

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue. (Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,716,244 tonnes Net Benefit = -119,997 tonnes PVB (CO2 Emissions) = €7.806m PVC = €478.108m Ratio (PVB(CO2 Emissions)/PVC) = -0.0163	Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Slightly Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative
	Heritage (Archaeology)	No National Monuments affected.		Moderately Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Slightly Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	203 farms with moderate or major severance	Moderately Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Slightly Negative
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Neutral
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3485 No. Net Benefit = 1668 No. PVB = €129.606m PVC = €478.108m Ratio (PVB/PVC) = 0.271 32% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 101 No. Net Benefit = 62 No. 38% Reduction in fatal accidents	Moderately Positive
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral
Economy	Effectiveness / Efficiency	Up to 11,300 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is economically viable with benefits exceeding costs by almost 18%	Total Scheme Budget = €593.04m PVC = €478.108m PVB = €878.380m NPV = €400.272m BCR = 1.837	Moderately Positive
	Other Economic Impacts	Improved accessibility.		

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement	
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral	
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charleville, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive	
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Neutral	
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 11,300 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Slightly Positive	
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive	
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Neutral	
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Moderately Positive	
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21	Highly Positive
			Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement	
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive	
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue.(Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted:		
			Do-Minimum = 1,596,247 tonnes		
			Do-Something = 1,727,785 tonnes		
			Net Benefit = -194,788 tonnes		
			PVB (CO2 Emissions) = -€8.555m		
	PVC = €460.598m				
			Ratio (PVB(CO2 Emissions)/PVC) = -0.0186		
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Slightly Negative	
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Slightly Negative	
Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative		
Heritage (Archaeology)	No National Monuments affected.		Moderately Negative		
Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Slightly Negative		
Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	202 farms with moderate or major severance	Moderately Negative		
Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Slightly Negative		
Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Neutral		
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3513 No. Net Benefit = 1640 No. PVB = €127.755m PVC = €460.598m Ratio (PVB/PVC) = 0.277 32% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 102 No. Net Benefit = 61 No. 37% Reduction in fatal accidents	Moderately Positive	
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral	
Economy	Effectiveness / Efficiency	Up to 11,200 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is economically viable with benefits exceeding costs by almost 16%	Total Scheme Budget = €570.98m PVC = €460.598m		

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
			PVB = €878.380m	Moderately Positive
			NPV = €400.272m	
			BCR = 1.837	
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charleville, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Neutral
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 11,200 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Slightly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Neutral
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Moderately Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement	
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive	
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue. (Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted:		
			Do-Minimum = 1,521,658 tonnes		
			Do-Something = 1,657,116 tonnes		
			Net Benefit = -135,459 tonnes		
			PVB (CO2 Emissions) = -€8.820m		
	PVC = €451.923m				
			Ratio (PVB(CO2 Emissions)/PVC) = -0.0195		
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage		Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.			Moderately Negative
Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.			Moderately Negative	
Heritage (Archaeology)	No National Monuments affected.			Moderately Negative	
Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts			Moderately Negative	
Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	207 farms with moderate or major severance		Moderately Negative	
Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.		Slightly Negative	
Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.		Neutral	
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 4941 No. Do-Something = 3317 No. Net Benefit = 1624 No. PVB = €125.775m PVC = €451.923m Ratio (PVB/PVC) = 0.278 33% Reduction in all accidents Fatal Accidents Do-Minimum = 157 No. Do-Something = 96 No. Net Benefit = 61 No. 39% Reduction in fatal accidents	Moderately Positive	
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians. Pedestrian footpath to be incorporated into design between Anhid Cross and Ballingarry Junction at Croom.		Neutral	
Economy	Effectiveness / Efficiency	Up to 11,500 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is economically viable with benefits exceeding costs by almost 19%	Total Scheme Budget = €560.90m PVC = €451.923m		

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
			PVB = €798.446m	Slightly Positive
			NPV = €346.523m	
			BCR = 1.767	
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charlevile, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Neutral
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 11,600 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Slightly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Neutral
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Moderately Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue.(Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,734,926 tonnes Net Benefit = -152,498 tonnes PVB (CO2 Emissions) = -€9.019m PVC = €469.165m Ratio (PVB(CO2 Emissions)/PVC) = -0.0192	Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Moderately Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative
	Heritage (Archaeology)	No National Monuments affected.		Moderately Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Moderately Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	208 farms with moderate or major severance	Moderately Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Slightly Negative
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Neutral
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3440 No. Net Benefit = 1713 No. PVB = €131.886m PVC = €469.165m Ratio (PVB/PVC) = 0.281 33% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 100 No. Net Benefit = 63 No. 39% Reduction in fatal accidents	Moderately Positive
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians. Pedestrian footpath to be incorporated into design between Anhid Cross and Ballingarry Junction at Croom.		Neutral
Economy	Effectiveness / Efficiency	Up to 11,600 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is economically viable with benefits exceeding costs by almost 17%	Total Scheme Budget = €582.95m PVC = €469.165m PVB = €864.471m	Moderately Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
			NPV = €395.306m	
			BCR = 1.843	
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charlevile, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Neutral
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 11,600 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Slightly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Neutral
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Moderately Positive
		Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21	Highly Positive
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue. (Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,600,179 tonnes Do-Something = 1,764,456 tonnes Net Benefit = -164,277 tonnes PVB (CO2 Emissions) = -€10.679m PVC = €493.502m Ratio (PVB(CO2 Emissions)/PVC) = -0.0216	Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Moderately Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative
	Heritage (Archaeology)	Indirectly impact on one national monument with a Preservation Order, a castle-motte (CSS1906) at Ballynoe.		Highly Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Moderately Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	242 farms with moderate or major severance	Highly Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Neutral
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Neutral
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5187 No. Do-Something = 3608 No. Net Benefit = 1579 No. PVB = €123.986m PVC = €493.502m Ratio (PVB/PVC) = 0.251 30% Reduction in all accidents Fatal Accidents Do-Minimum = 164 No. Do-Something = 104 No. Net Benefit = 60 No. 37% Reduction in fatal accidents	Moderately Positive
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral
Economy	Effectiveness / Efficiency	Up to 10,900 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is not economically viable with costs exceeding benefits by almost 8%	Total Scheme Budget = €612.18m PVC = €493.502m	

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
			PVB = €758.689m	Slightly Positive
			NPV = €265.187m	
			BCR = 1.537	
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charlevile, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Neutral
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 10,900 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Slightly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Neutral
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Moderately Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement	
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive	
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue. (Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,764,071 tonnes Net Benefit = -171,792 tonnes PVB (CO2 Emissions) = -€10.910m PVC = €510.659m Ratio (PVB(CO2 Emissions)/PVC) = -0.0214		
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage		Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.			Moderately Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.			Moderately Negative
	Heritage (Archaeology)	Indirectly impact on one national monument with a Preservation Order, a castle-motte (CSS1906) at Ballynoe.			Highly Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts			Moderately Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	243 farms with moderate or major severance		Highly Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.		Neutral
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.		Neutral
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3565 No. Net Benefit = 1588 No. PVB = €123.609m PVC = €510.659m Ratio (PVB/PVC) = 0.242 31% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 104 No. Net Benefit = 59 No. 36% Reduction in fatal accidents	Moderately Positive	
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral	
Economy	Effectiveness / Efficiency	Up to 11,000 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is not economically viable with costs exceeding benefits by almost 7%	Total Scheme Budget = €634.23m PVC = €510.659m		

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
			PVB = €753.090m	Slightly Positive
			NPV = €242.431m	
			BCR = 1.475	
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charlevile, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Neutral
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 11,000 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Slightly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Neutral
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Moderately Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement	
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive	
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue.(Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted:		
			Do-Minimum = 1,594,168 tonnes		
			Do-Something = 1,734,923 tonnes		
			Net Benefit = -140,755 tonnes		
			PVB (CO2 Emissions) = -€9.155m		
	PVC = €435.711m				
			Ratio (PVB(CO2 Emissions)/PVC) = -0.0210		
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage		Neutral
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.			Moderately Negative
Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.			Moderately Negative	
Heritage (Archaeology)	No National Monuments affected.			Moderately Negative	
Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts			Moderately Negative	
Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	212 farms with moderate or major severance		Moderately Negative	
Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.		Slightly Negative	
Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.		Neutral	
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3240 No. Net Benefit = 1913 No. PVB = €140.679m PVC = €435.711m Ratio (PVB/PVC) = 0.323 37% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 97 No. Net Benefit = 66 No. 40% Reduction in fatal accidents	Moderately Positive	
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians. Pedestrian footpath to be incorporated into design between Anhid Cross and Ballingarry Junction at Croom.		Neutral	
Economy	Effectiveness / Efficiency	Up to 12,300 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is economically viable with benefits exceeding costs by almost 18% Importantly around 8,000 AADT N72/N73 traffic will be removed from Mallow town centre with the incorporation of a Mallow Northern Link	Total Scheme Budget = €538.90m PVC = €435.711m PVB = €848.590m	Moderately Positive	

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		Road.	NPV = €412.879m BCR = 1.948	
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charleville, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,300 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Highly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue. (Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,728,291 tonnes Net Benefit = -132,044 tonnes PVB (CO2 Emissions) = -€8.589m PVC = €453.162m Ratio (PVB(CO2 Emissions)/PVC) = -0.0189	Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Neutral
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Moderately Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative
	Heritage (Archaeology)	No National Monuments affected.		Moderately Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Moderately Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	213 farms with moderate or major severance	Moderately Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Slightly Negative
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Neutral
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3227 No. Net Benefit = 1926 No. PVB = €141.671m PVC = €453.162m Ratio (PVB/PVC) = 0.312 37% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 96 No. Net Benefit = 65 No. 40% Reduction in fatal accidents	Moderately Positive
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians. Pedestrian footpath to be incorporated into design between Anhid Cross and Ballingarry Junction at Croom.		Neutral
Economy	Effectiveness / Efficiency	Up to 12,400 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is economically viable with benefits exceeding costs by almost 16% Importantly around	Total Scheme Budget = €560.95m PVC = €453.162m	

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		8,000 AADT N72/N73 traffic will be removed from Mallow town centre with the incorporation of a Mallow Northern Link Road.	PVB = €878.393m NPV = €425.231m BCR = 1.938	Moderately Positive
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charlevile, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,400 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Highly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue.(Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,779,906 tonnes Net Benefit = -183,659 tonnes PVB (CO2 Emissions) = -€11.938m PVC = €474.089m Ratio (PVB(CO2 Emissions)/PVC) = -0.0251	Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Moderately Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative
	Heritage (Archaeology)	indirectly impact on one national monument with a Preservation Order, a castle-motte (CSS1906) at Ballynoe,		Highly Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Slightly Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	252 farms with moderate or major severance	Highly Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Slightly Negative
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Neutral
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3390 No. Net Benefit = 1763 No. PVB = €130.494m PVC = €474.089m Ratio (PVB/PVC) = 0.275 34% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 101 No. Net Benefit = 62 No. 38% Reduction in fatal accidents	Slightly Positive
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral
Economy	Effectiveness / Efficiency	Up to 12,300 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is not economically viable with costs exceeding benefits by almost 20%. Importantly around 8,000 AADT N72/N73 traffic will be removed from Mallow town centre with the incorporation of a Mallow Northern Link	Total Scheme Budget = €586.38m PVC = €474.089m PVB = €711.3121m	Slightly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		Road.	NPV = €237.223m	
			BCR = 1.500	
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charlevile, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,300 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork)and cities (Limerick/Cork)	Highly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement	
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive	
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue. (Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,762,246 tonnes Net Benefit = -165,999 tonnes PVB (CO2 Emissions) = -€10.792m PVC = €491.843m Ratio (PVB(CO2 Emissions)/PVC) = -0.0219		
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage		Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.			Moderately Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.			Moderately Negative
	Heritage (Archaeology)	Indirectly impact on one national monument with a Preservation Order, a castle-motte (CSS1906) at Ballynoe.			Highly Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts			Slightly Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	253 farms with moderate or major severance		Highly Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.		Slightly Negative
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.		Neutral
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3339 No. Net Benefit = 1814 No. PVB = €134.079m PVC = €491.843m Ratio (PVB/PVC) = 0.273 35% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 100 No. Net Benefit = 63 No. 39% Reduction in fatal accidents	Moderately Positive	
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral	
Economy	Effectiveness / Efficiency	Up to 12,400 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is not economically viable with costs exceeding benefits by almost 17% Importantly	Total Scheme Budget = €608.44m PVC = €491.843m		

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		around 8,000 AADT N72/N73 traffic will be removed from Mallow town centre with the incorporation of a Mallow Northern Link Road.	PVB = €761.490m NPV = €269.647m BCR = 1.548	Slightly Positive
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charleville, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,400 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Highly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue. (Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,756,203 tonnes Net Benefit = -159,956 tonnes PVB (CO2 Emissions) = -€10.400m PVC = €461.113m Ratio (PVB(CO2 Emissions)/PVC) = -0.0226	Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Slightly Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative
	Heritage (Archaeology)	Indirectly impact on one national monument with a Preservation Order, a castle-motte (CSS1906) at Ballynoe.		Highly Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Slightly Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	237 farms with moderate or major severance	Highly Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Slightly Negative
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Slightly Positive
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3343 No. Net Benefit = 1810 No. PVB = €134.291m PVC = €461.113m Ratio (PVB/PVC) = 0.291 35% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 99 No. Net Benefit = 64 No. 39% Reduction in fatal accidents	Moderately Positive
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral
Economy	Effectiveness / Efficiency	Up to 12,200 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is not economically viable with costs exceeding benefits by almost 4% Importantly	Total Scheme Budget = €569.39m PVC = €461.113m	

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		around 8,000 AADT N72/N73 traffic will be removed from Mallow town centre with the incorporation of a Mallow Northern Link Road.	PVB = €708.604m NPV = €247.491m BCR = 1.537	Slightly Positive
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charlevile, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,200 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Highly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue. (Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,735,162 tonnes Net Benefit = -138,915 tonnes PVB (CO2 Emissions) = -€9.035m PVC = €478.837m Ratio (PVB(CO2 Emissions)/PVC) = -0.0189	Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Slightly Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative
	Heritage (Archaeology)	Indirectly impact on one national monument with a Preservation Order, a castle-motte (CSS1906) at Ballynoe.		Highly Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Slightly Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	238 farms with moderate or major severance	Highly Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Slightly Negative
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Slightly Positive
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3281 No. Net Benefit = 1872 No. PVB = €138.763m PVC = €478.837m Ratio (PVB/PVC) = 0.290 36% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 97 No. Net Benefit = 66 No. 40% Reduction in fatal accidents	Moderately Positive
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral
Economy	Effectiveness / Efficiency	Up to 12,300 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is economically viable with benefits exceeding costs by almost 4% importantly around	Total Scheme Budget = €591.44m PVC = €478.837m	

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		8,000 AADT N72/N73 traffic will be removed from Mallow town centre with the incorporation of a Mallow Northern Link Road.	PVB = €849.123m NPV = €370.286m BCR = 1.773	Slightly Positive
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charleville, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,300 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Highly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive
		Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21	Highly Positive
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement	
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive	
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue.(Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted:		
			Do-Minimum = 1,596,247 tonnes		
			Do-Something = 1,764,546 tonnes		
			Net Benefit = -168,299 tonnes		
			PVB (CO2 Emissions) = -€10.942m		
	PVC = €460.768m				
			Ratio (PVB(CO2 Emissions)/PVC) = -0.0237		
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Slightly Negative	
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Moderately Negative	
Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative		
Heritage (Archaeology)	No National Monuments affected.		Moderately Negative		
Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Slightly Negative		
Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	222 farms with moderate or major severance	Moderately Negative		
Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Moderately Negative		
Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Neutral		
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3373 No. Net Benefit = 1780 No. PVB = €131.752m PVC = €460.768m Ratio (PVB/PVC) = 0.286 35% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 101 No. Net Benefit = 62 No. 38% Reduction in fatal accidents	Moderately Positive	
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral	
Economy	Effectiveness / Efficiency	Up to 12,200 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is not economically viable with costs exceeding benefits by almost 12% Importantly	Total Scheme Budget = €570.38m PVC = €460.768m		

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		around 8,000 AADT N72/N73 traffic will be removed from Mallow town centre with the incorporation of a Mallow Northern Link Road.	PVB = €743.121m NPV = €282.353m BCR = 1.613	Slightly Positive
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charleville, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,200 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Highly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement	
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive	
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue. (Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,742,358 tonnes Net Benefit = -146,111 tonnes PVB (CO2 Emissions) = -€9.501m PVC = €478.314m Ratio (PVB(CO2 Emissions)/PVC) = -0.0199		
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage		Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.			Moderately Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.			Moderately Negative
	Heritage (Archaeology)	No National Monuments affected.			Moderately Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Slightly Negative	
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	223 farms with moderate or major severance	Moderately Negative	
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Moderately Negative	
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Neutral	
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3327 No. Net Benefit = 1826 No. PVB = €135.157m PVC = €478.314m Ratio (PVB/PVC) = 0.283 35% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 99 No. Net Benefit = 64 No. 39% Reduction in fatal accidents	Moderately Positive	
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral	
Economy	Effectiveness / Efficiency	Up to 12,300 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is not economically viable with costs exceeding benefits by almost 6% Importantly	Total Scheme Budget = €592.43m PVC = €478.314m		

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		around 8,000 AADT N72/N73 traffic will be removed from Mallow town centre with the incorporation of a Mallow Northern Link Road.	PVB = €806.895m NPV = €328.581m BCR = 1.687	Slightly Positive
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charleville, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,300 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Highly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue.(Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,757,889 tonnes Net Benefit = -161,642 tonnes PVB (CO2 Emissions) = -€10.510m PVC = €451.846m Ratio (PVB(CO2 Emissions)/PVC) = -0.0232	Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Moderately Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative
	Heritage (Archaeology)	No National Monuments affected.		Moderately Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Slightly Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	232 farms with moderate or major severance	Highly Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Moderately Negative
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Slightly Negative
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3289 No. Net Benefit = 1864 No. PVB = €137.094m PVC = €451.846m Ratio (PVB/PVC) = 0.303 36% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 98 No. Net Benefit = 65 No. 40% Reduction in fatal accidents	Moderately Positive
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians. Pedestrian footpath to be incorporated into design between Anhid Cross and Ballingarry Junction at Croom.		Neutral
Economy	Effectiveness / Efficiency	Up to 12,400 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is not economically viable with benefits almost equalling costs. Importantly around 8,000 AADT N72/N73 traffic will be removed from Mallow town centre with the incorporation of a Mallow Northern Link Road.	Total Scheme Budget = €559.78m PVC = €451.846m PVB = €796.009m	Slightly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
			NPV = €344.163m	
			BCR = 1.762	
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charleville, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,400 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Highly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive
		Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21	Highly Positive
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue.(Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,749,749 tonnes Net Benefit = -153,502 tonnes PVB (CO2 Emissions) = -€9.982m PVC = €469.306m Ratio (PVB(CO2 Emissions)/PVC) = -0.0212	Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Moderately Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative
	Heritage (Archaeology)	No National Monuments affected.		Moderately Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Slightly Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	233 farms with moderate or major severance	Highly Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Moderately Negative
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Slightly Negative
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3264 No. Net Benefit = 1889 No. PVB = €138.733m PVC = €469.306m Ratio (PVB/PVC) = 0.296 36% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 97 No. Net Benefit = 66 No. 40% Reduction in fatal accidents	Moderately Positive
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians. Pedestrian footpath to be incorporated into design between Anhid Cross and Ballingarry Junction at Croom.		Neutral
Economy	Effectiveness / Efficiency	Up to 12,500 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is not economically viable with costs exceeding benefits by almost 1% Importantly around 8,000 AADT N72/N73 traffic will be removed from Mallow town center with the incorporation of a Mallow Northern Link	Total Scheme Budget = €581.83m PVC = €469.306m PVB = €820.388m	Slightly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement	
		Road.	NPV = €351.082m BCR = 1.748		
	Other Economic Impacts	Improved accessibility.			
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral	
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charleville, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive	
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive	
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,500 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Highly Positive	
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive	
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive	
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive	
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21	Highly Positive
			Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement	
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive	
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue. (Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,735,830 tonnes Net Benefit = -139,583 tonnes PVB (CO2 Emissions) = -€9.078m PVC = €444.624m Ratio (PVB(CO2 Emissions)/PVC) = -0.0204		
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage		Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.			Slightly Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.			Moderately Negative
	Heritage (Archaeology)	No National Monuments affected. Least impact on constraints.			Slightly Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts			Slightly Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	212 farms with moderate or major severance		Moderately Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.		Slightly Negative
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.		Neutral
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3305 No. Net Benefit = 1848 No. PVB = €137.286m PVC = €444.624m Ratio (PVB/PVC) = 0.309 36% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 98 No. Net Benefit = 65 No. 40% Reduction in fatal accidents	Moderately Positive	
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral	
Economy	Effectiveness / Efficiency	Up to 12,100 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is economically viable with benefits exceeding costs by almost 9% importantly around	Total Scheme Budget = €549.48m PVC = €444.624m		

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		8,000 AADT N72/N73 traffic will be removed from Mallow town center with the incorporation of a Mallow Northern Link Road.	PVB = €829.139m NPV = €384.515m BCR = 1.865	Moderately Positive
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charleville, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,100 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Highly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive
			Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21
		Scheme consistent with NDP	As Transport 21 above	Highly Positive

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
Environment	Air (Climate Change)	Higher vehicle speeds increase emissions		
	Air (General)	Removal of congested traffic from Mallow, Charleville and Buttevant town centres to more efficient speeds on the proposed motorway will result in improved air quality for receptors within these towns. Similar reductions will be experienced by receptors within the smaller villages of New Twopothouse, Ballyhea and Banogue. (Note these are not factored in the Quantitative Statement)	Tonnes of CO2 emitted: Do-Minimum = 1,596,247 tonnes Do-Something = 1,721,772 tonnes Net Benefit = -125,525 tonnes PVB (CO2 Emissions) = -€8.166m PVC = €462.189m Ratio (PVB(CO2 Emissions)/PVC) = -0.0177	Scheme = Slightly Positive Towns = Slightly Positive Overall = Slightly Positive
	Noise & Vibration	Some properties will be adversely affected by proposed motorway scheme. Larger numbers of properties (currently located on or near the N20) will experience a reduction in impacts.	Noise levels calculated at next stage	Slightly Negative
	Landscape & Visual Quality	All Route Corridors have similar impacts. Major designated sites avoided.		Slightly Negative
	Biodiversity	No recorded bat roosts are impacted by any of the route options. All of the route options cross the River Blackwater cSAC in several locations. The River Lee and Shannon (Maigue) are impacted.		Moderately Negative
	Heritage (Archaeology)	No National Monuments affected. Least impact on constraints.		Slightly Negative
	Heritage (Architecture)	There is little variance between the Route Corridors options in terms of quantitative and qualitative impacts		Slightly Negative
	Land Use	Impact on multiple farms. Impact on/of Stoneview development. Impact on Blarney Business Park. Six residential properties to be acquired.	213 farms with moderate or major severance	Moderately Negative
	Soils, Hydrogeology & Geology	No significant difference between route corridors	Vulnerable Aquifers and risk of karst.	Slightly Negative
	Water Resources	No significant difference between route corridors	Incorporation of road drainage attenuation and pollution control measures will reduce risk of water course flooding or pollution from road traffic.	Neutral
Safety	Accidents	Use of motorway design standards will lead to reduction in number and severity of accidents. Scheme will improve driving conditions on the N20 which is identified in the EuroRAP report as having 'Low to Medium' Risk.	Total Accident Reduction Do-Minimum = 5153 No. Do-Something = 3289 No. Net Benefit = 1864 No. PVB = €138.328m PVC = €462.189m Ratio (PVB/PVC) = 0.299 36% Reduction in all accidents Fatal Accidents Do-Minimum = 163 No. Do-Something = 97 No. Net Benefit = 66 No. 40% Reduction in fatal accidents	Moderately Positive
	Security	Pedestrians will not have access the proposed motorway scheme. Sufficient alternative roads exist for pedestrians.		Neutral
Economy	Effectiveness / Efficiency	Up to 12,200 AADT of National Road traffic will be removed from Buttevant and Charleville town with an average corresponding reduction in travel times of 20%. The Scheme is economically viable with benefits exceeding costs by almost 9% importantly around	Total Scheme Budget = €591.44m PVC = €462.189m	

Criterion	Element	Qualitative Statement	Quantitative Statement	Scaling Statement
		8,000 AADT N72/N73 traffic will be removed from Mallow town centre with the incorporation of a Mallow Northern Link Road.	PVB = €864.703m NPV = €402.514m BCR = 1.871	Moderately Positive
	Other Economic Impacts	Improved accessibility.		
	Funding Impacts	Proposed Public Private Partnership procurement.		Neutral
Accessibility	Vulnerable Groups	Scheme will improve reliability of road based public transport (bus services) in Blarney, Mallow, Buttevant, Charleville, Croom, Patrickswell and other villages on or near the existing N20.		Slightly Positive
	Deprived Areas	Mallow town is designated as a Strand 2 Area (Large Town) in the RAPID Programme. Scheme will provide improved access Rapid Areas designated in Mallow.		Moderately Positive
Integration	Transport	Vital Link in National Road Network in Cork and Limerick linking N18 Galway via Shannon Tunnel, N7 to Dublin, N21 to Kerry, N72 Killarney-Mallow - Fermoy, N73 Mallow - Mitchelstown/Dublin, N22 Macroom/Killarney, N8 Cork/Dublin and N25 Cork Waterford.	National traffic of up to 12,200 AADT will be removed from the town centre. Provides improved access to and from major ports (Cork/Foynes), airports (Shannon/Cork) and cities (Limerick/Cork)	Highly Positive
	Land Use	Regional, county and local plans will be amended as required once the emerging preferred route corridor is approved.	Cork County Development Plan, Public Draft 2007 Cork Area Strategic Plan: An Update: Draft for Consultation 2008 Kanturk Electoral Area Local Area Plan 2005 Mallow Development Plan 2004 Mallow Electoral Area Local Area Plan 2005 Mallow Special Local Area Plan 2007 Blarney Electoral Local Area Plan 2007 Blarney - Kilbarry Special Local Area Plan 2005 Patrickswell Local Area Draft Plan 2008 Limerick County Development Plan 2005 Croom Local Area Plan 2003 South West Regional Planning Guidelines 2004 Mid-West Region: Regional Strategy and Regional Planning Guidelines 2004 North and West Cork Strategic Plan 2002 to 2020	Moderately Positive
	Geographical	Scheme compatible with National Spatial Strategy. Proposed motorway scheme would form a vital link in the Atlantic Corridor which improves transport links with Europe and the rest of the World.	Mallow identified as Hub Town in in NSS. The proposed Motorway Scheme provides improved transport links from Mallow to the gateway Cities of Cork and Limerick.	Highly Positive
	Other	Provides an improved transport link between Cork and Limerick with Mallow, a NSS Hub Town.	The two gateway cities of Cork and Limerick have a combined population of 274,000. Mallow has a population of 10,000 which is forecast to grow to 20,000 by 2020.	Highly Positive
		Scheme consistent with Transport 21 (Atlantic Corridor).	N20 identified as a Key National Primary Route in Transport 21	Highly Positive
		Scheme consistent with NDP	As Transport 21 above	Highly Positive