

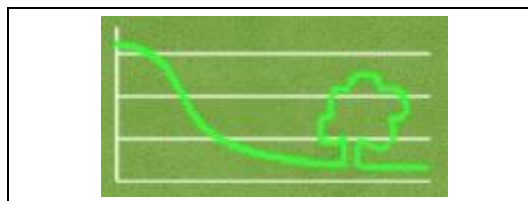
N4 Collooney to Castlebaldwin, Proposed Road Development

APPENDIX NO. 6.1

Socio Economic Impacts

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Document Control

Status	Issued For	Developed	Approved
<i>FINAL</i>	<i>Publication</i>	<i>CB</i>	<i>CB</i>

JOURNEY TIME/ RELIABILITY							
Nature of Impact	Location / Sub-Group	Current situation	Impact of new alignment	Impact after opening of new road	Magnitude	Mitigation proposed	Residual Impact
Journey time on new alignment	Regional / county traffic	Delays due to mix with local or slower moving traffic	Continuous traffic flow	Slight positive. Higher cumulative impact.	Very high	<u>N/A</u>	<u>N/A</u>
Journey time reliability on new alignment	Regional / county Traffic	Unreliable journey time due to mix with local or slower moving traffic	Continuous traffic flow	Slight positive. Higher cumulative impact	Very high	<u>N/A</u>	<u>N/A</u>
Journey time / time reliability	Local traffic and buses on existing N4	As above	Reduced traffic flow on existing road	Slight positive	Medium	<u>N/A</u>	<u>N/A</u>
Journey time	Local traffic from Cloonamahan Carrigeensallagh	Direct connection with N4	Diversion south for 1,600m to join parallel road via underpass or alternatively west to N17	Slight negative	Low	<u>N/A</u>	<u>N/A</u>
Journey time	Riverstown to/ from Collooney	Delays due to mix with local or slower moving traffic	Option of remaining on the existing N4 to northern tie-in or travelling south junction with L1502-32	Imperceptible to slight negative	Medium	<u>N/A</u>	<u>N/A</u>
Journey time	Ballymote to Boyle	not applicable	Option of being able to use new alignment as alternative to R293	Slight positive	Medium	<u>N/A</u>	<u>N/A</u>

SEVERANCE								
Nature of Impact	Location / Sub-Group	Current situation	Impact of new alignment	Impact after opening of new road	Magnitude	Mitigation proposed	Residual Impact	
New severance	L54041-0	direct access to N4	Closure of road	Imperceptible	Very Low	<u>N/A</u>	<u>N/A</u>	
Relief from Severance	Castlebaldwin	Some severance despite traffic calming to vehicular traffic	Reduced traffic on existing road and safer crossings	Slight positive	Low	<u>N/A</u>	<u>N/A</u>	
Neighbourhood severance	Along existing N4	Limited interaction	Potentially increased interaction and reduced social severance	Moderate positive	Medium	<u>N/A</u>	<u>N/A</u>	
Bus services	Bus passengers	Regular services along N4	Risk of switch of some services to new road	Negative if realised	Medium	<u>N/A</u>	<u>N/A</u>	
New Severance	L1502-32 Knockminna	light traffic	Slight increase in traffic volume in vicinity of cemetery, church and school	Imperceptible	Medium	<u>N/A</u>	<u>N/A</u>	

JOURNEY AND GENERAL AMENITY								
Nature of Impact	Location / Sub-Group	Current situation	Impact of new alignment	Impact after opening of new road	Magnitude	Mitigation proposed	Residual Impact	
Journey amenity: Vehicles	Regional traffic (new alignment)	Significant hazard in overtaking	Safer overtaking	Major positive	Very high	<u>N/A</u>	<u>N/A</u>	

JOURNEY AND GENERAL AMENITY								
Nature of Impact	Location / Sub-Group	Current situation	Impact of new alignment	Impact after opening of new road	Magnitude	Mitigation proposed	Residual Impact	
Journey amenity	Local traffic (existing N4 north of L1502-32.)	Significant hazard in crossing or turning off/onto existing road	Safer overtaking and crossings or connections due to transference of most traffic in particular as below:	Moderate positive	Medium	<u>N/A</u>	<u>N/A</u>	
Journey amenity	Local traffic (existing N4 south of L1502-32.)	Significant hazard in crossing or turning off/onto existing road	Safer overtaking and crossings or connections due to transference of most traffic in particular as below:	Major positive	Low	<u>N/A</u>	<u>N/A</u>	
Journey amenity	Local traffic on L1302-0 Lisconny	Hazardous direct connection with N4	Avoidance of need to cross N4 due to connection to existing N4 or proposed parallel link from northern tie-in.	Major positive	Medium	<u>N/A</u>	<u>N/A</u>	
Journey amenity	L5502-0/L1401-0 at Riverstown	Hazardous direct connection with N4	Reduced traffic on existing N4 and connection to proposed parallel link from northern tie-in or to junction with L1502-32	Major positive	Medium	<u>N/A</u>	<u>N/A</u>	
Journey amenity	Carrowkeel Td (south of Behy Bridge)	Hazardous direct connection with N4 below blind summit	Reduced traffic on existing N4	Major positive	Low	<u>N/A</u>	<u>N/A</u>	
Journey amenity	Traffic from vicinity of Ardloy Td	Significant hazard in crossing or turning off/onto existing road	Safer crossings and connections due to transference of through traffic (and recent road straightening)	Moderate positive	Low	<u>N/A</u>	<u>N/A</u>	

JOURNEY AND GENERAL AMENITY								
Nature of Impact	Location / Sub-Group	Current situation	Impact of new alignment	Impact after opening of new road	Magnitude	Mitigation proposed	Residual Impact	
Journey amenity	Castlebaldwin to Ballymote journeys	Some hazard presented by numerous bends	Reduced traffic volumes of circa 30% and consequent improvement in journey amenity	Slight positive	Medium	<u>N/A</u>	<u>N/A</u>	
Journey amenity	Ballymote to Boyle	Regular wintery conditions on R293	<i>Proposed Road Development</i> will provide alternative	Slight positive	Medium	<u>N/A</u>	<u>N/A</u>	
Journey amenity: Cyclists	All cycle traffic on existing N4	Unpleasant environment and hazard	More pleasant and safer environment due to transference of through traffic	Major positive	Medium	Signpost existing road as alternative route. Provide cycle paths at the roundabout junction	<u>N/A</u>	
General amenity	Local residents living beside or very near existing road	Reduced environmental amenity	Less traffic intrusion	Positive See Noise	Medium	<u>N/A</u>	<u>N/A</u>	
General amenity	Castlebaldwin	Slight negative amenity impacts due to crossing of existing N4	Safer crossing of N4 in Castlebaldwin	Slight positive	Low	<u>N/A</u>	<u>N/A</u>	
Journey amenity: Pedestrians	Local journeys	Unpleasant environment and hazard	More pleasant and safer environment due to transference of through traffic	Moderate positive for households and bus users	Medium	<u>N/A</u>	<u>N/A</u>	

JOURNEY AND GENERAL AMENITY								
Nature of Impact	Location / Sub-Group	Current situation	Impact of new alignment	Impact after opening of new road	Magnitude	Mitigation proposed	Residual Impact	
General amenity	Historical Trail at L1404-0	Negative impact of crossing N4 as above plus slight negative impact in that trail is on-road	Severance of road and diversion from east via roundabout junction as noted above	Slight negative	Low	Provide short footpath to junction and crossing island. Uncontrolled Pedestrian Crossing and relinked section of walkway to the north of the proposed roundabout.	Imperceptible	
General amenity	Lakes beside existing N4	Negative amenity impacts due to proximity of traffic	Transference of much traffic from beside lakes	Slight Positive	Low	<u>N/A</u>	<u>N/A</u>	
General amenity	Lakes or land beside new alignment where used by anglers or gun club	Good habitat for snipe and woodcock	Loss of some lands. Not possible to shoot in vicinity of <i>Proposed Road Development</i>	Moderate negative	Low	Possibilities of creating new habitat. See Chapters 10 and 12 of this EIS.	Slight negative	

ECONOMIC								
Nature of Impact	Location / Sub-Group	Current situation	Impact of new alignment	Impact after opening of new road	Magnitude	Mitigation proposed	Residual impact	
Regional	Regional economic development	Inadequate connectivity	Improved transportation link and cumulative benefits	Major positive	Very high	<u>N/A</u>	<u>N/A</u>	
Local	Loss of passing trade and familiarity	Passing trade from through traffic	Loss of passing trade and familiarity over time	Slight to Major Negative	Medium	Erect signage in accordance with NRA Guidelines.	Slight to moderate negative	