road space reallocation. On the other hand, a widening of the road corridor would require a partial compulsory purchase of adjacent plots, which are developed for residential and commercial purposes. Following consultation with RCC, this has been deemed non-deliverable.

Provision of off-road walking and cycling facilities to the east or west of the N61 (including construction of a new viaduct over the railway line) has been considered, with the western option promptly discarded due to challenging gradients and lack of obvious connection points to the north of the railway line. Conversely, a route to the east of the N61 has been deemed technically feasible in principle, with such corridor connecting to Upper Marian Road north of the railway line. However, existing

development on the eastern side of the N61 would make it highly challenging to create accesses to the active travel corridor, with the only connection options being directly to the south of the existing N61 viaduct and at the Meadow Vale development. As such, the proposed link would be poorly accessible from residential areas in the South Fringe at Silveroe Meadow and Ashfield. Overall, considering the likely substantial cost of providing such link (including a new viaduct) in the context of its limited catchment, the concept has been discarded.

With respect to improving connectivity between Boyle proper and the South Fringe it is suggested that RCC engage with TII to explore opportunities for iterative improvements to pedestrian and cyclist provision along the N61 under the TII's National Roads Active Travel programme. Furthermore, it is suggested that the Boyle Settlement Plan includes a requirement for any development in the opportunity site south of the railway line and east of the N61 to maintain north-south and east-west permeability through the site. Such development should be designed in such way as to allow for a potential future provision of a walking and cycling viaduct linking to Upper Marian Road and a shared walking and cycling link along the site's east boundary (as a 4.0m wide greenway). Furthermore, such development should include an internal road and active travel network designed in such way as to enable potential future development expansion to the south and east, with selected internal roads and active travel links extending all the way to the site's south and east boundaries. However, it should be noted that the above suggestions are not formal recommendations of the Boyle LTP, with their implementation being at full discretion of the RCC.

4. Next Steps

The envisaged next steps in the ABTA process are set out in Table 4.1, which follows.

Table 4.1 Boyle ABTA Next Steps

	Next Steps	Responsible Party	Schedule
1	Context and Options Development Note issue	TI	27 Jun 25
2	Traffic Data Collection and Analysis Note issue	TI	Week commencing 07 Jul 25
3	Written feedback on the Context and Options Development Note	RCC	Week commencing 07 Jul 25
4	Meeting to discuss feedback on the Context and Options Development Note	TI to organise, RCC to attend	Week commencing 14 Jul 25

	Next Steps	Responsible Party	Schedule
5	Options Analysis Note issue (incl. draft implementation plan)	TI	Week commencing 21 Jul 25
6	Meeting to discuss feedback on the Options Analysis Note	TI to organise, RCC to attend	Week commencing 28 Jul 25
7	Draft LTP	TI	Week commencing 4 Aug 25
8	Meeting to discuss feedback on the Draft LTP	TI to organise, RCC to attend	Week commencing 11 Aug 25
9	Final LTP	TI	By 22 Aug 25
10	Additional Technical Meetings	TI to organise, RCC to attend	As required

As can be seen in the preceding table, TI currently intends to issue the final LTP Report by 22 August 2025. The above timescales should however be noted to substantially rely on provision of prompt and comprehensive feedback by RCC to inform ABTA tasks such as identification of any additional potential measures, measure selection and assessment (including deliverability assessment), and preparation of an implementation plan.

Appendix C Traffic Data Collection and Analysis Note

Boyle ABTA:
Traffic Data Collection and Analysis Note

Contract Number	C1213 2024
Topic	Boyle Area-Based Transport Assessment: Traffic Data Collection and Analysis Note
Version Number	v1.6
Status	For Issue
Author(-s)	Akshai, Jurek Gozdek
Reviewer(-s)	Stylianos Papailiou
Date	16 July 2025

1. Introduction

Transport Insights (TI) has been appointed by Roscommon County Council (RCC) to produce a Local Transport Plan (LTP) for Boyle, Co. Roscommon. LTP development shall be undertaken in accordance with the Area-Based Transport Assessment (ABTA) framework, and the purpose of the LTP is to inform the emerging Boyle Settlement Plan, while also forming a basis for future transport-related investment in Boyle.

This Note has been produced at Phase 2 of the Boyle ABTA process, i.e. the Context and Options Development phase, and its aim is to present the traffic data collection and analysis activities undertaken as part of the wider project, while also summarising the data analysis outcomes. In particular, the Note sets out the scope of survey work, the survey types involved and scope of data collected, survey data validation and analysis approach, and analysis outputs and their interpretation.

1.1. Data Collection Outline

The survey data collection was undertaken in Boyle, Co. Roscommon. The purpose of the data collection has been to enhance the Boyle ABTA project team's understanding of the movement and car parking patterns within the Town. To achieve this, three types of surveys were conducted, namely:

- Automatic Traffic Counts (ATCs) over a seven-day period at 3 no. locations to provide a high-level picture of traffic volumes on the N4 and N61 national roads passing through and by Boyle, and to enable validation of shorter period traffic count outputs with respect to them being representative of a typical weekday;

- Junction Turning Counts (JTCs) over a 16-hour period (06:00-22:00hrs) on a neutral weekday at 9 no. locations to obtain a more detailed picture of traffic patterns on Boyle's road network in a cost-effective manner; and
- A drone flyover over the selected Town Centre area in the morning of the JTC survey day to provide baseline car parking accumulation figures for developing parking accumulation profiles.

A more detailed description of the data collection activities is provided in Section 2 hereof.

1.2. Data Analysis Outline

The traffic data analysis undertaken for the Boyle ABTA followed a multi-tiered methodology to ensure data reliability, representativeness, and actionable insight. Three primary survey types were conducted: 7-day Automatic Traffic Counts (ATCs) at strategic locations to establish general traffic volumes and trends; 16-hour Junction Turning Counts (JTCs) at nine key junctions to capture detailed vehicle movements; and a drone flyover to support car parking accumulation profiling.

Following data collection, quality checks and validation were undertaken. ATC data was analysed across weekdays by vehicle class and direction, and used to verify that the JTC survey day represented a typical weekday using Transport Infrastructure Ireland's Weekly Average Daily Traffic (WADT) WADT benchmarks. Junction traffic volumes were assessed both by site and across network-wide AM and PM peak periods. Cordon analysis was applied to understand access/egress patterns into Boyle Town Centre. Short-period JTC data was converted to Annual Average Daily Traffic (AADT) volumes using standard expansion factors. Parking accumulation at two key locations was modelled using traffic turning data and aerial imagery. The approach enabled robust insights into traffic distribution, modal composition, peak patterns, and parking demand.

1.3. Note Structure

The remainder of this Note is structured as follows:

- **Section 2** provides an overview of data collection activities including survey types, locations, and survey data specification;
- **Section 3** details data quality check and validation activities;
- **Section 4** details the Junction Traffic Flows;
- **Section 5** provides details of Traffic flows through Boyle study region in terms of Study area boundary, Access and egress flows and caveats involved;
- **Section 6** provides details of Car parking analysis done in terms of Car parking Zones, parking accumulation profiles and caveats involved; and
- **Section 7** summarises the findings and conclusion of the study

2. Data Collection Overview

2.1. Overview

The scope of data collection activities was agreed between Boyle ABTA Project Team and the RCC, following which a third-party data collection company (Idaso) was commissioned to undertake the specified survey activities. Table 2.1, which follows, provides a summary of data collection undertaken.

Table 2.1 Survey Data Collection Overview

Survey Type	Survey Duration	Survey Time	No. Locations	Data Collected
ATC (Automatic Traffic Count)	7 days	00:00 on Mon 28 April 2025 to 23:59 on Sun 04 May 2025	3 no.	Classified two-way link flows, vehicle speed
JTC (Junction Turning Count)	16 hours	06:00 to 21:59 on Tue 29 April 2025	9 no.	Classified junction turning flows
Drone Survey	Snapshot	Ca. 06:30 on Tue 29 April 2025	1 no.	Static image of Boyle Town Centre

The standard vehicle classification in both ATC and JTC surveys included the following vehicle classes:

- P/C - bicycles
- M/C - motorcycles
- CAR – cars (including cars towing caravans or trailers)
- LGV – light goods vehicles (including vans and other delivery vehicles with two axles and single wheels on the rear axle)
- OGV1 – ordinary goods vehicles (including larger rigid vehicles with two or three axles and double wheels on the rear axle or axles)
- OGV2 – ordinary goods vehicles (including all rigid vehicles with four or more axles and all articulated vehicles such as OGV1 vehicles towing a caravan or trailer)
- PSV – buses (with double wheels on the rear axle or axles)

In the interest of simplicity, in this report the combined CAR and LGV classes have been referred to as **light vehicles (LV)**, whereas the combined OGV1, OGV2, and PSV vehicles have been referred to as **heavy vehicles (HV)**.

ATC and JTC survey data provides traffic volumes counted over 15-minute bands over the 16-hour survey period.

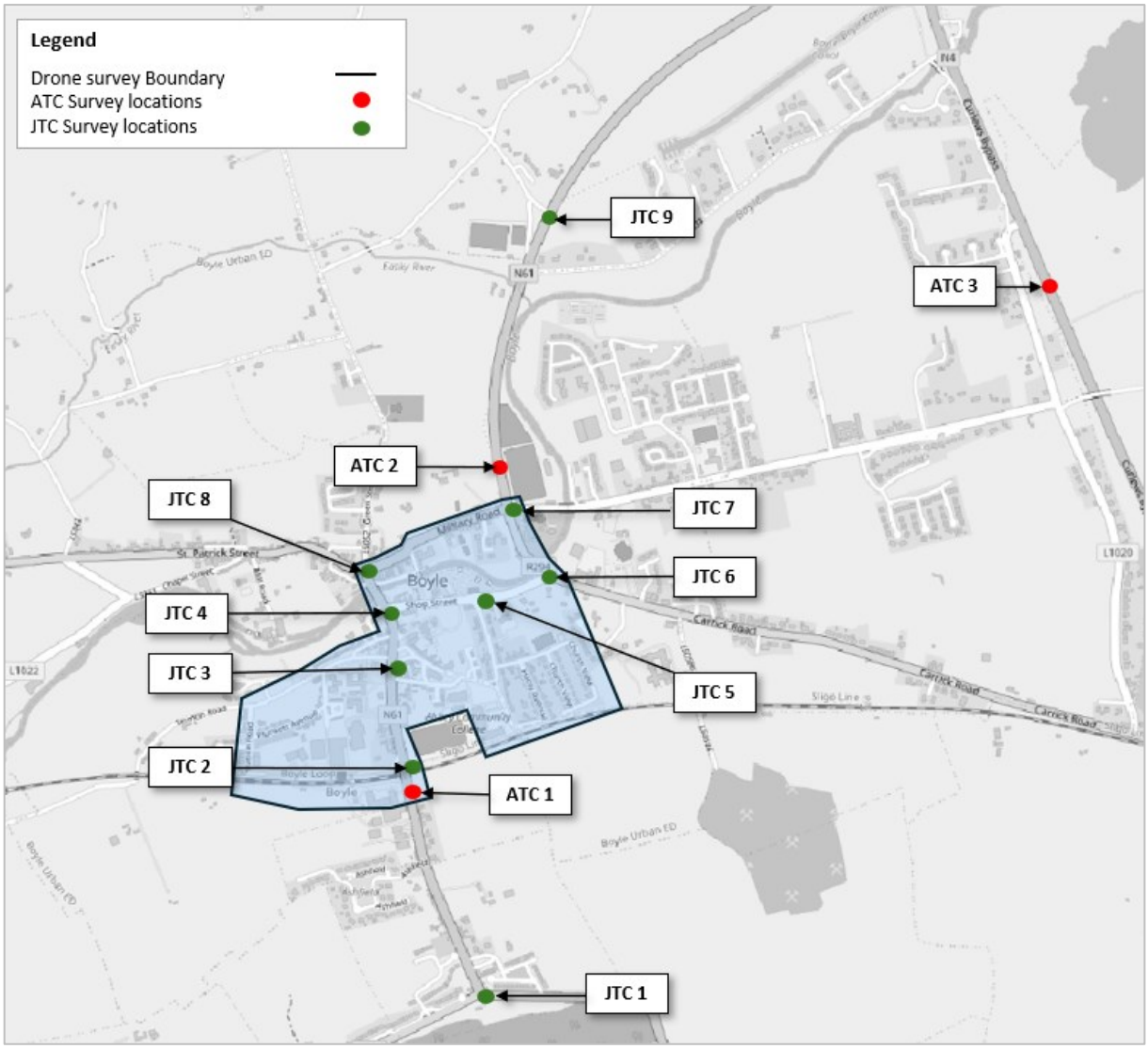
2.2. Survey Locations

Survey locations are set out in Table 2.1, which follows, and illustrated in Figure 2.1 on the subsequent page.

Table 2.2 Survey Locations

Survey Type	Location ID	Location Description
ATC	ATC 1	N61 South of Boyle Railway Station
	ATC 2	N61 North of Abbeytown Road Military Road Roundabout
	ATC 3	N4 parallel to Rockingham Road
JTC	JTC 1	N61/ R361 Junction
	JTC 2	N61/ Station Road Junction
	JTC 3	N61/ The Crescent/ R294 Termon Road Junction
	JTC 4	N61 Bridge Street/ Shop Street/ Quarry Lane Junction
	JTC 5	R294 Carrick Road/ Shop Street/ Lower Marian Road
	JTC 6	N61 Sligo Road/ R294 Carrick Road Junction
	JTC 7	N61 Sligo Road/ N61 Military Road/ Abbeytown Road Junction
	JTC 8	N61 Bridge Street/ N61 Main Street/ R294 Patrick Street/ Green Street Junction
	JTC 9	N61 Sligo Road/ Curlews Drive Junction
Drone Survey	Drone Survey	Boyle Town Centre area delineated as per Figure 2.1 (overleaf)

Figure 2.1 Survey Locations



As can be seen in the preceding figure, the ATC surveys were undertaken at the N61 approaches to Boyle Town Centre as well as at the N4 section forming the eastern Boyle bypass. This was intended to provide a wider picture of traffic patterns on the national road passing through Boyle (i.e. the N61) and enable comparison of traffic patterns on the N61 secondary national road and the N4 primary national road.

JTC surveys were undertaken at identified key junctions at the approaches to Boyle and within Boyle Town Centre. All access roads to Boyle Town Centre were surveyed (as arms of the surveyed junctions). The data collected at the selected locations was intended to provide a more in-depth picture of movements on the road network within Boyle.

3. Data Quality Checks and Validation

3.1. Introduction

This section of the note describes what quality check and validation actions were undertaken preceding traffic data analysis to confirm the data collected is representative and free of errors.

3.2. Data Quality Checks

Following receipt of the collected data, its quality and consistency was checked by Transport Insights. The checks involved investigation of potential outlier values, identification of inconsistencies in continues data series, and cross-examination of recorded vehicle flows at neighbouring junctions. As no data quality issues were identified, the collected data was accepted for further processing and analysis.

3.3. Validation Overview

With most of the data collection scope comprising short period traffic counts (i.e. 16-hour JTCs), a need was identified to confirm that the collected traffic data is representative of a typical day. Should this not be the case, appropriate correction factors would need to be applied to normalise the data.

The validation was undertaken by reference to the longer period (7-day) ATC survey data series and involved comparing the daily vehicular flows at each of the 3 no. ATC locations to the 7-day average and to the Transport Infrastructure Ireland's Weekly Average Daily Traffic (WADT) expansion factors for the Western region. The WADT factors for individual days of the week should be noted to represent the typical proportion of traffic on the given day of the week to the average daily traffic over the entire week.

3.4. Validation Results

Table 3.1, which follows, presents the recorded 24-hour flows on each day of the survey period in the context of relevant WADT expansion factors.

Table 3.1 Survey Locations

Item		Mon 28 Apr	Tue 29 April	Wed 30 April	Thu 01 May	Fri 02 May	Sat 03 May	Sun 04 May	Weekly Average
TII Expansion Factors	**% WADT**	99%	102%	104%	105%	114%	92%	84%	100%
N61 South (ATC 1)	**24hr flow**	7,520	7,945	8,113	8,331	8,824	7,380	6,490	7,800
	% Weekly Average	96%	102%	104%	107%	113%	95%	83%	100%
N61 North (ATC 2)	**24hr flow**	4,956	5,315	5,262	5,575	5,586	4,908	4,038	5,091
	% Weekly Average	97%	104%	103%	109%	110%	96%	79%	100%

Item		Mon 28 Apr	Tue 29 April	Wed 30 April	Thu 01 May	Fri 02 May	Sat 03 May	Sun 04 May	Weekly Average
N4 (ATC 3)	24hr flow	5,559	5,849	6,229	6,183	6,936	5,965	6,065	6,112
	% Weekly Average	91%	96%	102%	101%	113%	98%	99%	100%

As can be seen in the preceding table, recorded daily traffic flow variation over the survey period generally reflects the pattern represented by the WADT expansion factors. While traffic volumes recorded at ATC 3 are noted to be, to an extent, divergent from the general pattern, with Sunday flows relatively high and Monday and Tuesday flows relatively low, this is not deemed to indicate non-negligible global irregularities in traffic patterns.

With regards, to the JTC survey day, i.e. the Tuesday, 29 April 2025, the recorded ATC survey data reveals the recorded network traffic volumes to be broadly consistent with those expected on the basis of the WADT expansion factors. While the Tuesday traffic volume would be expected to represent 102% of the WADT, the recorded traffic at the locations ATC 1, 2, and 3 was found to represent, respectively, 102%, 104%, and 96% of the daily average over the 7-day survey period. This divergence of up to 6 percentage points has been deemed to lie within an acceptable error margin.

The following Figure 3.1 and Figure 3.2, respectively, present the recorded daily traffic flows at the locations ATC 1 and ATC 2 (both located on the N61 in Boyle Town). Vehicles have been classified into light and heavy. Light vehicles include cars, vans, and motorcycles, whereas heavy vehicles include rigid and articulated trucks as well as buses and coaches.

Figure 3.1 24 Hour ATC Counts at ATC 1 location by Vehicle Class

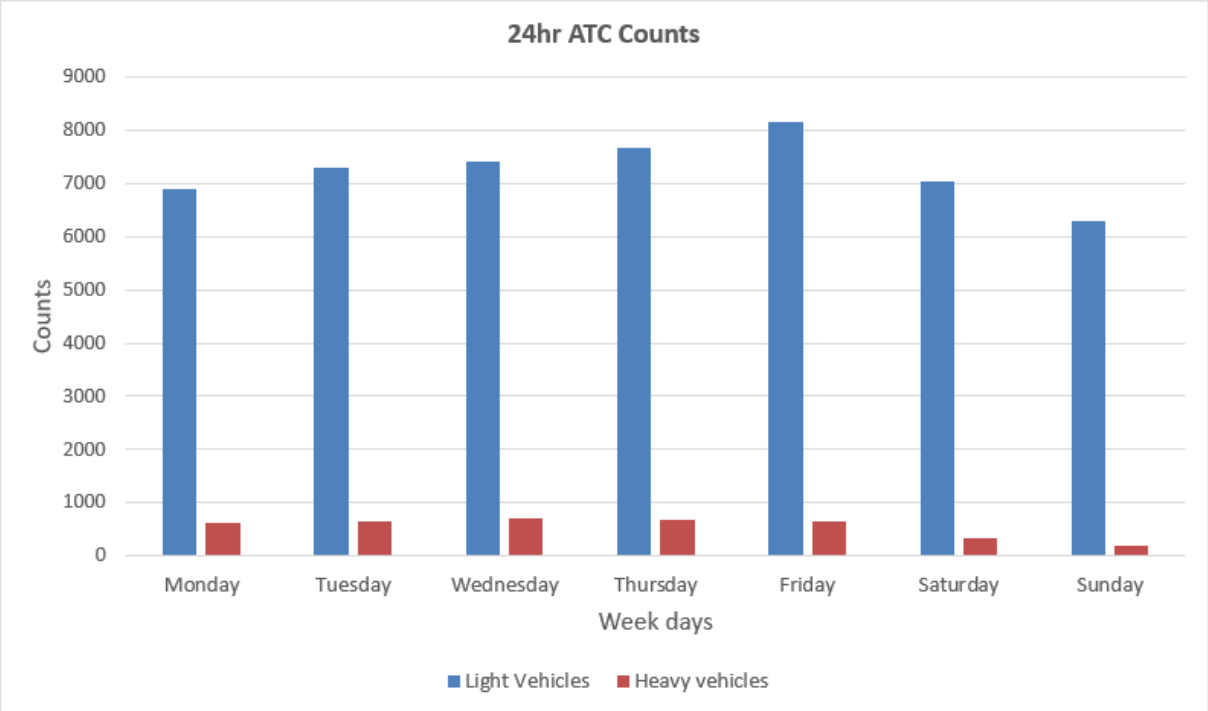
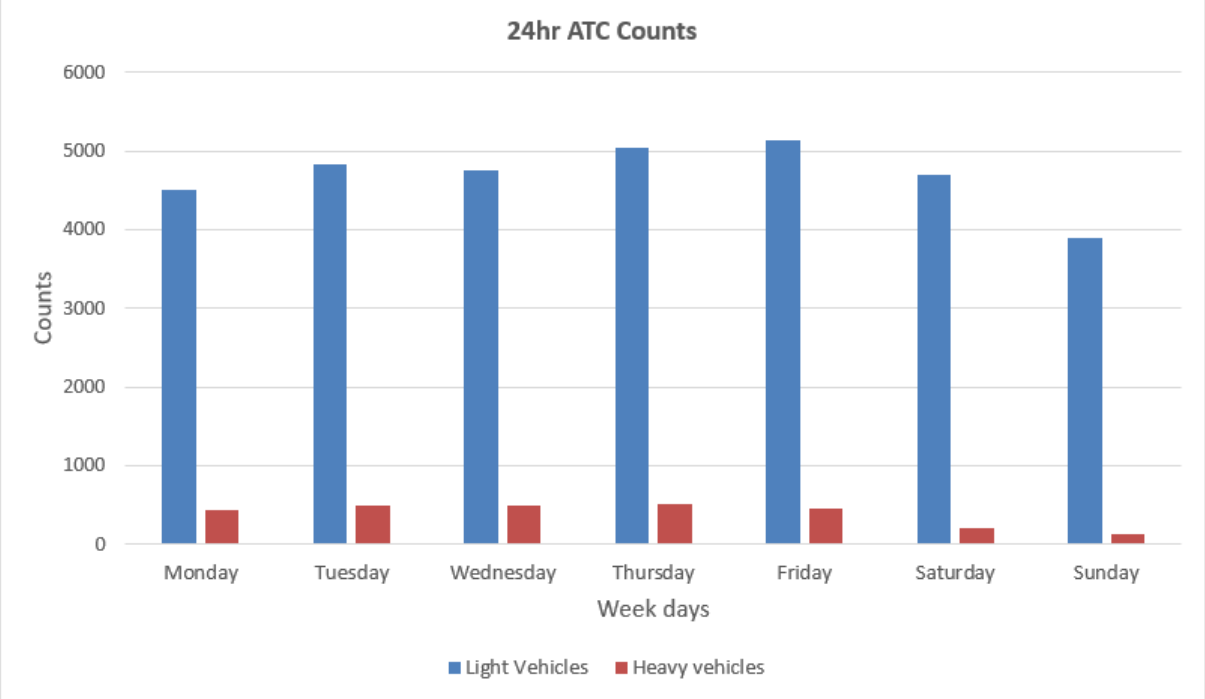


Figure 3.2 24 Hour ATC Counts at ATC 2 location by Vehicle Class



Both figures indicate higher than average light vehicle flows on the Friday and particularly low flows on the Sunday. In heavy vehicles, a clear difference between weekdays and the weekend can be seen. Based on the WADT conversion factors presented in Table 3.1, the highest overall vehicular flows

should be expected on Friday, and lowest on Sunday – this pattern appears to apply to the data recorded at both ATC locations within Boyle Town

Overall, based on the above-described consideration of 7-day traffic data series, the records from Tuesday, 29 April 2025 has been deemed representative for a typical weekday and suitable for further processing. It should be noted that Section 6 of this Note presents recorded link flows normalised to the Annual Average Daily Traffic (AADT) format.

4. Junction Traffic Flows

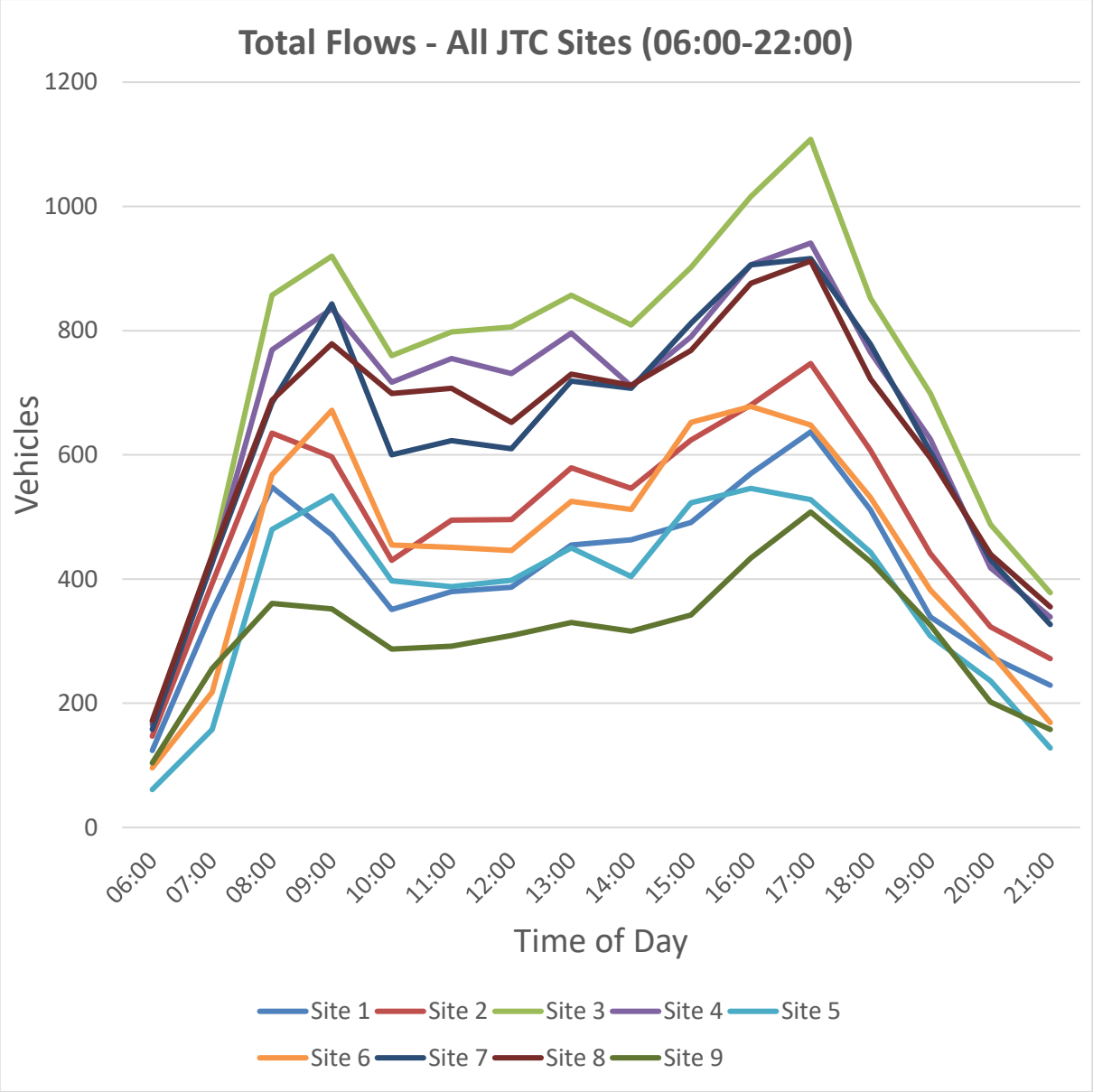
4.1. Introduction

This section of the Note presents the recorded junction traffic volumes and individual peak periods at each respective junction surveyed. Subsequently, equivalent data for common network peak periods are presented.

4.2. Overview of Junction Traffic Volumes

The following Figure 4.1 presents hourly traffic volumes at all JTC locations, revealing traffic volume distribution over the survey day. As can be seen in the figure, two distinct peak periods occur at all surveyed junctions between 08:00 and 10:00 hours in the morning (AM peak) and between 17:00 and 19:00 hours in the evening (PM peak). At most locations the PM peak is substantially more pronounced than the AM peak, except for Sites 5 and 6 (both located on the westernmost section of Carrick Road, at the Lower Marian Road and N61 Sligo Road junctions respectively), where the AM and PM peaks are characterised by similar traffic volumes.

Figure 4.1 Hourly Traffic Volumes at All JTC Sites (06:00-22:00hrs, Tuesday 29 April 2025)



The following Table 4.1 provides detailed figures for all-day and individual peak hour traffic volumes at each of the JTC locations. It can be seen that the junctions located closer to the Town Centre generally experience more traffic than those located further away. Considering Sites 1 and 9, respectively located on the southern and northern N61 approaches to Boyle, the southern approach experienced ca. 31% more traffic over the entire survey period, with AM and PM peak hour flows also higher at the southern approach.

Table 4.1 JTC Summary Outputs

Junction		All-Day (06:00-22:00)	AM Peak Hour		PM Peak Hour	
No.	Name	Total Flows	Time period	Total Flows	Time period	Total Flows
1	N61/ R361	6,579	08:15-09:15	600	16:45-17:45	653
2	N61/ Station Road	8,012	08:30-09:30	716	16:45-17:45	774
3	N61/ The Crescent/ R294 Termon Road	11,857	08:30-09:30	1,028	16:45-17:45	1,135
4	N61 Bridge Street/ Shop Street/ Quarry Lane	10,690	08:30-09:30	914	16:45-17:45	967
5	R294 Carrick Road/ Shop Street/ Lower Marian Road	5,982	08:30-09:30	668	15:45-16:45	568
6	N61 Sligo Road/ R294 Carrick Road	7,284	08:30-09:30	822	15:45-16:45	713
7	N61 Sligo Road/ N61 Military Road/ Abbeytown Road	10,146	08:45-09:45	927	16:30 - 17:30	939
8	N61 Bridge Street/ N61 Main Street/ R294 Patrick Street/ Green Street	10,245	08:30-09:30	832	16:45-17:45	935
9	N61 Sligo Road/ Curlews Drive	5,005	08:30-09:30	389	17:15 -18:15	537

Considering the more centrally located junctions, the highest flows have been observed at the N61/The Crescent/Termon Road Junction (Site 3), which is the key node of the road network in the southern part of Boyle Town Centre. This Junction accommodates through traffic on the N61, while also serving the flows from the western parts of the Town through Termon road, and from the east via The Crescent. Furthermore, the car park at The Crescent is served directly by the subject junction. Other junctions with highest all-day flows are also located in the well-developed urban part of Boyle, including the R294/N61/Quarry Ln/Bridge Street Junction (Site 4), the Green Street/N61 Main Street/R294/Patrick Street Junction (Site 8), and the N61 Sligo Road/ Abbeytown Road/ Military Road Junction (Site 7).

Based on the consideration of the local peak times set out in Table 4.1, common network peak periods have been established at 08:30-09:30hrs (AM peak hour) and 16:30-17:30hrs (PM peak hour).

4.3. Network Peak Hour

The following Figure 4.2 presents common network peak hour (AM and PM) traffic at all JTC locations.

Figure 4.2 Recorded AM and PM Peak Hour Junction Traffic

The purpose of graphical illustration is to provide information in a more legible format. As can be seen in the preceding figure, the highest vehicular flows have been recorded at the junctions in the Town Centre along the two-way stretch of the N61 (i.e. excluding Shop Street which only carries eastbound traffic).

Table 4.2 (overleaf) provides additional information on the percentage share of heavy vehicles in the overall peak hour junction traffic. The data indicates a higher proportion of heavy traffic on the junctions further away from the Town Centre. This may indicate that heavy vehicles are more likely than light vehicles to accommodate long distance traffic passing through the Town. In comparison, the more centrally located junctions accommodate a larger number of local trips completed by residents using their cars (i.e. light vehicles), which translates into increased overall traffic and reduced share of heavy vehicles.

Table 4.2 Peak hour Junction Traffic Flows

Junction No.	Junction Name	AM Peak Hour (08:30-09:30)	AM Peak Hour % HGV	PM Peak Hour (16:30-17:30)	PM Peak Hour % HGV
1	N61/ R361	587	7%	631	7%
2	N61/ Station Road	716	6%	764	3%
3	N61/ The Crescent/ R294 Termon Road	1,028	6%	1,123	3%
4	N61 Bridge Street/ Shop Street/ Quarry Lane	914	6%	961	3%
5	R294 Carrick Road/ Shop Street/ Lower Marian Road	668	5%	565	2%
6	N61 Sligo Road/ R294 Carrick Road	822	4%	677	3%
7	N61 Sligo Road/ N61 Military Road/ Abbeytown Road	923	5%	939	4%
8	N61 Bridge Street/ N61 Main Street/ R294 Patrick Street/ Green Street	832	6%	928	4%
9	N61 Sligo Road/ Curlews Drive	389	8%	476	6%

5. Network Traffic Patterns

5.1. Introduction

While analysis of traffic volumes at individual junctions is presented in the preceding part of the Note, this section covers traffic patterns on the network level revealed by the collected data. The network-wide analysis of movement patterns has considered the following:

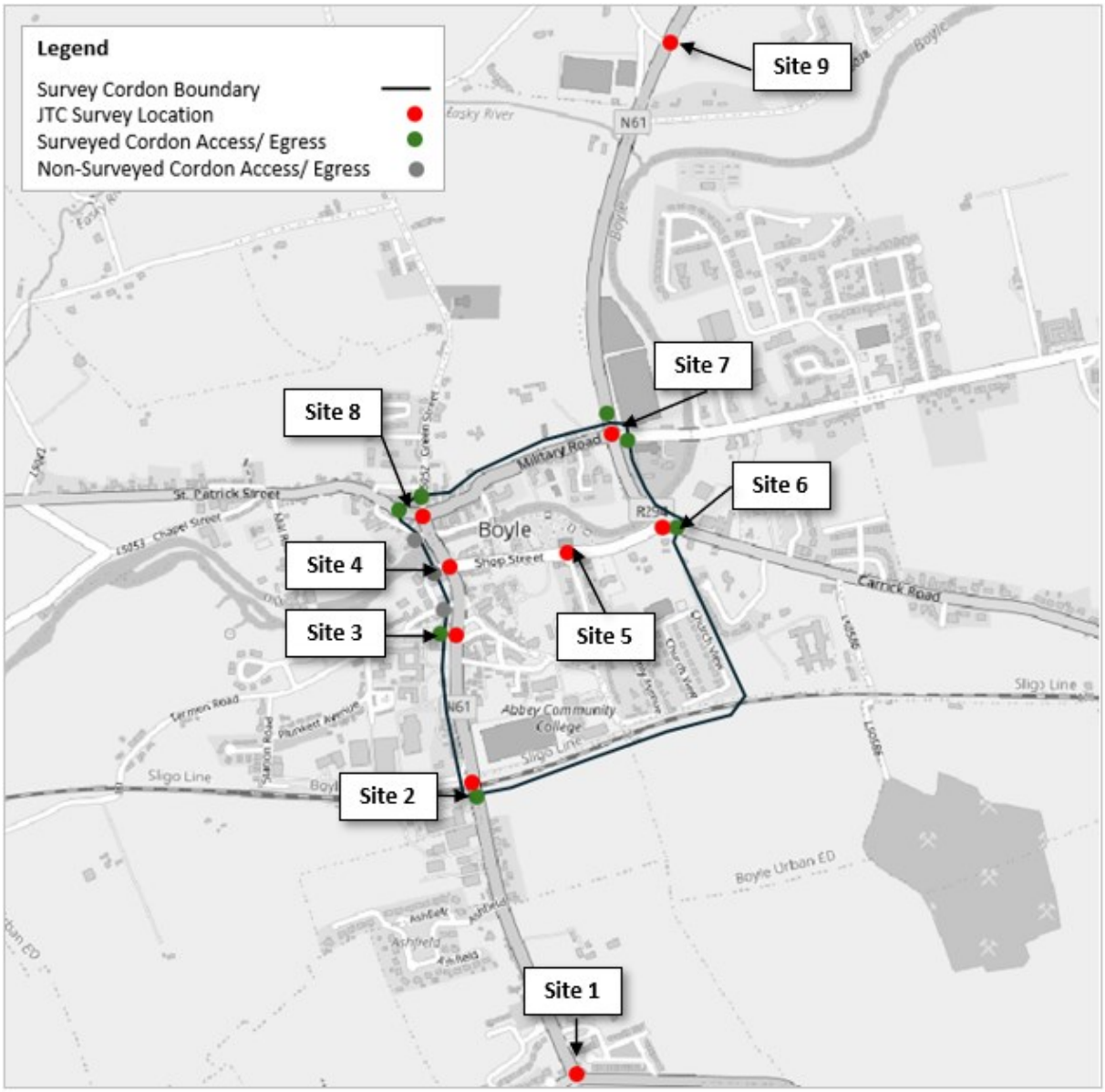
- Traffic volumes accessing and egressing Boyle Town Centre via each surveyed access point (i.e. a cordon analysis);
- Recorded link flows at the surveyed road links across Boyle road network;
- Annual average daily traffic (AADT) flows at the surveyed road links across Boyle road network; and
- Traffic flows on the N61 section through Boyle in the context of the flows on the N4 Boyle east bypass road.

5.2. Cordon Counts

Cordon traffic counts are an important input to transport planning work. They involve counting the number of vehicles, pedestrians, or cyclists entering or leaving a defined area. In the case of current

analysis, a cordon count has been undertaken with respect to Boyle Town Centre and has been based on the JTC survey outputs for relevant junctions. The extent of the cordon and locations of cordon access and egress points are illustrated in Figure 5.1, which follows.

Figure 5.1 Town Centre Cordon Extent



As shown in the preceding figure, the Boyle Town Centre Cordon could be accessed or egressed at 10 no. locations, 8 no. of which have been included in the traffic counts undertaken. The two omitted locations, namely Eaton Lane (via Bridge Street Junction) and Quarry Lane (via the N61 Junction opposite the Courthouse building) have been excluded from the overall survey scope as they are minor roads which are understood to only carry occasional traffic.

The following Table 5.1 sets out the inbound, outbound, and two-way vehicular flows recorded at each of the Boyle Town Centre cordon access points. The percentage share of each access/ egress point in the overall cordon traffic (based on two-way movements) has also been provided.

Table 5.1 Cordon Flows

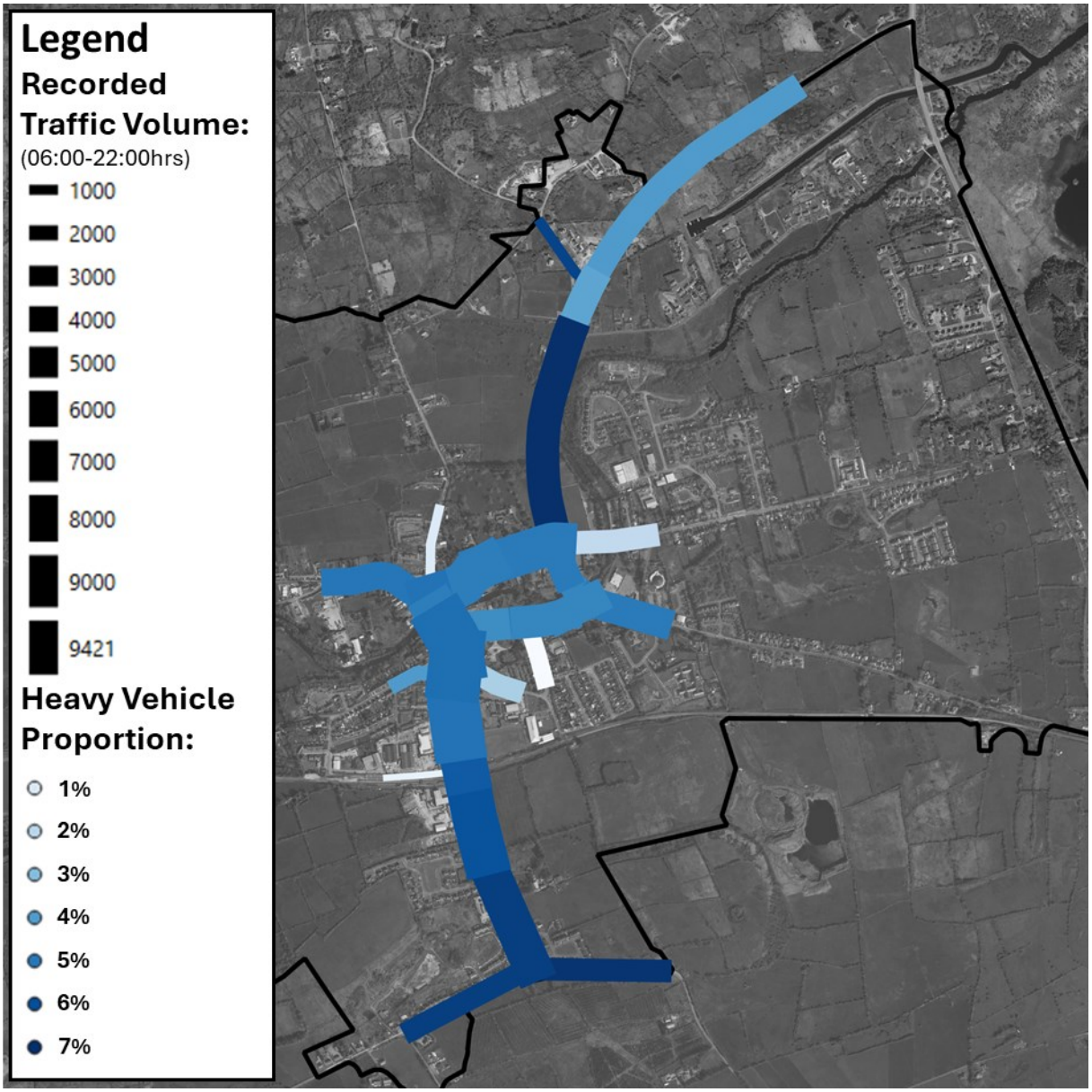
Junction		Direction/ Arm		Total Flows – All Day (06:00 – 22:00)			
No.	Name	Direction	Road Name	Inbound	Outbound	Two-Way	%
2	N61/ Station Road	South	N61	3,818	3,842	7,660	18%
3	N61/ The Crescent/ R294 Termon Road	West	Termon Road	977	920	1,897	4%
6	R294 Carrick Road/ N61 Sligo Road	Southeast	R296 Carrick Road	2,377	2,429	4,806	11%
7	N61 Sligo Road/ Abbeytown Road/ N61 Military Road	North	N61 Sligo Road	2,584	2,868	5,452	13%
		East	Abbeytown Road	1,745	1,744	3,489	8%
		Junction Total		4,329	4,612	8,941	21%
8	Green Street/ N61 Main Street/ R294 Patrick Street	North	Green Street	450	451	901	2%
		West	R294 Patrick Street	2,195	2,151	4,346	10%
		Junction Total		2,645	2,602	5,247	12%
Overall	All Access Points			21,120	21,619	42,739	100%

The recorded data indicate that the southern Boyle Town Centre access via the N61 carries the largest proportion of vehicles entering or exiting the cordon area at 18%. Other relatively major access points include the northern N61 approach (Sligo Road) at 13% and the southeastern R296 approach (via Carrick Road) at 11%. Other approaches to the cordon area carry no more than 10% of the overall traffic passing through the cordon boundary, with the western (Termon Road) and northern (Green Street) approaches carrying each less than 5% of the total.

5.3. Recorded Link Flows

The following Figure 5.2 presents the recorded link traffic volumes in the form of a network diagram, with the bandwidth of each link representing its all-day, two-way traffic and the shade representing the share of heavy vehicles in the overall traffic volume (as per the legend in the figure).

Figure 5.2 Recorded Link Flows (06:00-22:00hrs, Tuesday 29 April 2025)



The presented figure clearly shows that Town Centre road links carry substantially higher traffic volumes compared to the links further away.

5.4. Key Link AADTs

Annual Average Daily Traffic (AADT) is the average number of vehicles, calculated over a period of one calendar year, passing a point on a road each day. It is expressed in terms of vehicles per day. AADT can be derived from short period traffic counts by applying expansion factors dependent on the time, day, and month of the traffic count period (with the applicable expansion factors set out in *Project Appraisal Guidelines for National Roads Unit 16.1, Transport Infrastructure Ireland, 2016*). This way, the AADT figures enable the estimation of the average daily traffic volumes accounting for seasonal

variations, weekends and holidays. They are typically used as an input to scheme appraisal, environmental models, road planning studies, and pavement design.

In the current project, the JTC surveys were conducted on Tuesday, 29 April 2025 between 06:00hrs and 22:00hrs (i.e. over a 16-hour period). The following Table 2.1 lists the expansion factors applied in AADT calculation.

Table 5.2 AADT Factors

Item	Hour of Day	Day of Week	Month of Year
Data Recorded	06:00 to 22:00	Tuesday	September
Expansion Factor	1.06	0.98	0.98

Calculated AADT volumes at individual road links surveyed are presented in a graphical format in Figure 5.3, while numerical figures are provided in Table 5.3 (both overleaf).

As can be seen in the figure and the table, while the N61 carries the largest traffic volume overall, the regional road approaches to Boyle do not experience substantially lower volumes of traffic compared to the national road approaches. This indicates the importance of the regional road in wider Boyle environs.

Figure 5.3 Calculated AADT Link Flows (24hrs, Average Day)

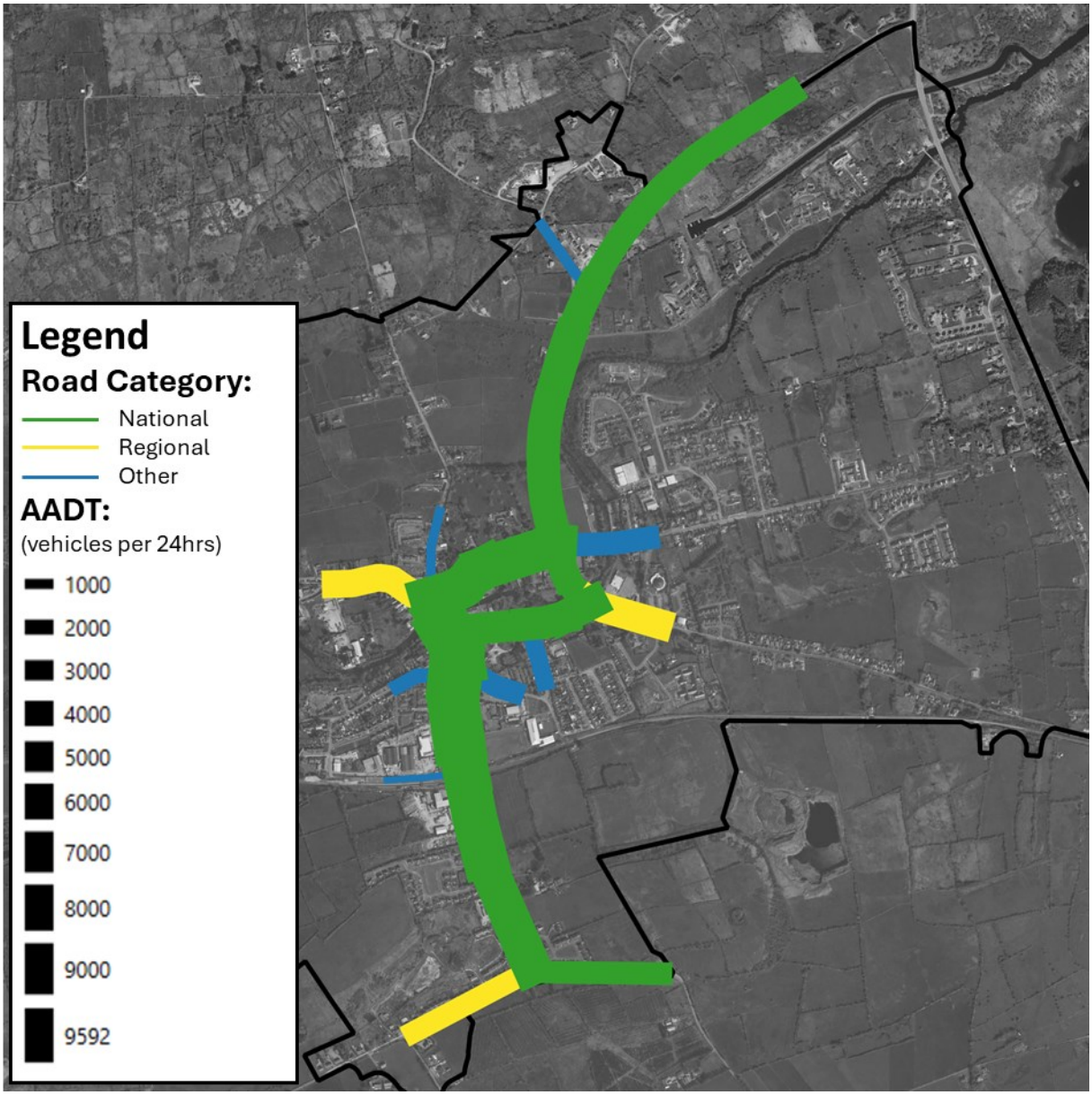


Table 5.3 Calculated AADTs

Site ID	Arm	Road Name	AADT
Site 1	A	N61	3,472
	B	R361	3,278
	C	N61	6,563
Site 2	A	N61	8,032
	B	N61	7,799
	C		386
Site 3	A	N61	9,592
	BC		3,310
	D	N61	9,184
	E		1,931

Site ID	Arm	Road Name	AADT
SIte 4	A	N61	5,206
	B	N61	9,585
	C		1,207
	D	N61	7,873
Site 5	A	N61	5,431
	B		2,542
	C	N61	4,100
Site 6	A	R294	4,893
	B	N61	5,427
	C	N61	4,358
Site 7	A	N61	5,551
	B		3,552
	C	N61	4,727
	D	N61	7,286
Site 8	A		917
	B	N61	7,466
	C	N61	7,471
	D	R294	4,425
Site 9	A	N61	4,167
	B	N61	4,788
	C		1,148

5.5. N61 Traffic Patterns

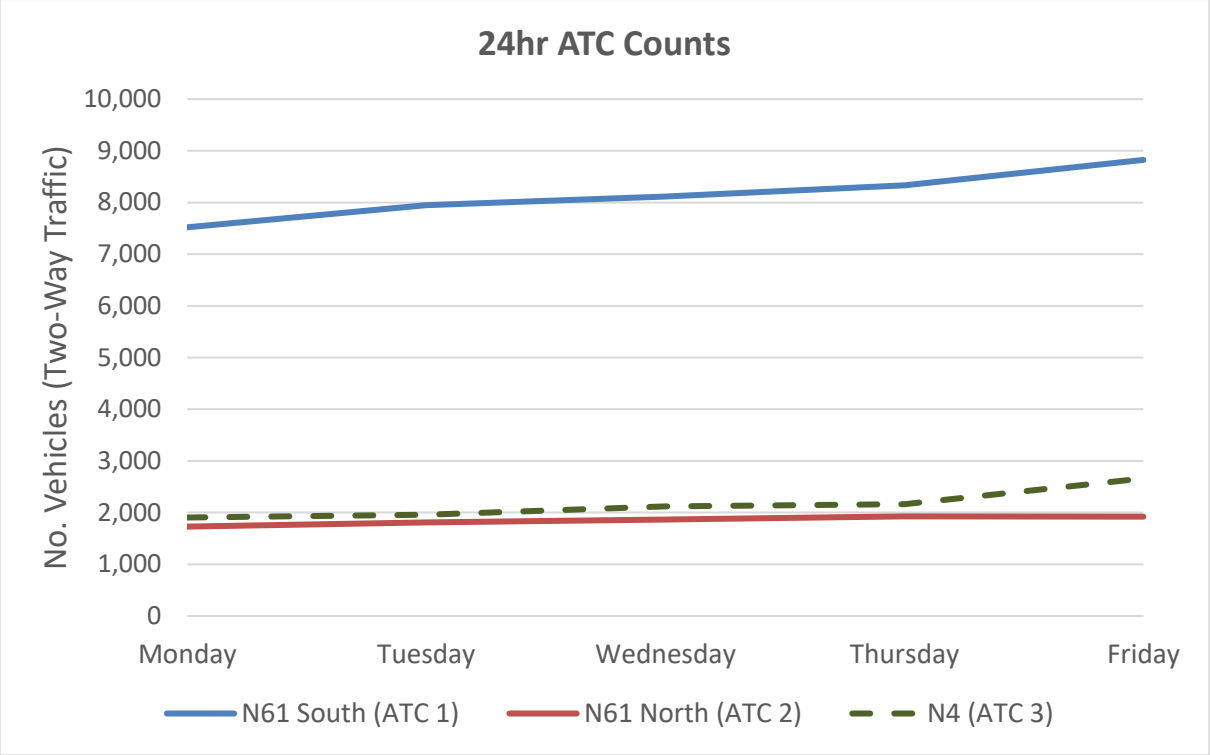
Based on the seven-day ATC data series, traffic volumes on the N61 section through Boyle have been assessed in the context of the equivalent data collected on the N4 Boyle eastern bypass road, with the roads' classification noted to be, respectively, national secondary and national primary.

Figure 5.4 presents the recorded hourly two-way traffic volumes at the three ATC locations, namely:

- ATC 1: N61 South of Boyle Railway Station
- ATC 2: N61 North of Abbeytown Road Military Road Roundabout
- ATC 3: N4 parallel to Rockingham Road

The data for a five-day, Monday to Friday period is provided.

Figure 5.4 24hr ATC Flows (Two-Way Traffic)



As can be seen in the preceding figure, the traffic volumes at the N4 (ATC 3) were generally similar to those recorded on the N61 south of Boyle Town Centre (ATC 2) and substantially lower than those on the N61 north of Boyle Town Centre (ATC 3). This can be attributed to multiple factors and their impact on the travel patterns. The N61 is noted to serve both regional and national traffic, connecting Boyle and northwest Ireland to Roscommon town as well as urban centres further to the south including Athlone, Birr, Roscrea, Thurles, and Cashel. The observed traffic patterns demonstrate that the N61 section through Boyle carries high volumes of traffic compared to the relevant section of the N4, which supports the case for delivery of a southern Boyle bypass to relieve traffic in the Town Centre, as well as for the reclassification of the N61 as a primary national road.

6. Car Parking Patterns

6.1. Introduction

Car parking occupancy analysis has been undertaken based on JTC records at selected locations in the Boyle study area to understand the accumulation profile over the survey period. The JTC locations have allowed for developing accumulation profiles for areas of the Town which include key parking facilities, namely:

- The park and ride facility at Boyle Railway station; and
- The recently upgraded car park at Shop Street.

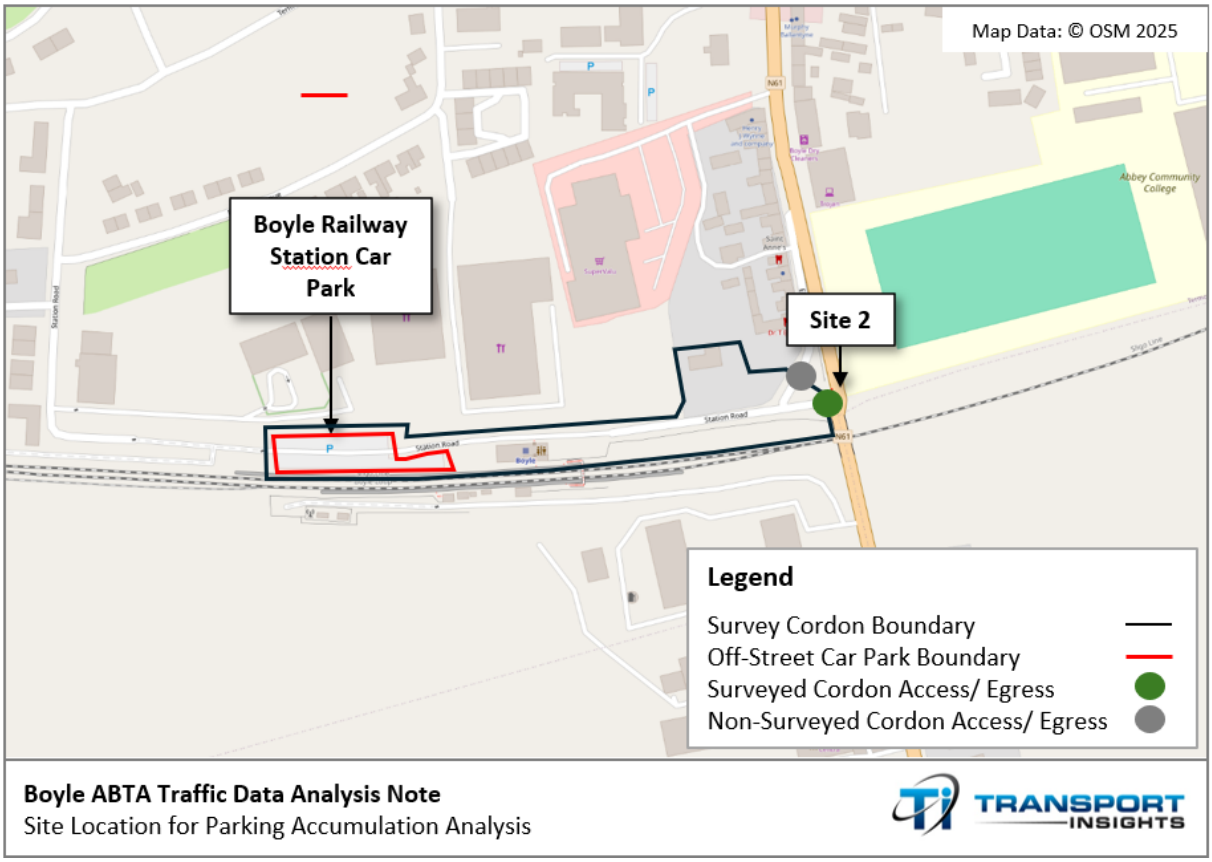
To establish the initial car parking accumulation at the start of the survey period and the overall parking capacity of the subject areas, aerial imagery obtained via drone flyover (see: Section 1.1) was used. For each of the assessed sites, a parking accumulation profile has been developed, presenting recorded occupancy in the context of the available capacity.

Due to the approach applied, with JTC data being utilised in lieu of dedicated in/ out car park surveys, the results should be viewed as indicative rather than precise. Nevertheless, the approach is deemed consistent with best practice and provides a useful context for discussing the car parking demand patterns in Boyle Town.

6.2. Railway Station Park and Ride Facility

Figure 6.1 which follows, presents the location of the Boyle Railway Station park and ride facility and the wider area, for which a car parking accumulation profile has been developed.

Figure 6.1 Railway Station Park and Ride Facility Location

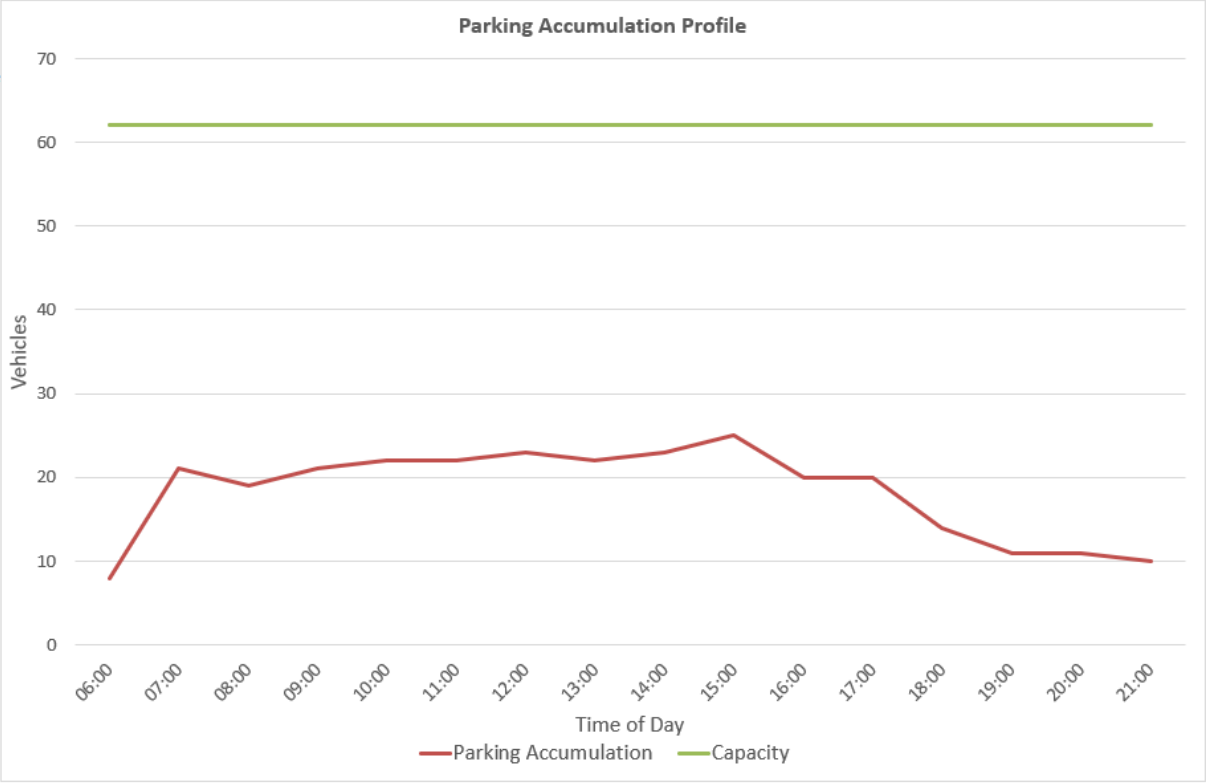


As can be seen in the preceding figure, only the vehicular movements via the N61/ Station Road Junction have been considered, with the minor slip link between the N61 and Station Road to the northwest of the junction proper being omitted. Output checks of the parking accumulation analysis have been carried out to ensure that the above limitation does not have a material impact on the

developed accumulation profile, with the number of non-recorded inbound and outbound movements being immaterial.

The following Figure 6.2 presents the car park accumulation profile for the area including the park and ride site. The overall area is noted to offer capacity for 62 no. cars in formal parking bays, with 56 no. of those bays located within the park and ride facility and the remainder provided along Station Road.

Figure 6.2 Parking Accumulation at Boyle Railway Station Park and Ride Facility

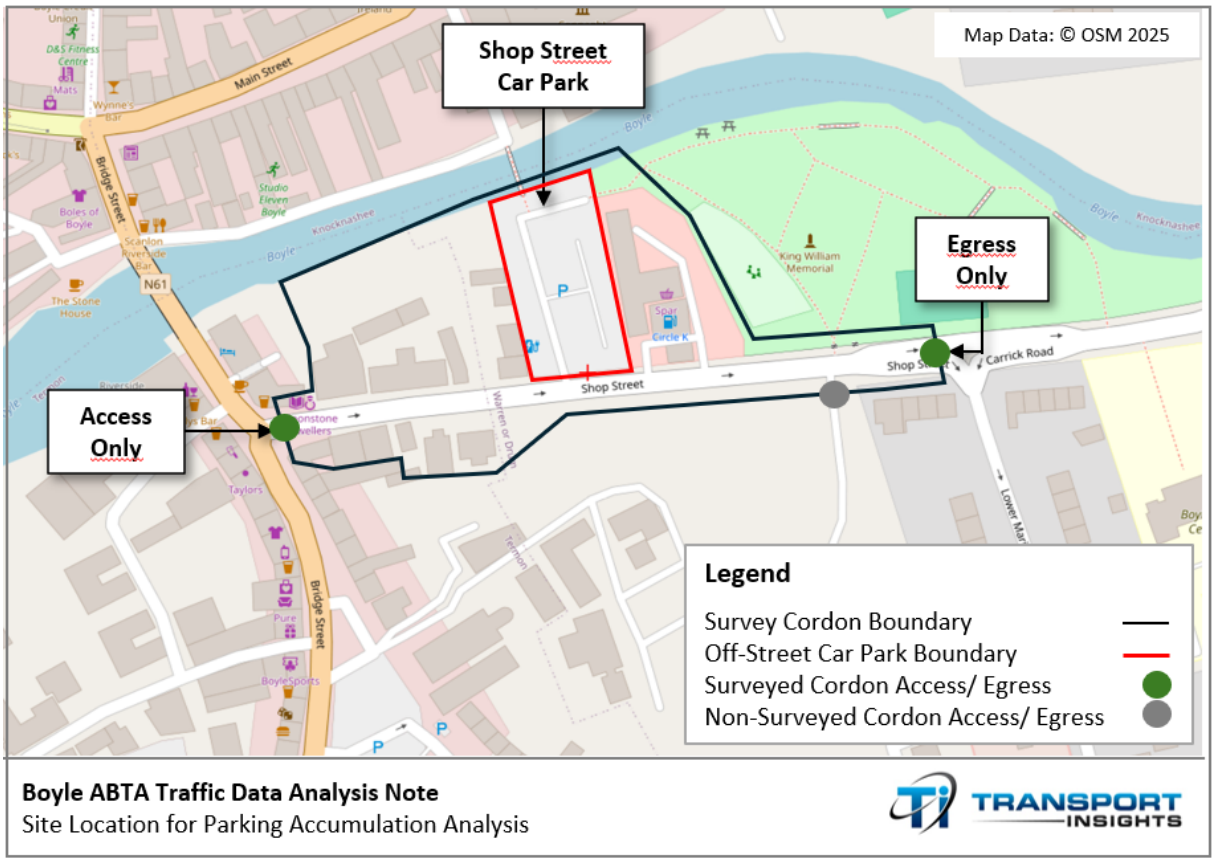


The analysis has revealed that the railway station car park was underutilised on the weekday studied. The maximum number of vehicles parked in the relevant area was 25 no., compared to the park and ride capacity of 56 no. spaces and the overall area's capacity of 62 no. spaces (i.e. 40% occupancy). The demand is noted to have been relatively flat over the daytime period (from around 7:00hrs to 17:00hrs, indicating commuting-related usage, with several cars appearing to be parked overnight. No capacity pressures have been identified, indicating that the park and ride facility could accommodate a substantial increase in the number of transferring individuals.

6.3. Shop Street Car Park

The following Figure 6.3 illustrates the location of the Shop Street car park and the wider area, for which a car parking accumulation profile has been developed.

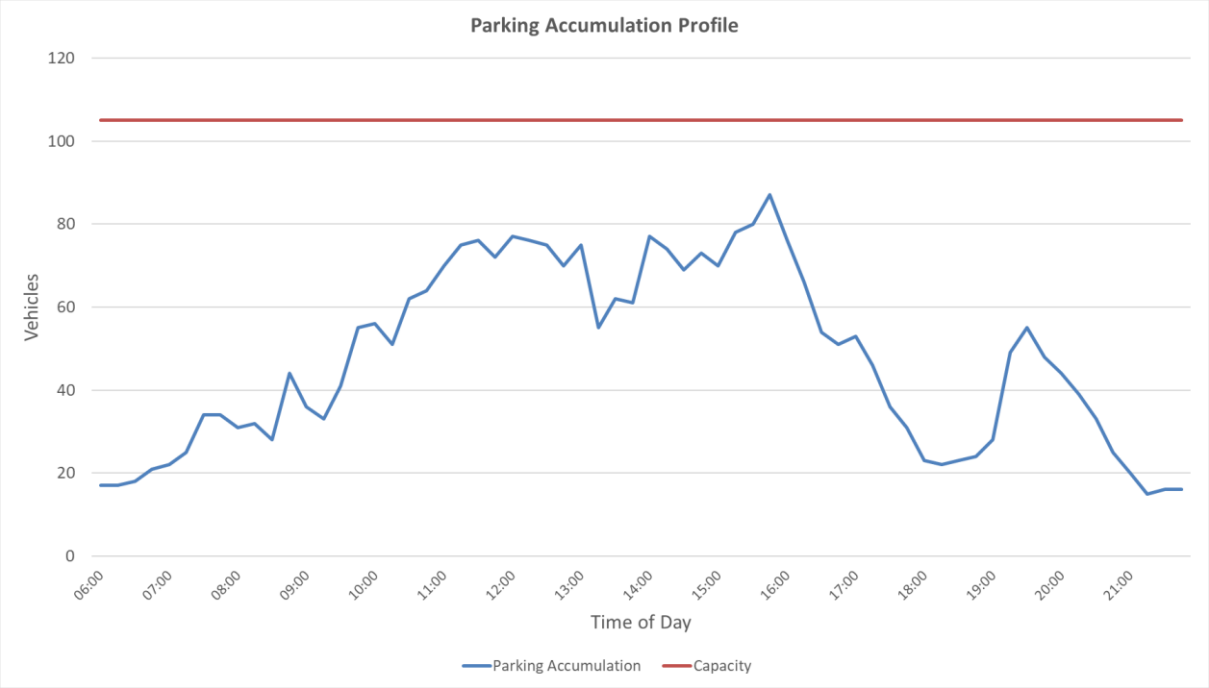
Figure 6.3 Shop Street Car Park Location



As can be seen in the preceding figure, only the vehicular movements via the N61 Bridge Street/ Shop Street Junction and the R294 Carrick Road/ Shop Street/ Lower Marian Road Junction have been considered, with the unnamed road towards the undeveloped site to the south of Shop Street and to the Tangier Tots early years education facility being omitted. To obtain a correct parking accumulation profile, the movements to and from the unnamed road have been assessed based on additional analysis of the R294 Carrick Road/ Shop Street/ Lower Marian Road Junction video footage from the JTC survey. The profile has been calibrated accordingly.

The Shop Street car park area parking accumulation profile is presented in Figure 6.4 (overleaf). The overall area is noted to offer capacity for ca. 105 no. cars in formal parking bays (on- and off-street). The additional capacity available in the area in the form of informal parking and parking on private land has been disregarded for a more conservative assessment of capacity utilisation.

Figure 6.4 Parking Accumulation at The Shop Street Car Park (incl. On-Street Bays)



As can be seen in the preceding figure, the car parking accumulation in the subject area has peaked at ca. 87 no. occupied spaces (i.e. 83% occupancy), with the peak demand period extending from ca. 11:00hrs to ca. 16:00hrs. However, given that the occupancy was recorded to rise from ca. 07:00hrs, overall it is considered that parking in the subject area relates to both work-related and other trip purposes. A second, minor demand peak in the evening (around 19:30hrs) is noted, however the reasons for its occurrence have not been established.

Overall, the combined parking provision in the Shop Street car park and in the on-street bays on Shop Street is noted to offer spare capacity for additional demand, should it materialise due to e.g. removal of car parking spaces elsewhere in the wider Town Centre area or increased Town Centre attractiveness.

7. Summary and Conclusion

7.1. Background and Purpose

Transport Insights was commissioned by Roscommon County Council to prepare a Local Transport Plan (LTP) for Boyle under the Area-Based Transport Assessment (ABTA) framework. This document summarises traffic and parking data collection and analysis conducted during Phase 2 (Context and Options Development) of the ABTA process. The purpose of the data collection and analysis has been to better understand local movement patterns and inform both the emerging LTP and future investment decisions.

7.2. Data Collection Overview

Three survey types were conducted in Boyle:

- **Automatic Traffic Counts (ATCs)**: At 3 locations (N61 and N4) over 7 days, recording classified two-way traffic volumes and speeds.
- **Junction Turning Counts (JTCs)**: At 9 key junctions on Tuesday 29 April 2025 from 06:00–22:00, capturing detailed turning movements.
- **Drone Flyover**: Captured static aerial imagery of Boyle Town Centre around 06:30 on the same day for parking analysis.

Vehicle classes included bicycles, motorcycles, cars, light goods vehicles, heavy goods vehicles, and buses. In analysis, vehicles were grouped into Light Vehicles (LV) and Heavy Vehicles (HV).

7.3. Data Validation and Quality Checks

All data passed quality control checks. JTC results were validated against 7-day ATC records and Transport Infrastructure Ireland's Weekly Average Daily Traffic (WADT) factors. Tuesday 29 April was confirmed as a representative weekday, with variation from weekly averages within acceptable margins (±6%).

7.4. Junction Traffic Patterns

Key findings of the junction traffic volume analysis can be summarised as follows:

- Network peak traffic periods occurred between 08:30–09:30hrs (AM) and 16:30–17:30hrs (PM).
- PM peaks were typically stronger than AM;
- The busiest junction was at N61/The Crescent/Termon Road, followed by other junctions in the Town Centre.
- Junctions closer to the Town Centre carried more traffic, however those further outside, in particular on the N61, had a higher proportion of heavier vehicles, likely associated with longer-distance travel.

7.5. Network-Level Traffic Patterns

Key findings of the traffic patterns on the network-wide level can be summarised as follows:

- The N61 and the R296 Carrick Road carry the largest volumes of traffic entering and exiting Boyle Town Centre.
- The N61 section in Boyle carries more traffic than the N4 eastern Boyle bypass, supporting the case for a southern Boyle bypass and possible reclassification of the N61 as a national primary road.

7.6. Parking Analysis

Key findings of the car park occupancy analysis can be summarised as follows:

- The park and ride facility at Boyle Railway Station appears to be used primarily for commuting-related purposes, with most cars accessing it in the morning and egressing in the evening. With a ca. 40% peak occupancy, the car park offers a substantial spare capacity.
- The Market Street car park (including marked on-street parking bays on Market Street) appears to be used for both commuting-related and other purposes, with peak demand occurring from late morning to mid-afternoon. With a ca. 83% peak occupancy, the car park offers some spare capacity.
- Overall, no capacity pressures have been found at the car parking locations considered, with spare capacity suitable for increased demand or offsetting future parking reductions elsewhere in town.
- The utilised assessment approach should be noted to deliver indicative results, with dedicated car park in/ out and duration of stay surveys recommended to provide more robust outputs, should substantial changes to Town Centre parking arrangements be considered.

7.7. Conclusions

The following overall conclusions can be drawn from the traffic data analysis undertaken and reported on herein:

- Traffic volumes on the N61 are high, with both through and local movements concentrated in the town centre, suggesting the need for network optimisation and bypass considerations.
- Town Centre junctions see the most intense use, likely due to accommodating local short distance trips in addition to the long-distance movements on the N61.
- Parking facilities in Boyle are not operating at capacity, indicating they can support more intense use without requiring immediate expansion.
- The data provides a solid evidence base for future transport planning, including traffic calming, junction upgrades, public transport integration, and potential reclassification of national roads.