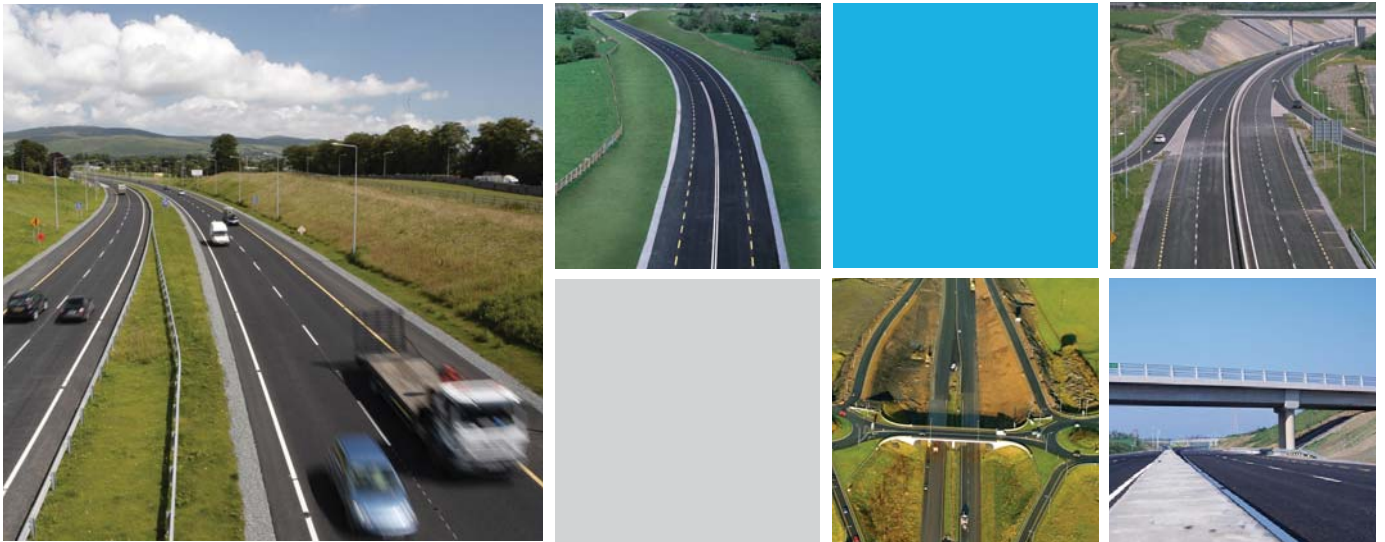


NATIONAL ROADS AUTHORITY

Project Appraisal Guidelines

Appendix 21 - Sample project appraisal balance sheet



March 2008

Project Appraisal Balance Sheet (PABS)

<i>Criterion</i>	<i>Element</i>	<i>Qualitative Statement</i>	<i>Quantitative Statement</i>	<i>Scaling Statement</i>
Environment	<i>Air</i>	Removal of congested traffic from town centre to more efficient speeds on the bypass will result in improved air quality for the town. (Note these are not factored in the Quantitative Statement)	Tonnes of CO ₂ emitted: Do-minimum = 465,154 tonnes Do-something = 458,746 tonnes Nett Benefit = 6,408 tonnes PVB (CO ₂ Emissions) = 0.426 million PVC = 82.540 million Ratio (PVB(CO ₂ Emissions)/PVC) = +0.005	Scheme = Slightly Positive Town = Slightly Positive Overall = Slightly Positive
	<i>Noise & Vibration</i>	Some properties will be adversely affected by proposed scheme	11 properties higher than design goal of 60 L _{den} , but no worse than when compared with 'Do-Minimum'	Slightly Negative
	<i>Landscape & Visual Quality</i>	No Prime Special Amenity or Secondary Special Amenity Areas affected. No Views & Prospects affected.		Slightly Negative
	<i>Biodiversity</i>	Loss of Habitat to Bealagrellagh Wetland Complex. No Impact on Ballyseedy Wood cSAC.		Slightly Negative
	<i>Heritage</i>	Impact on sites of archaeological significance / potential; preservation by record. No National Monuments affected.		Moderately Negative
	<i>Land Use</i>	Impact on multiple farms. No residential properties to be acquired.	30 farms with moderate or major severance	Slightly Negative
	<i>Water Resources</i>	Construction of a river diversion channel as part of scheme will alleviate risk of flooding in Ballinorig Area		Slightly Positive

Project Appraisal Balance Sheet (PABS)

<i>Criterion</i>	<i>Element</i>	<i>Qualitative Statement</i>	<i>Quantitative Statement</i>	<i>Scaling Statement</i>
Safety	<i>Accidents</i>	Use of Type 2 Dual Carriageway on the bypass will lead to reduction in number and severity of accidents Scheme will improve driving conditions on the N21 and N69 which are both identified in the EuroRAP publication as having 'Medium to High' Risk	Total Accident Reduction Do-minimum = 2,910 No. Do-Something = 2,446 No. Nett Benefit = 464 No. PVB = 21.055 million PVC = 82.540 million Ratio (PVB/PVC) = 0.255 16% Reduction in all accidents Fatal Accidents Do-minimum = 61 No. Do-Something = 52 No. Nett Benefit = 9 No. 15% Reduction in Fatal accidents	Moderately Positive
	<i>Security</i>	Pedestrians will not be encouraged to access the Type 2 Dual carriageway. Sufficient alternative roads exist for pedestrians. Pedestrian recreational walkway to Ballyseedy Wood to be maintained under mainline near river Lee.		Neutral
Economy	<i>Effectiveness / Efficiency</i>	Up to 9,300 AADT of National to National traffic will be removed from the town centre with an average corresponding reduction in travel times of 73%. The Scheme is economically viable with benefits exceeding costs by almost 760%	Total Scheme Budget = €137.58m; PVC = €82.540 m PVB = €628.963 m NPV = €546.423 m BCR = 7.620 (Based on High Traffic Growth)	Highly Positive
	<i>Other</i>	No Other economic impacts		Neutral

Project Appraisal Balance Sheet (PABS)

<i>Criterion</i>	<i>Element</i>	<i>Qualitative Statement</i>	<i>Quantitative Statement</i>	<i>Scaling Statement</i>
Accessibility	<i>Vulnerable Groups</i>	Scheme will improve road based public transport (bus services) in Tralee and between Tralee and Killarney		Slightly Positive
	<i>Deprived Areas</i>	Tralee town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access for 3 Rapid Areas designated in Tralee: a) Shanakill / Ragoonane; b) Balloonagh / Spa Road and c) Mitchell's Crescent / St. Martin's Park		Moderately Positive
Integration	<i>Transport</i>	Vital Link in National Road Network in Kerry, linking 4 of the 5 National Routes that terminate in Tralee. Provides improved access to and from major ports, airports and cities	National to National traffic of up to 9,300 AADT will be removed from the town centre. Scheme will improve the link from Tralee to Kerry Airport and Shannon Airport, Foynes and Rosslare ports, Cork and Limerick Gateway cities	Moderately Positive
	<i>Land Use</i>	Scheme is compatible with regional and local plans	Southwest Regional Authority submission to the Dept. of Transport on the Statement of Strategy 2007-2010; Tralee LUTS 2002-2020; Kerry County Development Plan 2003-2009 and Tralee Town Development Plan 2003-2009.	Moderately Positive
	<i>Geographical</i>	Scheme forms part of TEN-T Road Network.	N22 Tralee - Cork forms part of Tralee/Cork/Waterford/Rosslare TEN-T Route.	Highly Positive
		Scheme compatible with National Spatial Strategy	Tralee/Killarney identified as a Linked Hub in NSS. N21, N22 and N69 provide transport links from the Kerry Hub to the Gateways of Limerick and Cork. Scheme provides improved access to Tralee, the county town of Kerry.	Moderately Positive

Project Appraisal Balance Sheet (PABS)

<i>Criterion</i>	<i>Element</i>	<i>Qualitative Statement</i>	<i>Quantitative Statement</i>	<i>Scaling Statement</i>
Integration	<i>Other</i>	Provides an improved transport link between Tralee & Killarney Linked Hub	The Linked Hub has a combined population of 30,000	Moderately Positive
		Scheme consistent with Transport 21	N22 identified as a Key National Primary Route in T21 and N69 identified as one of five regionally important national secondary routes targeted for upgrade in T21.	Highly Positive
		Scheme consistent with NDP	As Transport 21 above	Highly Positive