

Project Appraisal Balance Sheet

Part D: PABS Summary Table



Project Title		PRS Reference Number	0	Project Description						Scheme Cost (€m)	Date						
N52 Tullamore to Kilbeggan Link		Modelling Base Year	2019	Improvement of existing 8.1km single carriageway section to dual carriageway						€ 77.10	19/12/2022						
		Scheme Opening Year	2028														
Criteria	Quantitative Statement	Summary of Keys Impacts (Qualitative Assessment)						Quantitative Assessment				Monetised (€m over 30 yrs)					
Environment	Air Quality and Climate	Slightly Positive	There is a net reduction in the number of properties who experience exposure to air pollution relative to Do Minimum						Additional CO ₂ (Tonnes)				12906	Value of Change in Emissions (€m)			
									Ratio of CO ₂ Do-Min/Do-Some				Small Positive Index		1.01		
	Noise and vibration	Slightly Positive	The scheme takes traffic further away from most sensitive receptors, particularly in the Durrow area.						Index of Overall Change in Exposure NO ₂				Small Positive Index	-€0.074			
									Index of Overall Change in Exposure PM ₁₀				Small Positive Index				
	Waste	Neutral	No known sites containing unacceptable material or contaminated land/hazardous waste will be impacted by the scheme						Unacceptable Material/Contaminated Land/Hazardous Waste to be ...								
									Disposed of Off Site		U1 [m ³]		U2 [m ³]		Left in Situ [m ³ land waste]		0
	Landscape & Visual Amenities (incl. Light)	Moderately Negative	Negative landscape impacts on Derrygolan Esker Designated Landscape, farms and woodland co						No. of Sensitive Receptors Requiring Mitigation				0				
									No. of Sensitive Receptors Requiring Mitigation (Not Feasible)				0				
	Biodiversity, Flora & Fauna	Moderately Negative	The route is a mixture of both online and offline and will result in extensive hedgerow and habitat loss. May cause disturbance to bat commuting and/or loss of roosts. Located <500m from Derrygolan Esker which potentially has high value for biodiversity.						No. of Profound/Significant Impacts on Sites Of:								
									National		County		Other		0		
	Agriculture	Slightly Negative	Significant off-line construction will result in severance and land take affecting approximately 133 folios along this route option..						Impact on Agricultural Holdings that are:								
									Sig P		Mod P		Sli P		I		Sli N
Non-Agricultural Properties	Slightly Negative	Negative impacts due to intersection of utilities, requirement for land take and severance of an existing extractive site.						Impact on Non-Agricultural Properties									
								Sig P		Mod P		Sli P		I		Sli N	
Architectural Heritage	Slightly Negative	Potential moderate direct impact on an undesignated vernacular building (CH2) and a slight impact on former estate lands (HG2)						No. of Impacts That Are:									
								No. of Impacts on Sites of National Importance That Are:				0					
Archaeological and Cultural Heritage	Slightly Negative	Moderate direct impact on four confirmed archaeological sites AP15, AP16, AP17 and AP20, and moderate direct impact on possible archaeological sites at AP2, AP11, AP18, AP19 and AP21						No. of Impacts That Are:									
								No. of Impacts on Sites of National Importance That Are:				0					
Soils & Geology	Moderately Negative	Generates 62,920m ³ excess material requiring management off-site with potential indirect impact. Crosses geological heritage sites with potential for partial loss of interest features on a small portion of the site. Moderate volume of soft ground excavation required						Number Of Impacts That Are:									
								PP		Sig P		Mod P		Sli P		I	
Hydrology	Slightly Negative	There is potential for pollution from run-off from the route corridor affecting the Balleek Beg Stream which is nutrient sensitive and the Durrow Abbey Stream which is at risk of not achieving WFD status.						Number Of Impacts That Are:									
								PP		Sig P		Mod P		Sli P		I	
Hydrogeology	Slightly Negative	Two production wells for Tullamore Ardan GWS and one candidate well are within the route corridor. Tullamore Groundwater Body aquifer may be affected during construction. The route traverses a minor area of extreme groundwater vulnerability and areas of high vulnerability						Number Of Impacts That Are:									
								PP		Sig P		Mod P		Sli P		I	
Safety	Collision Reduction	Highly Positive	The dual carriageway scheme replaces a section of single carriageway with a generally poor accident record resulting in a significant reduction in collisions						Collision Reduction Over 30 Years				Value of Change (€m)				
									Collisions		Casualties		Fatal		Serious		Minor
Physical Activity	Ambience	Moderately Positive	The scheme provides high quality facilities for cyclists and pedestrians significantly improving security for vulnerable road users. It also reduces the number of private residences in close proximity to the N52										€0.0				
																	€0.0
Economy	Transport Efficiency and Effectiveness		The scheme results in average journey time savings of approximately 1.5 minutes per vehicle across the length of the improvement, resulting in significant travel time benefits. The increased average speeds result in higher fuel consumption, leading to increased indirect tax revenue.						Commuter				€8.7				
									Business				Other		€26.5	€10.7	Value of Change
Integration	Wider Economic Impact	Neutral	The scheme is a rural improvement to a sub-standard section of dual carriageway. Given the location of the scheme and the scale of travel time benefits it will have not result in significant wider economic benefits.						Indirect Tax				€0.8				
									Res. Value						€34.9	€81.6	
Accessibility and Social Inclusion	Deprived Geographic Areas	Neutral	The scheme will not directly affect deprived areas						Expected Percentage of Non-Exchequer Funding				Neutral				
									Impact on Deprived Areas				Neutral				
Integration	Vulnerable Groups	Neutral	The scheme will not directly affect vulnerable groups						Impact on Access to Employment or Vital Infrastructure				Neutral				
									Transport Integration				Slightly Positive				
Integration	Land-Use Integration	Slightly Positive	The scheme helps to meet Local and County Development Plan objectives, all of which include the need to improve transport links in general and specifically the N52.										Slightly Positive				
									Geographical Integration				Neutral				
Integration	Integration with Other Government Policies	Slightly Positive	The scheme improves regional connectivity within the Midlands thereby improving access to the East Region										Slightly Positive				
Overall Scale of Impact	Environmental	Slightly Negative	Economy	Moderately Positive							Summary of Benefits						
	Safety	Highly Positive	Accessibility & Social	Neutral							Present Value of Benefits (PVB)		€87	Net Present Value (NPV)		€35	
	Physical Activity	Moderately Positive	Integration	Slightly Positive							Present Value of Costs (PVC)		€52	Benefit to Cost Ratio (BCR)		1.68	