



Sligo County Council

Public Spending Code Quality Assurance Report for the Year Ended 31st December 2018

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1. Introduction

Circular 13/13: *“The Public Spending Code: Expenditure Planning, Appraisal & Evaluation in the Irish Public Service-Standard Rules & Procedures*, came into effect in September 2013. The objective of the code is to ensure that the state achieves best value for the resources it has at its disposal. The Code covers all bodies in receipt of public funding, including Local Authorities. Each Authority is required to publish an annual report, signed by the Chief Executive, following the completion of a Quality Assurance process. This report is the “Public Spending Code-Quality Assurance Report” for Sligo County Council for the year ended 31st December 2018.

2. Format of Report

The Public Spending Code sets out five steps in the Quality Assurance Process, as follows:

1. Compilation of a list of all projects/programmes, at the different stages of the Project Life Cycle, with an anticipated cost in excess of €500,000 (“Project Inventories”). This list of Capital and Current Expenditure schemes/programmes are further classified under the categories of:
 - Being considered
 - Being incurred
 - Recently ended
2. Where there are procurements in excess of €10m, relating to projects in progress or completed in the year under review, the Authority should publish summary information on its website.
3. Completion of checklists included in the Code.
4. Undertaking an in-depth check on a sample of projects/programmes. The value of the projects selected for in-depth review must follow the criteria set out below;
 - Capital Projects – minimum of 5% of the total value of all Capital projects on the Project Inventory
 - Revenue Projects – minimum of 1% of the total value of all Revenue projects on the Project Inventory.The minimum is an average over a three year period.
5. Preparation and submission of a short report to the National Oversight & Audit Commission (NOAC), summarising the information covered in steps 1-4 of the Quality Assurance process. The report is to be signed by the Chief Executive and be published on the authority’s website.

3. Inventory of Projects/Programmes (Step 1 of QA Process)

Appendix 1 sets out the inventory of Sligo County Council, for the year ended 31st December 2018. The current expenditures, capital grant schemes and capital projects are categorised under the three phases of:

- Expenditure being considered
- Expenditure being incurred
- Expenditure recently ended

Expenditure “being considered” is further analysed by total project cost as follows:

- Between €0.5m - €5m
- Between €5m - €20m
- Greater than €20m

Expenditure being considered

This heading includes expenditure for capital projects and grant schemes that are or were under consideration during the year and new current expenditure programmes/extensions to existing programmes, with annual expenditure greater than €0.5m per annum. Capital projects “under consideration” include those at appraisal and planning and design phases.

Expenditure being incurred

This covers capital projects that are at the implementation stage, capital grant schemes that are incurring expenditure and current expenditure schemes or programmes that are incurring expenditure.

Expenditure recently ended

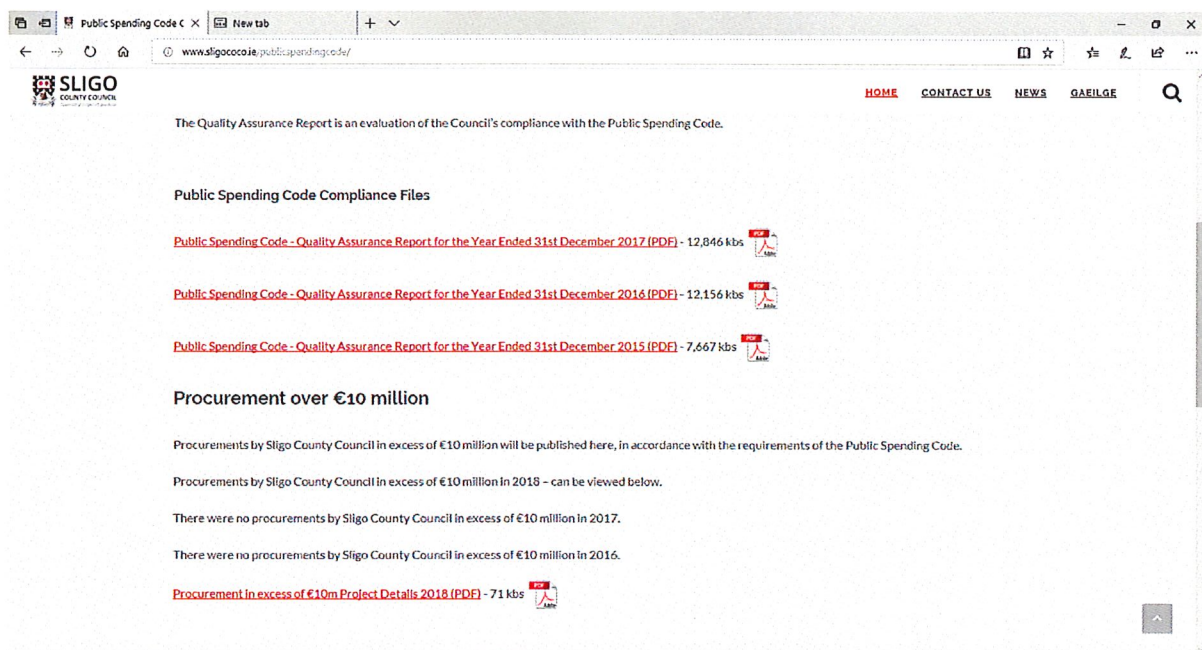
This includes Capital Projects that were completed in the year, capital grant schemes that were completed/discontinued and current expenditure schemes or programmes that were completed/discontinued.

The total inventory value for Sligo County Council for the year ended 31st December 2018 is €1,217,884,577.

4. Published Summary of Procurements (Step 2 of QA Process)

Sligo County Council has published details of procurements in excess of €10m, for 2018 inventories, on its website at the following link:

<http://www.sligococo.ie/publicspendingcode/>



The Authority will continue to update the information as new relevant procurements arise.

5. Assessment of Compliance (Step 3 of QA Process)

The following high level checklists have been completed by the Authority:

1. General Obligations not specific to individual projects/programmes
2. Capital Projects/Capital Grant Schemes being considered
3. Current Expenditure being considered
4. Capital Expenditure being incurred
5. Current Expenditure being incurred
6. Capital Expenditure completed
7. Current Expenditure completed

Checklist 1

General Obligations not specific to individual projects/programmes	Self-Assessed Compliance Rating: 1 – 3	Discussion/Action Required
1.1 Does the local authority ensure, on an on-going basis, that appropriate people within the authority and its agencies are aware of the requirements of the Public Spending Code (incl. through training)	2	All relevant staff have been notified of their obligations under the PSC.
1.2 Has training on the Public Spending Code been provided to relevant staff within the authority?	2	Guidance documentation has been circulated and training needs have been identified.
1.3 Has the Public Spending Code been adapted for the type of project/programme that your local authority is responsible for? i.e., have adapted sectoral guidelines been developed?	3	Yes. A guidance document (Feb. 2017) was developed for the QA adapting the PSC to Local Government structures.
1.4 Has the local authority in its role as Sanctioning Authority satisfied itself that agencies that it funds comply with the Public Spending Code?	3	Where applicable.
1.5 Have recommendations from previous QA reports (incl. spot checks) been disseminated, where appropriate, within the local authority and to agencies?	3	Recommendations are notified to relevant parties for review and application.
1.6 Have recommendations from previous QA reports been acted upon?	2	Recommendations are reviewed by relevant parties.
1.7 Has an annual Public Spending Code QA report been certified by the local authority's Chief Executive, submitted to NOAC and published on the authority's website?	3	Yes – certified, submitted and published
1.8 Was the required sample of projects/programmes subjected to in-depth checking as per step 4 of the QAP?	3	Yes the required sample was subjected to an in-depth review.
1.9 Is there a process in place to plan for ex post evaluations/Post Project Reviews? Ex-post evaluation is conducted after a certain period has passed since the completion of a target project with emphasis on the effectiveness and sustainability of the project.	3	Yes – standard part of Scheme Management for both TII, DTTAS and Department of Housing, Planning, Community and Local Government in relation to capital projects.
1.10 How many formal Post Project Review evaluations have been completed in the year under review? Have they been issued promptly to the relevant stakeholders / published in a timely manner?	3	1 no. review of East City and Cranmore Regeneration Plan
1.11 Is there a process to follow up on the recommendations of previous evaluations/Post project reviews?	3	Yes

1.12 How have the recommendations of previous evaluations / post project reviews informed resource allocation decisions?	3	Yes- they are used as a learning tool for future projects.
Self-Assessed Ratings: 1 - Scope for significant improvements, 2 - Compliant but with some improvement necessary, 3 - Broadly compliant		

Checklist 2: -To be completed in respect of capital projects/programmes & capital grant schemes that were under consideration in the past year.

Capital Expenditure being considered – Appraisal and Approval	Self-Assessed Compliance Rating: 1 – 3	Comment/Action Required
2.1 Was a preliminary appraisal undertaken for all projects > €5m?	3	
2.2 Was an appropriate appraisal method used in respect of capital projects or capital programmes/grant schemes?	3	DHPLG 4 stage capital appraisal process for Housing projects
2.3 Was a CBA/CEA completed for all projects exceeding €20m?	3	Yes, where required.
2.4 Was the appraisal process commenced at an early stage to facilitate decision making? (i.e. prior to the decision)	3	Yes, where required.
2.5 Was an Approval in Principle granted by the Sanctioning Authority for all projects before they entered the planning and design phase (e.g. procurement)?	3	Yes, where required.
2.6 If a CBA/CEA was required was it submitted to the relevant Department for their views?	3	Approved through the relevant funding Authority.
2.7 Were the NDFA consulted for projects costing more than €20m?	3	Approved through the relevant funding Authority.
2.8 Were all projects that went forward for tender in line with the Approval in Principle and, if not, was the detailed appraisal revisited and a fresh Approval in Principle granted?	3	
2.9 Was approval granted to proceed to tender?	3	
2.10 Were procurement rules complied with?	2	Yes sample audit checks should be conducted to verify compliance.
2.11 Were State Aid rules checked for all supports?	3	Yes where applicable.
2.12 Were the tenders received in line with the Approval in Principle in terms of cost and what is expected to be delivered?	3	

2.13 Were performance indicators specified for each project/programme that will allow for a robust evaluation at a later date?	2	Each project would have budgets and expected outcome defined. Less formality where projects were smaller.
2.14 Have steps been put in place to gather performance indicator data?	2	Yes project managers to track and monitor against objectives.
Self-Assessed Ratings: 1 - Scope for significant improvements, 2 - Compliant but with some improvement necessary, 3 - Broadly compliant		

Checklist 3: - New Current expenditure or expansion of existing current expenditure under consideration

Current Expenditure being considered – Appraisal and Approval	Self-Assessed Compliance Rating: 1 – 3	Comment/Action Required
3.1 Were objectives clearly set out?	n/a	No Projects in this Category for 2018
3.2 Are objectives measurable in quantitative terms?	n/a	No Projects in this Category for 2018
3.3 Was a business case, incorporating financial and economic appraisal, prepared for new current expenditure?	n/a	No Projects in this Category for 2018
3.4 Was an appropriate appraisal method used?	n/a	No Projects in this Category for 2018
3.5 Was an economic appraisal completed for all projects exceeding €20m or an annual spend of €5m over 4 years?	n/a	No Projects in this Category for 2018
3.6 Did the business case include a section on piloting?	n/a	No Projects in this Category for 2018
3.7 Were pilots undertaken for new current spending proposals involving total expenditure of at least €20m over the proposed duration of the programme and a minimum annual expenditure of €5m?	n/a	No Projects in this Category for 2018
3.8 Have the methodology and data collection requirements for the pilot been agreed at the outset of the scheme?	n/a	No Projects in this Category for 2018
3.9 Was the pilot formally evaluated and submitted for approval to the relevant Department?	n/a	No Projects in this Category for 2018
3.10 Has an assessment of likely demand for the new scheme/scheme extension been estimated	n/a	No Projects in this Category for 2018

based on empirical evidence?		
3.11 Was the required approval granted?	n/a	No Projects in this Category for 2018
3.12 Has a sunset clause (as defined in section B06, 4.2 of the Public Spending Code) been set?	n/a	No Projects in this Category for 2018
3.13 If outsourcing was involved were procurement rules complied with?	n/a	No Projects in this Category for 2018
3.14 Were performance indicators specified for each new current expenditure proposal or expansion of existing current expenditure programme which will allow for a robust evaluation at a later date?	n/a	No Projects in this Category for 2018
3.15 Have steps been put in place to gather performance indicator data?	n/a	No Projects in this Category for 2018
Self-Assessed Ratings: 1 - Scope for significant improvements, 2 - Compliant but with some improvement necessary, 3 - Broadly compliant		

Checklist 4: - To be completed in respect of capital projects/programmes & capital grants schemes incurring expenditure in the year under review.

Incurring Capital Expenditure	Self-Assessed Compliance Rating: 1 – 3	Comment/Action Required
4.1 Was a contract signed and was it in line with the Approval in Principle?	3	
4.2 Did management boards/steering committees meet regularly as agreed?	3	Yes for all large projects.
4.3 Were programme co-ordinators appointed to co-ordinate implementation?	3	
4.4 Were project managers, responsible for delivery, appointed and were the project managers at a suitably senior level for the scale of the project?	3	
4.5 Were monitoring reports prepared regularly, showing implementation against plan, budget, timescales and quality?	3	Yes for all large projects.
4.6 Did projects/programmes/grant schemes keep within their financial budget and time schedule?	3	
4.7 Did budgets have to be adjusted?	3	
4.8 Were decisions on changes to budgets /		

time schedules made promptly?	3	
4.9 Did circumstances ever warrant questioning the viability of the project/programme/grant scheme and the business case incl. CBA/CEA? (exceeding budget, lack of progress, changes in the environment, new evidence, etc.)	3	CBA for N4 scheme re-visited in Q3 2018 because of changes to PSC requirements
4.10 If circumstances did warrant questioning the viability of a project/programme/grant scheme, was the project subjected to adequate examination?	3	
4.11 If costs increased was approval received from the Sanctioning Authority?	3	Yes Sanctioning Authority approved increased costs where relevant.
4.12 Were any projects/programmes/grant schemes terminated because of deviations from the plan, the budget or because circumstances in the environment changed the need for the investment?	3	None in 2018
Self-Assessed Ratings: 1 - Scope for significant improvements, 2 - Compliant but with some improvement necessary, 3 - Broadly compliant		

Checklist 5: - To be completed in respect of current expenditure programmes incurring expenditure in the year under review.

Incurring Current Expenditure	Self-Assessed Compliance Rating: 1 – 3	Comment/Action Required
5.1 Are there clear objectives for all areas of current expenditure?	3	Annual Budget defines the expenditure for the year.
5.2 Are outputs well defined?	3	National Key Performance Indicators.
5.3 Are outputs quantified on a regular basis?	3	Yes, National Key Performance Indicators are set annually.
5.4 Is there a method for monitoring efficiency on an on-going basis?	3	Budget monitoring on a monthly basis and regular team meetings to review activities carried out.
5.5 Are outcomes well defined?	3	
5.6 Are outcomes quantified on a regular basis?	3	
5.7 Are unit costings compiled for performance		

monitoring?	2	
5.8 Are other data compiled to monitor performance?	2	Other Reports as required by the Sanctioning Authority
5.9 Is there a method for monitoring effectiveness on an on-going basis?	2	Monthly management reports
5.10 Has the organisation engaged in any other 'evaluation proofing' ¹ of programmes/projects?	2	
Self-Assessed Ratings: 1 - Scope for significant improvements, 2 - Compliant but with some improvement necessary, 3 - Broadly compliant		

Checklist 6: - To be completed in respect of capital projects/programmes & capital grant schemes discontinued in the year under review.

Capital Expenditure Completed	Self-Assessed Compliance Rating: 1 – 3	Comment/Action Required
6.1 How many post project reviews were completed in the year under review?	3	1 no. review of East City and Cranmore Regeneration Plan
6.2 Was a post project review completed for all projects/programmes exceeding €20m?	N/a	
6.3 Was a post project review completed for all capital grant schemes where the scheme both (1) had an annual value in excess of €30m and (2) where scheme duration was five years or more?	N/a	
6.4 Aside from projects over €20m and grant schemes over €30m, was the requirement to review 5% (Value) of all other projects adhered to?	3	In-depth checks carried out per PSC requirements
6.5 If sufficient time has not elapsed to allow for a proper assessment, has a post project review been scheduled for a future date?	3	
6.6 Were lessons learned from post-project reviews disseminated within the Sponsoring Agency and to the Sanctioning Authority? (Or other relevant bodies)	3	
6.7 Were changes made to practices in light of lessons learned from post-project reviews?	3	
6.8 Were project reviews carried out by staffing resources independent of project implementation?	2	
Self-Assessed Ratings: 1 - Scope for significant improvements, 2 - Compliant but with some improvement necessary, 3 - Broadly compliant		

¹Evaluation proofing involves checking to see if the required data are being collected so that when the time comes a programme/project can be subjected to a robust evaluation. If the data are not being collected, then a plan should be put in place to collect the appropriate indicators to allow for the completion of a robust evaluation down the line.

Checklist 7: - To be completed in respect of current expenditure programmes that reached the end of their planned timeframe during the year or were discontinued.

Current Expenditure that (i) reached the end of its planned timeframe or (ii) was discontinued	Self-Assessed Compliance Rating: 1 – 3	Comment/Action Required
7.1 Were reviews carried out of current expenditure programmes that matured during the year or were discontinued?	n/a	No Projects in this Category for 2018
7.2 Did those reviews reach conclusions on whether the programmes were efficient?	n/a	No Projects in this Category for 2018
7.3 Did those reviews reach conclusions on whether the programmes were effective?	n/a	No Projects in this Category for 2018
7.4 Have the conclusions reached been taken into account in related areas of expenditure?	n/a	No Projects in this Category for 2018
7.5 Were any programmes discontinued following a review of a current expenditure programme?	n/a	No Projects in this Category for 2018
7.6 Were reviews carried out by staffing resources independent of project implementation?	n/a	No Projects in this Category for 2018
7.7 Were changes made to the organisation's practices in light of lessons learned from reviews?	n/a	No Projects in this Category for 2018
Self-Assessed Ratings: 1 - Scope for significant improvements, 2 - Compliant but with some improvement necessary, 3 - Broadly compliant		

Main issues arising from Checklist Assessment

The above checklists represent Sligo County Council's assessment of its compliance with the Public Spending Code. Overall, while there is a good level of compliance in most areas, the quality assurance process also has assisted in identifying areas where there are weaknesses and where improvements are required.

The authority has met the obligations in preparing and submitting to NOAC, the PSC report for the expenditure year ended 31st December 2018, which includes the completion of the required inventories and checklists and the in-depth review on the required sample of total inventory.

Where current expenditure was incurred during the year, the rating of compliance was mainly in band 3 which is “Broadly Compliant”. The authority will review the measurements of output, efficiency and effectiveness currently employed and assess if additional methods of monitoring outcomes could be developed to strengthen the process. Under the current expenditure categories there were no new programmes or expansion of existing under consideration and no programmes ended/discontinued within the year.

The capital checklists prepared for 2018 show, in general, a high level of compliance with the code. In the case of smaller scale schemes/projects there is the opportunity to introduce more structured procedures to strengthen documentation and management of such projects.

The QA process highlighted the need for training, to ensure that all staff involved in expenditure and budgetary management, are familiar with the code and its related obligations. Further internal training will be provided to ensure relevant staff are made aware of the requirements of the QA process. Staff from the Council will avail of future external training on the PSC when this occurs.

6. In-depth Checks (Step 4 of QA Process)

The following section presents a summary of the findings of this In-Depth Check on
Revenue Project – Rental Accommodation Scheme (RAS)
Capital Project – N4 Collooney to Castlebaldwin Road Project

Revenue Project – Rental Accommodation Scheme (RAS)

The Rental Accommodation Scheme (RAS) is a scheme to cater for the accommodation needs of people who are in receipt of Rent Supplement for more than 18 months and who have long-term housing needs and is designed to provide security of tenure in good quality accommodation for eligible tenants in the private rented sector. Sligo County Council delivers the RAS Programme in the county on behalf of the Department of Housing, Planning and Local Government. There were 414 no. active private tenancies at the end of 2018 which includes 3 no. new tenancies during the year.

The in-depth check has demonstrated adherence with the broad principles of the Public Spending Code in relation to current expenditure programmes. There was evidence of financial and operational monitoring however there is room for improved monitoring through additional reconciliations. The RAS team has indicated that allocation of additional technical staff in 2019 is likely and this would improve the number of property inspections carried out. A review of personal data held on files as part of a GDPR compliance review should be commenced in 2019.

Overall, the operation of the RAS Programme for 2018 which was reviewed is substantially in compliance with the requirements of the Public Spending Code.

Capital Project – N4 Collooney to Castlebaldwin Road Project

The N4 Collooney to Castlebaldwin Road Project involves the design and construction of approximately 13.82km of Type 2 Dual Carriageway and approximately 0.89km of Standard Single Carriageway forming the N4 Mainline. Expected completion date is Quarter 4, 2021 with a target cost of €140 million.

The in-depth check covered the period 2015-2018 during which Phase 5 of the project was advanced and completed. All advanced works contracts were completed. A Land Conveyance and Legal Services contract was awarded. Approximately 90% of land acquisition and accommodation works packages were agreed. An External Consultant was appointed to develop the Specimen Design and design build tender documents for the Construction contract. A Specimen Design was developed. The Tender documents for the Design Build Contract were prepared and the procurement of a suitable Construction Contractor was advanced and finalised. The Business Case was updated taking into account the tendered price of the successful tenderer. Approval sought from the DTTAS/DPER/Government to award the Design Build Construction Contract. The in-depth check has demonstrated adherence with the broad principles of the Public Spending Code in relation to capital expenditure programmes. Overall, the N4 Collooney to Castlebaldwin road project which was reviewed is substantially in compliance with the requirements of the Public Spending Code.

7. Conclusion

The Public Spending Code Quality Assurance Report, inventories and checklists have been completed by the Authority for the year ended 31st December 2018. While there are no serious areas of non-compliance with the PSC noted in the report, the Authority has identified some areas where compliance with the PSC requirements could be strengthened and improved. The Authority will continue to review these areas and identify and implement improvements in its processes.

8. Certification

This Annual Quality Assurance Report reflects Sligo County Council's assessment of compliance with the Public Spending Code. It is based on the best financial, organisational and performance related information available across the various areas of responsibility.

Signed by:


Mr. Ciarán Hayes,
Chief Executive

31st May 2019

9. Appendices

Appendix 1 Project Inventory

Appendix 2 Quality Assurance – In Depth Check

Revenue: Rental Accommodation Scheme (RAS)

Capital: N4 Collooney to Castlebaldwin Road Project

Appendix 1

Local Authority	Expenditure being considered				Information being provided		Notes			
	Current €40.0m	Capital Grant Scheme €0.0m	Capital €0.0m	Capital Projects €0.0m	Capital Projects €0.0m	Capital Projects €0.0m	Capital Projects €0.0m	Capital Projects €0.0m	Capital Projects €0.0m	Capital Projects €0.0m
Local Authority Name										
Housing & Building										
A01 Maintenance/Improvement of LA Housing										
A05 Housing Rent and Tenant Purchase Administration										
A06 Support to Housing Capital & Affordable Prog.										
A07 SLC Programme										
A08 Housing Loans										
A09 Housing Grants										
Housing Construction (Knappagh Beg)										
Proposed Social Housing at Raiser Point Road										
Proposed Social Housing at Collooney										
St. O'Connell T22										
Social Housing Development at Maughersboey										
Housing Construction Carrowmounagh, Strandhill										
Proposed Construction Droimore West										
Refurbishment 96 units Droimore										
Community Centre Droimore										
New link via Joe McDonnell Drive										
Cremore Regeneration Project										
CAS Newgrove Housing Association, Lifford Road										
CAS 2015 2d YOP at Cuan Iosa Ballymole										
CAS Project Orla's Housing Trust, Johnstown Court										
CAS Project Newgrove Housing Association, Strandhill										
CAS Project St. Vincent de Paul, St. Charles Street										
CAS Project Nazareth House, Church Hill										
CAS Project Sophia Housing Association, Tubbercurry										
CAS Project Focus Housing, Old Quay Court										
Housing Acquisitions Programme 2013										
Housing Acquisitions Programme 2016										
Housing Acquisitions Programme 2017										
Housing Acquisitions Programme 2018										
Housing Construction Connolly Park, Tubbercurry										
Traveler Accommodation Programme Group Housing										
Traveler Accommodation Programme Haring Site										
Returning Vacant Properties to Productive Use 2017 Programme										
Returning Vacant Properties to Productive Use 2018 Programme										
Long Term Direct Void Programme 2017										
Energy Efficiency Phase 2										
Road Transportation and Safety										
R01 NP Road - Maintenance and Improvement										
R02 NC Road - Maintenance and Improvement										
R03 Regional Road - Maintenance and Improvement										
R04 Local Road - Maintenance and Improvement										
R05 Public Lighting										
R07 Road Safety Engineering Improvement										
R11 Agency & Accessible Services										
Various Bridges on N19 network										
N13 Sligo - County Boundary										
N16 Lurgan to 2007										

Appendix 2

Quality Assurance – In Depth Check

Section A: Introduction

This introductory section details the headline information on the programme or project in question.

Programme or Project Information	
Name	Rental Accommodation Scheme (RAS)
Detail	The Rental Accommodation Scheme or RAS is a private-sector based accommodation option which may be considered in order to meet the housing needs of persons approved for social housing support and who are in receipt of a Rent Supplement Allowance (from the Department of Social Protection) normally for a period of 18 months+.
Responsible Body	Sligo County Council
Current Status	Expenditure Being Incurred
Start Date	2004
End Date	On-going
Overall Cost	€3,912,593 in 2018

Project Description

The Rental Accommodation Scheme or RAS is a private-sector based accommodation option which may be considered in order to meet the housing needs of persons approved for social housing support and who are in receipt of a Rent Supplement Allowance (from the Department of Social Protection) normally for a period of 18 months+. It is an alternative option to the provision of Council-owned or Long Term Leased property in meeting housing need.

Under the Scheme, the tenant and/or Sligo County Council source a property, following which the Housing Authority negotiates a contract with the Landlord of the Private Rented Property for the use of their property to meet the immediate and long term housing need of a RAS eligible household.

The applicant must have a long-term housing need, as assessed by the Housing Authority and must have a right to permanent residence in the state. Deposits are not required since the Council has entered into a contract with the landlord.

Landlords do not collect rent from RAS Tenants. By entering into a 3-way contract (Residential Tenancy Agreement) with the Housing Authority and a tenant, landlords are guaranteed prompt rent payments each month by Sligo County Council for the duration of the RAS Contract. Landlords must register tenancies with the Residential Tenancies Board (RTB) and the tenancies are governed by the Residential Tenancies Act 2004.

The property must meet minimum standards for private rental accommodation as determined by the Housing Authority and a Building Energy Rating Certificate is required.

The landlord must be tax compliant and have a current Tax Clearance Certificate. Non-residential landlords are also liable to a 20% tax deduction made monthly.

A completed Inspection/Compliance Report will be required in respect of each property before any agreement is made.

The tenant does not make any rent contribution to the landlord but instead pays a rent contribution directly to Sligo County Council as per the Councils Differential Rent Scheme.

As RAS is deemed to be a long term housing support, upon the Household being accommodated under RAS, the Household is removed from the Housing Waiting List. RAS will give the Tenant housing security and will lead to improvements in quality and standards of private rented accommodation.

The total number of private RAS tenancies at 31st December, 2018 was 414.

Section B - Step 1: Logic Model Mapping

As part of this In-Depth Check, Internal Audit has completed a Programme Logic Model (PLM) for the Rental Accommodation Scheme (RAS). A PLM is a standard evaluation tool and further information on their nature is available in the [Public Spending Code](#).

Objectives	Inputs	Activities	Outputs	Outcomes
To deliver the RAS Scheme in an efficient and effective manner and achieve value for money	Cost of the Programme for 2018 and Department funding	Identify suitable properties and carry out inspections. Ensure landlords and tenants meet requirements of the scheme. Process monthly rent payments to Landlords.	Outputs for 2018: 130 inspections carried out 3 new tenancies 20 renewal contracts	Eligible persons in quality houses with secure tenure Landlords with guaranteed occupancy and income
To source good quality private rented dwellings to meet the needs of eligible persons	Staff resources – administrative and technical	Calculate and collect rents from tenants. Recoup expenditure from DHP&LG. Submit required returns to DHP&LG and Revenue Commissioners.	Overall outputs: 414 households in private rented accommodation 128 households in AHB rented accommodation	Improved standards of private rented accommodation

Description of Programme Logic Model

Objectives: The objective of RAS is to meet the long term housing needs of rent supplement recipients using accommodation based solutions. The scheme aims to provide high standard accommodation for people who are in receipt of Rent Supplement for more than 18 months and who have long-term housing needs. A further objective is to provide security of tenure in good quality accommodation for eligible tenants in the private rented sector. The Council endeavours to administer the scheme in an efficient and effective manner for the benefit of all stakeholders in the process.

Inputs: The most significant input to the scheme is the Department funding for the scheme. A further input is the staff time and expertise, both administrative and technical, in delivering the scheme.


Activities: The Council is involved in assisting both landlords and tenants to ensure the provision of suitable properties, the collection of rents and processing of payments to landlords. Regular returns to the Department ensure that the scheme is monitored on a national basis.

Outputs: 414 households in private rented accommodation and 128 households in AHB rented accommodation at the end of the year.

Outcomes: A key outcome of RAS is successfully addressing clients housing needs and the improved standards of private rented properties.

Section B - Step 2: Summary Timeline of Project/Programme

The following section tracks the Rental Accommodation Scheme from inception to the end of 2018 in terms of major project/programme milestones.



On-going	Inspections and liaison with landlords
Weekly / Monthly	Collect rent from tenants, make payments to landlords, recoup expenditure from and submit returns to the Department
Annually	Annual Return to DHP&LG / Revenue Commissioners
2018	Circular 40/2018 – Review of RAS Agreements, updated guidance note GN0020 and updated RAS legal agreements
2012-2018	Planning and Development (Housing) and Residential Tenancies Act, 2016 Residential Tenancies (Amendment) Act, 2015 Residential Tenancies (Amendment) Act, 2009 Circulars incl. 13/2012, 26/2014, 12/2016, 45/2016, 23/2017, 40/2017, 3/2018, 12/2018, 20/2018 and 33/2018
2004	Circular HPPS04-01 Department of Environment Heritage and Local Government Residential Tenancies Act, 2004

Section B - Step 3: Analysis of Key Documents

The following section reviews the key documentation relating to appraisal, analysis and evaluation for the Rental Accommodation Scheme.

Project/Programme Key Documents	
Title	Details
RAS Programme	Programme and Department Circulars and Guidance Notes
RAS files	Individual file for each tenancy
RAS control spreadsheet	Comprehensive record for each tenancy
Returns	Department of Housing Planning & Local Government Monthly and End of Year Activity and Financial Returns Revenue Commissioners Annual Return

Key Document 1: RAS Programme

Department Circulars and Guidance Notes are circulated to Local Authorities.

Key Document 2: RAS files

An individual file for each RAS client is maintained. Information held on file includes – Rent Contribution Agreement, Residential Tenancy Agreement between Sligo County Council, tenant and landlord, correspondence with tenant and landlord.

Key Document 3: RAS control spreadsheet

A computerised record of each tenancy which includes tenant details, landlord details and property details. Staff update the information on a regular basis.

Key Document 4: Returns

Returns to the Department of Housing, Planning and Local Government contain information on vacancies, accommodation types, rents and contracts and information on the reasons for leaving RAS. The Revenue Commissioners Return contains tax details of landlords and payments processed during the year.

Section B - Step 4: Data Audit

The following section details the data audit that was carried out for the Rental Accommodation Scheme. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

Data Required	Use	Availability
Financial information on RAS Programme	To monitor income and expenditure	Yes, in FMS - Agresso
Returns	To provide data for analysis of the scheme	Yes, LG Returns
Individual files	To review activity and compliance with the Scheme	Yes, in Housing Section
Control spreadsheet	To facilitate on-going monitoring	Yes, in Housing Section

Data Availability and Proposed Next Steps

Data on the operation of the scheme is available through the individual files and the Department Returns.

Financial information containing information on rents, payments to landlords and recoupments from the Department is available from the Agresso system.

Section B - Step 5: Key Evaluation Questions

The following section looks at the key evaluation questions for the Rental Accommodation Scheme based on the findings from the previous sections of this report.

Does the delivery of the project/programme comply with the standards set out in the Public Spending Code? (Appraisal Stage, Implementation Stage and Post-Implementation Stage)

The RAS Programme is a national scheme therefore Sligo County Council was not involved in the appraisal stage of the scheme. In relation to the Implementation Stage, the Council delivers the scheme on behalf of the DHP&LG in accordance with circulars and guidance issued and submits regular returns for review by the Department. The controls in place for the delivery of the RAS Programme 2018 as reviewed provide adequate assurance that there is substantial compliance with the Public Spending Code.

Is the necessary data and information available such that the project/programme can be subjected to a full evaluation at a later date?

Information is available to enable evaluation at a later date.

What improvements are recommended such that future processes and management are enhanced?

- The creation of a step by step guide to the various stages of the process involved from initial contact by a prospective tenant would assist in the overall delivery of the scheme as there are a number of elements to the scheme - tenants, landlords, property inspections, financial management including payment of rent by tenants, payments to landlords and Department recoupments.
- Continued review of market rents is required to provide assurance that value for money is achieved.
- Allocation of adequate staff resources is important to improve the efficiency and effectiveness of delivery in particular in the following areas:
 - The availability of technical staff to carry out timely property inspections of new and existing properties as required
 - On-going monitoring and follow-up of rent arrears with frequent communication between Finance staff monitoring rent arrears and the RAS team
 - On-going monitoring of compliance with GDPR requirements for new files and day to day queries
 - Regular reconciliation of financial records

Section: In-Depth Check Summary

The following section presents a summary of the findings of this In-Depth Check on the Rental Accommodation Scheme.

Summary of In-Depth Check

The Rental Accommodation Scheme (RAS) is a scheme to cater for the accommodation needs of people who are in receipt of Rent Supplement for more than 18 months and who have long-term housing needs and is designed to provide security of tenure in good quality accommodation for eligible tenants in the private rented sector. Sligo County Council delivers the RAS Programme in the county on behalf of the Department of Housing, Planning and Local Government. There were 414 no. active private tenancies at the end of 2018 which includes 3 no. new tenancies during the year.

The in-depth check has demonstrated adherence with the broad principles of the Public Spending Code in relation to current expenditure programmes. There was evidence of financial and operational monitoring however there is room for improved monitoring through additional reconciliations. The RAS team has indicated that allocation of additional technical staff in 2019 is likely and this would improve the number of property inspections carried out. A review of personal data held on new files as part of a GDPR compliance review should be commenced in 2019.

Overall, the operation of the RAS Programme for 2018 which was reviewed is substantially in compliance with the requirements of the Public Spending Code.

Quality Assurance – In Depth Check

Section A: Introduction

This introductory section details the headline information on the programme or project in question.

Programme or Project Information	
Name	N4 Collooney to Castlebaldwin Road Project
Detail	<p>The N4 Collooney to Castlebaldwin Road Project involves the design and construction of approximately 13.82km of Type 2 Dual Carriageway and approximately 0.89km of Standard Single Carriageway forming the N4 Mainline.</p> <p>The Project also includes the associated design and construction of side roads and accommodation roads, structures, earthworks, drainage, ducting and ITS, fencing, safety barriers, accommodation works, landscaping, protection and diversion of assets of Relevant Authorities, Utilities, Service Providers and all other ancillary works.</p>
Responsible Body	<p>Sanctioning Authority – Transport Infrastructure Ireland (TII)</p> <p>Sponsoring Agency – National Road Project Office of Sligo County Council</p>
Current Status	Expenditure Being Incurred
Start Date	Planning commenced in 2000
End Date	Q4, 2021
Overall Cost	Target Cost €140 million

Project Description

Background:

The N4 National Primary Route from Dublin to Sligo has been identified as a strategic radial corridor, which should provide a high quality link between Dublin and Sligo. It is proposed to upgrade the N4 in the form of 11.2 km of offline Type 2 dual carriageway, 2.6km of online Type 2 dual carriageway and 0.89km of single carriageway from the existing N4/N17 Toberbride roundabout to Cloghoge Lower Td. South of Castlebaldwin Village. In order to provide access/egress from the local roads/dwellings along the online upgrade section a single carriageway parallel access road is proposed to the east of the existing N4 between Toberbride and Doorly. The access road connects to the eastern arm of the Toberbride Roundabout and the existing N4 at Doorly. Dwellings on the western side of the N4 can access the parallel road via Doorly north underbridge and a western parallel link road. The scheme is referred to as the N4 Collooney to Castlebaldwin realignment and is shown in Fig 1.1.

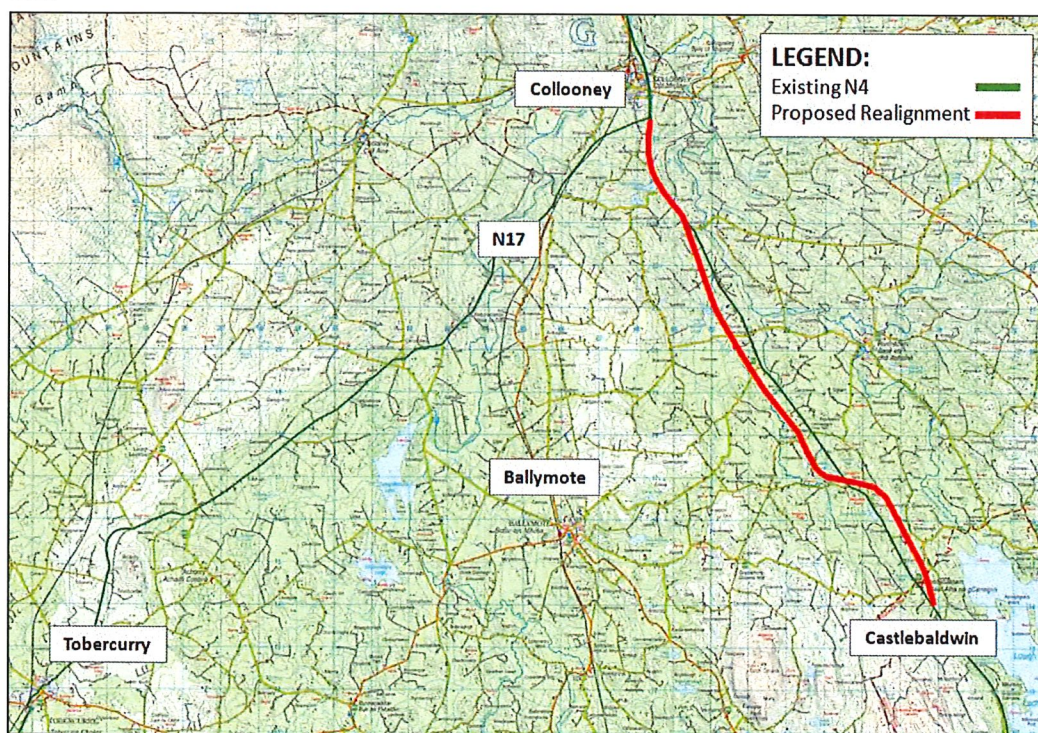


Figure 1.1 – N4 Collooney to Castlebaldwin Road Development

The N4 Collooney to Castlebaldwin Project has progressed from Phase 1 Concept and Feasibility through to Phase 5 Enabling and Procurement. As part of the earlier Phases of this process, various route options were considered for the alignment of the scheme, following the standard public consultations process a Preferred Route was identified and adopted in 2002. An Environmental Impact Statement, Natura Impact Statement and Compulsory Purchase order were published for the scheme in December 2013. An Bord Pleanála approved the project with no modifications and confirmed the CPO in July 2014.

All Advance Works including Archaeology, House Demolition, Fencing, ground investigation, topographical surveying and high powered ESB Diversions were completed in 2017, and 90% of the Land has been purchased to date.

Halcrow Barry (Now Barry Transportation Ltd.) were appointed by Sligo County Council in April 2017 to prepare a Specimen Design and Tender Documents for the Scheme. Prequalification Suitability Assessments Questionnaires were published on OJEU and E-Tenders in November 2017 and returned in January 2018 for the main construction contract. Tender Documents were issued to five shortlisted tenderers on the 18th April 2018. Tenders were returned on the 24th August 2018. A Tender report was completed and a recommendation to appoint a Contractor was made in November 2018.

Existing Conditions:

The existing N4 Collooney to Castlebaldwin comprises a very poorly aligned sub-standard Single carriageway road which varies in width from 6.3m to 7.5m and has a significant number of minor junctions, house and agricultural accesses.

As there are no hard shoulders for the majority of the route, slower moving agricultural vehicles result in delays and frustration for other road users. In addition, there are continuous centreline road markings over approximately 70% of its length which provides very restricted opportunities for safe overtaking.

With the exception of its northern limits, this particular section of the N4 has not received any significant improvements since its designation to a National Primary Route in 1977.

Safety:

The primary objective of this Scheme is to improve safety along this section of the N4.

There have been 30 fatalities over approximately 30 years on the existing 15km section of road which is proposed to be upgraded to Type 2 Dual Carriageway under this plan.

Between 2008 and 2014 this section of the route has experienced 76 recorded fatal, serious and minor casualties as a result of accidents, broken down as follows:

- 5 fatalities;
- 3 serious injury; and
- 68 minor injuries.

Benefits of the Project

The project is anticipated to return significant benefits for transport users, primarily through improvements to journey times. Under the medium growth scenario, approximately €62.9 million benefits are predicted over the 30-year appraisal period. In addition, safety benefits of €7.4 million are predicted over the same period as a result of the higher standard of route.

Beyond the appraisal period, the scheme is expected to have a residual value of €32.8 million during the years 31 to 60. Other, non-monetised benefits are predicted to be returned by the project. Measures for pedestrians and cyclists will be provided as part of the improvement, enhancing accessibility for vulnerable users.

Improvements to journey time reliability will also generate positive economic benefits for road users. The benefits associated with journey time reliability have not been monetised as part of this assessment, although it is noted that the impacts of reliability are currently being considered for inclusion in the next update to the Common Appraisal Framework.

The project is also predicted to have a positive wider economic impact, with reductions in journey times facilitating agglomeration benefits and widening the employment catchment area for the region.

This project was subject to an in-depth review as part of the Quality Assurance Report on the Public Spending Code in 2015 which covered the period up to 2015. This review covers the period 2015 to 2018.

Section B - Step 1: Logic Model Mapping

As part of this In-Depth Check, Internal Audit has completed a Programme Logic Model (PLM) for the N4 Collooney to Castlebaldwin Road Project. A PLM is a standard evaluation tool and further information on their nature is available in the [Public Spending Code](#).

Objectives	Inputs	Activities	Outputs	Outcomes
<p>To improve reliability and journey times along the N4 corridor between Collooney and Castlebaldwin</p> <p>To improve safety along this section of the N4 by reducing the number of accidents including fatalities, personal injuries and material damage, on the proposed N4 and the existing road network</p> <p>To deliver some environmental benefits in terms of emissions to urban areas along the scheme</p> <p>To provide a corridor of transport infrastructure that will encourage and support existing investment and employment in Sligo and surrounding towns</p> <p>To support Government plans and policies in relation to transport and spatial development in the West of Ireland</p>	<p>Government funding</p> <p>Sligo County Council's staff and technical resources</p> <p>Management of the Project by the National Road Project Office of Sligo County Council</p> <p>External Consultants as required</p> <p>External Contractors</p>	<p><i>Phase 5</i> of the TII Project Management Guidelines – Enabling and Procurement</p> <p>Detailed Designs, Advance Works and Construction Document Preparation, Advanced works contract management.</p> <p>Tender and Award of main Construction Contract on approval of Government/DPER/DTTAS and TII.</p>	<p>Completed realignment of the N4 Collooney to Castlebaldwin Road</p> <p>Project -approximately 13.82km of Type 2 Dual Carriageway and approximately 0.89km of Standard Single Carriageway – within approved TII budget</p> <p>Road Safety Standard of N4 road enhanced</p> <p>Safer Driving Conditions for N4 Road Users</p>	<p>Overall number of collisions / accidents / critical injuries / fatalities on this section of the N4 reduced</p> <p>Risk of accidents effectively controlled</p> <p>Reduction in Journey times</p> <p>Supporting the economy and improving accessibility to deprived rural areas</p>

Description of Programme Logic Model

Objectives: The objectives are assessed based on multiple criteria outlined by the Department of Transport in their report ‘Guidelines on a Common Appraisal Framework for Transport Projects and Programmes (June 2009)’. The multi-criteria headings are as follows:

- Economy;
- Safety;
- Environment;
- Accessibility & Social Inclusion; and
- Integration.

The key objectives are as follows:

- To improve reliability and journey times along the N4 corridor between Collooney and Castlebaldwin
- To improve safety along this section of the N4 by reducing the number of accidents including fatalities, personal injuries and material damage, on the proposed N4 and the existing road network
- To deliver some environmental benefits in terms of emissions to urban areas along the scheme
- To provide a corridor of transport infrastructure that will encourage and support existing investment and employment in Sligo and surrounding towns
- To support Government plans and policies in relation to transport and spatial development in the West of Ireland

Inputs: TII capital funding of approximately €24 million from 2015 to 2018, Sligo County Council staff/admin resource supports, successful procurement of contractors to undertake all advanced works contracts, successful procurement of external consultant to advance the specimen design and tender documents for the appointment of a construction contractor.

Activities: There were a number of key activities carried out in the period 2015-2018 including advanced works contracts such as advanced fencing contract, detailed ground investigation contract, archaeological testing contract, house demolition, detailed topographical survey contract and ESB high powered service diversion works. Consultants were appointed following a tender process to undertake the Specimen Design and prepare tender documents for the procurement of a construction contractor. In addition, land


acquisition for the Project was advanced with approximately 90% of the land purchased to date.

Outputs: The expected outputs at the conclusion of the project are a consistent standard of road alignment and cross section and the provision of safe opportunities for overtaking, improved traffic safety through the realigned route, improved and reliable journey times along the route, improved transport linkages and accessibility to facilities in Sligo and surrounding areas, improved integration as the N4 performs an important strategic linkage role in the context of the wider integration of centres of population and employment.

Outcomes: The project is anticipated to return significant benefits for transport users, primarily through improvements to journey times. Measures for pedestrians and cyclists will be provided as part of the improvement, enhancing accessibility for vulnerable users. Improvements to journey time reliability will also generate positive economic benefits road users.

Section B - Step 2: Summary Timeline of Project/Programme

The following section tracks the N4 Collooney to Castlebaldwin Road Project from inception.



2015 - 2018	Phase 5 advanced and completed: All advanced works contracts were completed. Land Conveyance and Legal Services contract was awarded. Approximately 90% of land acquisition and accommodation works packages were agreed. External Consultant appointed to develop the Specimen Design and design build tender documents for the Construction contract. Specimen Design was developed. The Tender documents for the Design Build Contract were prepared and the procurement of a suitable Construction Contractor was advanced and finalised. The Business Case was updated taking into account the tendered price of the successful tenderer. Approval sought from the DTTAS/DPER/Government to award the Design Build Construction Contract.
2009 - 2014	Phases 3 & 4 completed: Preliminary design and drainage design, Environmental Impact Assessment, Finalisation of all deliverables including the Project Appraisal Documents (PAG), CPO and EIA. Approval granted by the NRA to publish the Project. Project was published in December 2013 and issued to An Bord Pleanála. Project was approved by An Bord Pleanála following Oral Hearing Process. Land accommodation agreements were advanced. Land Valuer was appointed following NRA approval.
2005-2007	Preliminary work commenced for Phase 3 and 4 of the NRA Project Management Guidelines. Draft Environmental Impact Assessment documents prepared. Topographical and preliminary Ground Investigation undertaken for specified sections.
2000 - 2002	Phases 1, 2 and 3 of the NRA Project Management Guidelines progressed. Completion of Constraints Study Stage. Finalisation of route selection and preferred route adopted by elected members.

Section B - Step 3: Analysis of Key Documents

The following section reviews the key documentation relating to appraisal, analysis and evaluation for the N4 Collooney to Castlebaldwin Road Project.

Project/Programme Key Documents	
Title	Details
N4 CCRD Business Case	Report updated and submitted to TII/DTTAS/DPER in Nov 2018.
N4 CCRD Cost Benefit Analysis Report	Report updated and submitted as part of the overall business case to TII/DTTAS/DPER in Nov 2018.
N4 CCRD Project Appraisal Balance Sheet	Balance Sheet prepared and submitted as part of the overall business case to TII/DTTAS/DPER in Nov 2018.

Key Document 1: N4 CCRD Business Case

This report forms the detailed business case for the N4 Collooney to Castlebaldwin Scheme. It is updated from the previous Business Case prepared for Phase 3 Design and Environmental Evaluation, prior to Scheme publication in December 2013.

The purpose of the business case was to demonstrate the need and demand for the proposed project, present the preferred option for delivery and to outline the costs and proposed procurement strategy. This report has been prepared in accordance with the Department of Public Expenditure and Reform (DPER) requirements as set out in the Public Spending Code, the Department of Tourism, Transport and Sport's (DTTAS) Common Appraisal Framework for Transport Projects and Programmes (2016) and Transport Infrastructure Ireland's (TII) Project Appraisal Guidelines (2016).

The Business Case was developed in conjunction with the other Project Appraisal Guidelines Deliverables as set out below:

- Project Brief (PB);
- Traffic Modelling Report (TMR);
- Cost Benefit Analysis (CBA) Reports in the form of a TUBA Report;
- Project Appraisal Balance Sheet (PABS).

Key Document 2: N4 CCRD Cost Benefit Analysis Report

The Cost Benefit Analysis was undertaken in support of the Phase 5 Works for the proposed Project using the TUBA (Transport Users Benefit Appraisal) and COBA-LT (Cost and benefits to accidents light touch) programs in accordance with Transport Infrastructure Ireland's (TII) Project Appraisal Guidelines (PAG) dated, October 2016.

The TUBA program has been used to calculate the benefits and costs associated with travel time, vehicle operating cost and emissions changes. The change in the number of accidents and casualties as a result of the scheme has been assessed and quantified using the COBA-LT program.

Key Document 3: N4 CCRD Project Appraisal Balance Sheet

The scale of the scheme's impact is presented in the Project Appraisal Balance Sheet. This is largely defined as positive with Safety being defined as highly positive. The main benefits of the Scheme are as follows:

Economy:

The scheme is anticipated to return significant benefits for transport users, primarily through improvements to journey times and journey time reliability.

Safety:

The proposed scheme is predicted to deliver significant reductions in collisions and casualties by improving the carriageway alignment, rationalising junctions and road frontage, and reducing traffic on the existing N4 route. The segregated pedestrian / cyclist facilities being provided as part of the scheme will enhance the security of vulnerable road users

Environmental:

The scheme is expected to improve air quality within urban areas and reduce noise at locations along the existing route.

Integration:

The proposed scheme supports the objectives of the National Planning Framework (NPF), National Development Plan 2018-2027, Regional, County and Local Developments Plans to revitalise the Western Region. Sligo has been identified as a regional centre in the North West and improving access from the north-west to Dublin is identified as a key strategy of the NPF. National Strategic Outcome 2 includes for the "upgrading of the N4 and N5 routes" to improve accessibility to the North-West.

Accessibility and Social Inclusion:

Measures for pedestrians and cyclists will be provided as part of the improvement, enhancing accessibility for vulnerable users. It is anticipated that the reduction in traffic volumes on local roads (particularly the existing N4 carriageway to the south of Collooney) will result in benefits to vulnerable road users (e.g. pedestrians, cyclists).

The construction of the proposed scheme will have the potential to raise the socio-economic profile of the N4 corridor resulting in an increase in population, houses prices and disposable income. Services and amenities (including jobs) will become more accessible to socially excluded communities through an improved road and public transport network.

Section B - Step 4: Data Audit

The following section details the data audit that was carried out for the Rural Development Programme. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

Data Required	Use	Availability
N4 CCRD Business Case	To demonstrate the need and demand for the proposed project, present the preferred option for delivery and to outline the costs and proposed procurement strategy.	TII National Road Project Office
Financial records for income and expenditure including TII Project Report Pay runs	To record expenditure incurred and income recouped	TII National Road Project Office / Agresso FMS
Steering Committee Meeting Progress Reports and associated Minutes	To steer the Project in order to achieve its successful delivery. To monitor progress and expenditure of the Project.	TII National Road Project Office

Data Availability and Proposed Next Steps

The documentation outlined in the above table is available for inspection on request from the TII National Road Project Office of Sligo County Council. The necessary supporting documentation will be retained on file for future audit.

Section B - Step 5: Key Evaluation Questions

The following section looks at the key evaluation questions for the N4 Collooney to Castlebaldwin Road Project based on the findings from the previous sections of this report.

Does the delivery of the project/programme comply with the standards set out in the Public Spending Code? (Appraisal Stage, Implementation Stage and Post-Implementation Stage)

The in-depth check has demonstrated that controls are in place to provide adequate assurance that there is substantial compliance with the Public Spending Code.

Is the necessary data and information available such that the project/programme can be subjected to a full evaluation at a later date?

The necessary data is available to enable the project to be subjected to a full evaluation at a later date.

What improvements are recommended such that future processes and management are enhanced?

The TII has issued guidelines for all stages of such capital infrastructure projects which are consistent with the Public Spending Code requirements. Staff will continue to follow the TII guidelines in the delivery of the project.

Section: In-Depth Check Summary

The following section presents a summary of the findings of this In-Depth Check on the N4 Collooney to Castlebaldwin Road Project.

Summary of In-Depth Check

The N4 Collooney to Castlebaldwin Road Project involves the design and construction of approximately 13.82km of Type 2 Dual Carriageway and approximately 0.89km of Standard Single Carriageway forming the N4 Mainline. Expected completion date is Quarter 4, 2021 with a target cost of €140 million.

The in-depth check covered the period 2015-2018 during which Phase 5 of the project was advanced and completed. All advanced works contracts were completed. A Land Conveyance and Legal Services contract was awarded. Approximately 90% of land acquisition and accommodation works packages were agreed. An External Consultant was appointed to develop the Specimen Design and design build tender documents for the Construction

contract. A Specimen Design was developed. The Tender documents for the Design Build Contract were prepared and the procurement of a suitable Construction Contractor was advanced and finalised. The Business Case was updated taking into account the tendered price of the successful tenderer. Approval sought from the DTTAS/DPER/Government to award the Design Build Construction Contract.

The in-depth check has demonstrated adherence with the broad principles of the Public Spending Code in relation to capital expenditure programmes. Overall, the N4 Collooney to Castlebaldwin road project which was reviewed is substantially in compliance with the requirements of the Public Spending Code.