



# **Sligo County Council**

## **Public Spending Code Quality Assurance Report for the Year Ended 31<sup>st</sup> December 2020**

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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. In July 2019 the Public Spending Code was amended to update the central technical references and economic appraisal parameters in the Spending Code. In December 2019 the Public Spending Code was further amended as it applies to capital expenditure, updated the Guidelines for the use of PPPs and consolidated the Public Spending Code guidance on the website of the Department of Public Expenditure and Reform. This report is the “Public Spending Code-Quality Assurance Report” for Sligo County Council for the year ended 31<sup>st</sup> December 2020.

## 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
  - Completed or discontinued
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 31<sup>st</sup> December 2020. The current expenditures, capital grant schemes and capital projects are categorised under the three phases of:

- Expenditure being considered
- Expenditure being incurred
- Projects / Programmes completed or discontinued

#### **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.

### **Projects / Programmes completed or discontinued**

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 revenue figures included in Appendix 1 are based on Unaudited Annual Financial Statements.

The total Current expenditure for the year ended 31<sup>st</sup> December, 2020 is €76,093,615.

The total inventory value for Capital Projects / Programmes for the year ended 31<sup>st</sup> December 2020 is:

Expenditure being considered	€71,904,054
Expenditure being incurred	€952,505,195
Project / Programme completed or discontinued	€1,904,635
<b>Total</b>	<b>€1,026,313,884</b>

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

Sligo County Council has published details of procurements in excess of €10m, for 2020 inventories, on its website at the following link:

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

← → ↻ 🏠 <https://www.sligococo.ie/publicspendingcode/>

**SLIGO**  
COUNTY COUNCIL

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[Public Spending Code - Quality Assurance Report for the Year Ended 31st December 2018 \(PDF\)](#) - 24,344 kbs 

[Public Spending Code - Quality Assurance Report for the Year Ended 31st December 2017 \(PDF\)](#) - 12,846 kbs 

[Public Spending Code - Quality Assurance Report for the Year Ended 31st December 2016 \(PDF\)](#) - 12,156 kbs 

[Public Spending Code - Quality Assurance Report for the Year Ended 31st December 2015 \(PDF\)](#) - 7,667 kbs 

**Procurement over €10 million**

Procurements by Sligo County Council in excess of €10 million will be published here, in accordance with the requirements of the Public Spending Code.

[Procurement in excess of €10m - Project Details 2019 \(PDF\)](#) - 246 kbs 

[Procurement in excess of €10m - Project Details 2018 \(PDF\)](#) - 71 kbs 

There were no procurements by Sligo County Council in excess of €10 million in 2017.

There were no procurements by Sligo County Council in excess of €10 million in 2016.

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 Expenditure being considered – Appraisal and Approval
3. Current Expenditure being considered – Appraisal and Approval
4. Capital Expenditure being incurred
5. Current Expenditure being incurred
6. Capital Expenditure recently completed
7. Current Expenditure (i) reached the end of its planned timeframe r (ii) was discontinued

**Checklist 1 – To be completed in respect of general obligations not specific to individual projects/programmes.**

	<b>General Obligations not specific to individual projects/programmes.</b>	<b>Self-Assessed Compliance Rating: 1 - 3</b>	<b>Comment/Action Required</b>
Q 1.1	Does the organisation ensure, on an ongoing basis, that appropriate people within the organisation and its agencies are aware of their requirements under the Public Spending Code (incl. through training)?	3	All relevant staff have been notified of their obligations under the PSC
Q 1.2	Has internal training on the Public Spending Code been provided to relevant staff?	3	Guidance documentation has been circulated and is available on the intranet.
Q 1.3	Has the Public Spending Code been adapted for the type of project/programme that your organisation is responsible for, i.e., have adapted sectoral guidelines been developed?	3	Sectoral guidance developed in Feb 2021.
Q 1.4	Has the organisation in its role as Approving Authority satisfied itself that agencies that it funds comply with the Public Spending Code?	3	Where applicable.
Q 1.5	Have recommendations from previous QA reports (incl. spot checks) been disseminated, where appropriate, within the organisation and to agencies?	3	Recommendations are notified to relevant parties for review and implementation
Q 1.6	Have recommendations from previous QA reports been acted upon?	3	Recommendations are reviewed and implemented by relevant parties.
Q 1.7	Has an annual Public Spending Code QA report been submitted to and certified by the Chief Executive Officer, submitted to NOAC and published on the Local Authority's website?	3	Certified by the Chief Executive, submitted to NOAC and published on Sligo County Council's website
Q 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.
Q 1.9	Is there a process in place to plan for ex post evaluations?  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.
Q 1.10	How many formal evaluations were completed in the year under review? Have they been published in a timely manner?	3	n/a in 2020
Q 1.11	Is there a process in place to follow up on the recommendations of previous evaluations?	3	Yes
Q 1.12	How have the recommendations of reviews and ex post evaluations informed resource allocation decisions?	3	Yes- they are used as a learning tool for future projects

**Checklist 2 – To be completed in respect of capital projects/programmes & capital grant schemes that were under consideration in the past year. This year various projects within the overall Cranmore Regeneration Project were reviewed.**

	<b>Capital Expenditure being Considered – Appraisal and Approval</b>	<b>Self-Assessed Compliance Rating: 1 - 3</b>	<b>Comment/Action Required</b>
Q 2.1	Was a Strategic Assessment Report (SAR) completed for all capital projects and programmes over €10m?	N/A	Less than €10m
Q 2.2	Were performance indicators specified for each project/programme which will allow for a robust evaluation at a later date? Have steps been put in place to gather performance indicator data?	N/A	Less than €10m
Q 2.3	Was a Preliminary and Final Business Case, including appropriate financial and economic appraisal, completed for all capital projects and programmes?	N/A	Less than €10m
Q 2.4	Were the proposal objectives SMART and aligned with Government policy including National Planning Framework, Climate Mitigation Plan etc?	N/A	Less than €10m
Q 2.5	Was an appropriate appraisal method and parameters used in respect of capital projects or capital programmes/grant schemes?	3	
Q 2.6	Was a financial appraisal carried out on all proposals and was there appropriate consideration of affordability?	3	
Q 2.7	Was the appraisal process commenced at an early enough stage to inform decision making?	3	At an early stage in the development of projects a programme of delivery was agreed which facilitated advanced planning
Q 2.8	Were sufficient options analysed in the business case for each capital proposal?	3	Approval was granted in principle in 2016 for a number of masterplan projects now being advanced.

Q 2.9	Was the evidence base for the estimated cost set out in each business case? Was an appropriate methodology used to estimate the cost? Were appropriate budget contingencies put in place?		This project employs cost consultants
Q 2.10	Was risk considered and a risk mitigation strategy commenced? Was appropriate consideration given to governance and deliverability?	3	At each stage of the design process risk is evaluated and actioned
Q 2.11	Were the Strategic Assessment Report, Preliminary and Final Business Case submitted to DPER for technical review for projects estimated to cost over €100m?	n/a	
Q 2.12	Was a detailed project brief including design brief and procurement strategy prepared for all investment projects?	3	Agreed and implemented at an early stage
Q 2.13	Were procurement rules (both National and EU) complied with?	3	Yes
Q 2.14	Was the Capital Works Management Framework (CWMF) properly implemented?	3	Yes
Q 2.15	Were State Aid rules checked for all support?	3	Yes
Q 2.16	Was approval sought from the Approving Authority at all decision gates?	3	Yes
Q 2.17	Was Value for Money assessed and confirmed at each decision gate by Sponsoring Agency and Approving Authority?	3	Cost Consultants are employed and different options evaluated
Q 2.18	Was approval sought from Government through a Memorandum for Government at the appropriate decision gates for projects estimated to cost over €100m?	n/a	

**Checklist 3 – To be completed in respect of new current expenditure under consideration in the past year.**

	<b>Current Expenditure being Considered – Appraisal and Approval</b>	<b>Self-Assessed Compliance Rating: 1 - 3</b>	<b>Comment/Action Required</b>
Q 3.1	Were objectives clearly set out?		n/a in 2020
Q 3.2	Are objectives measurable in quantitative terms?		n/a in 2020
Q 3.3	Was a business case, incorporating financial and economic appraisal, prepared for new current expenditure proposals?		n/a in 2020
Q 3.4	Was an appropriate appraisal method used?		n/a in 2020
Q 3.5	Was an economic appraisal completed for all projects/programmes exceeding €20m or an annual spend of €5m over 4 years?		n/a in 2020

Q 3.6	Did the business case include a section on piloting?		n/a in 2020
Q 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 in 2020
Q 3.8	Have the methodology and data collection requirements for the pilot been agreed at the outset of the scheme?		n/a in 2020
Q 3.9	Was the pilot formally evaluated and submitted for approval to the relevant Vote Section in DPER?		n/a in 2020
Q 3.10	Has an assessment of likely demand for the new scheme/scheme extension been estimated based on empirical evidence?		n/a in 2020
Q 3.11	Was the required approval granted?		n/a in 2020
Q 3.12	Has a sunset clause been set?		n/a in 2020
Q 3.13	If outsourcing was involved were both EU and National procurement rules complied with?		n/a in 2020
Q 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 in 2020
Q 3.15	Have steps been put in place to gather performance indicator data?		n/a in 2020

**Checklist 4 – To be completed in respect of capital projects/programmes & capital grants schemes incurring expenditure in the year under review. This year various projects within the overall Cranmore Regeneration Project were reviewed.**

	<b>Incurring Capital Expenditure</b>	<b>Self-Assessed Compliance Rating: 1 - 3</b>	<b>Comment/Action Required</b>
Q 4.1	Was a contract signed and was it in line with the Approval given at each Decision Gate?	3	Contracts are always signed in line with approvals
Q 4.2	Did management boards/steering committees meet regularly as agreed?	3	There is a robust oversight body in place
Q 4.3	Were programme co-ordinators appointed to co-ordinate implementation?	3	A full design team and management structure is in place
Q 4.4	Were project managers, responsible for delivery, appointed and were the project	3	Architects/Project

	managers at a suitably senior level for the scale of the project?		Managers are in place on all projects to provide delivery
Q 4.5	Were monitoring reports prepared regularly, showing implementation against plan, budget, timescales and quality?	3	Regular reports are provided for, internal progress review, department review and steering group review
Q 4.6	Did projects/programmes/grant schemes keep within their financial budget and time schedule?	3	Impacted by additional costs related to COVID-19
Q 4.7	Did budgets have to be adjusted?	3	Yes due to unforeseeable circumstances and changes in Government Climate Policy.
Q 4.8	Were decisions on changes to budgets / time schedules made promptly?	3	On-going control of budgets and programme, allows timely decisions to be made on expenditure.
Q 4.9	Did circumstances ever warrant questioning the viability of the project/programme/grant scheme and the business case (exceeding budget, lack of progress, changes in the environment, new evidence, etc.)?	3	n/a
Q 4.10	If circumstances did warrant questioning the viability of a project/programme/grant scheme was the project subjected to adequate examination?	3	n/a
Q 4.11	If costs increased or there were other significant changes to the project was approval received from the Approving Authority?	3	Funding Bodies are keep up to date with current expenditure on all projects
Q 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	n/a

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

	<b>Incurring Current Expenditure</b>	<b>Self-Assessed Compliance Rating: 1 -3</b>	<b>Comment/Action Required</b>
Q 5.1	Are there clear objectives for all areas of current expenditure?	3	Annual Budget defines the expenditure for the year.
Q 5.2	Are outputs well defined?	3	National Key Performance Indicators

Q 5.3	Are outputs quantified on a regular basis?	3	Yes, National Key Performance Indicators are set annually.
Q 5.4	Is there a method for monitoring efficiency on an ongoing basis?	3	Budget monitoring on a monthly basis and regular team meetings to review activities carried out.
Q 5.5	Are outcomes well defined?	3	
Q 5.6	Are outcomes quantified on a regular basis?	3	
Q 5.7	Are unit costings compiled for performance monitoring?	3	
Q 5.8	Are other data compiled to monitor performance?	3	Other Reports as required by the Approving Authority
Q 5.9	Is there a method for monitoring effectiveness on an ongoing basis?	3	Monthly management reports
Q 5.10	Has the organisation engaged in any other 'evaluation proofing' of programmes/projects?	2	

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

	<b>Capital Expenditure Recently Completed</b>	<b>Self-Assessed Compliance Rating: 1 - 3</b>	<b>Comment/Action Required</b>
Q 6.1	How many Project Completion Reports were completed in the year under review?		n/a in 2020
Q 6.2	Were lessons learned from Project Completion Reports incorporated into sectoral guidance and disseminated within the Sponsoring Agency and the Approving Authority?		n/a in 2020
Q 6.3	How many Project Completion Reports were published in the year under review?		n/a in 2020
Q 6.4	How many Ex-Post Evaluations were completed in the year under review?		n/a in 2020
Q 6.5	How many Ex-Post Evaluations were published in the year under review?		n/a in 2020
Q 6.6	Were lessons learned from Ex-Post Evaluation reports incorporated into sectoral guidance and disseminated within the Sponsoring Agency and the Approving Authority?		n/a in 2020
Q 6.7	Were Project Completion Reports and Ex-Post Evaluations carried out by staffing resources independent of project implementation?		n/a in 2020
Q 6.8	Were Project Completion Reports and Ex-Post Evaluation Reports for projects over €50m sent to DPER for dissemination?		n/a in 2020

**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.**

	<b>Current Expenditure that (i) reached the end of its planned timeframe or (ii) was discontinued</b>	<b>Self-Assessed Compliance Rating: 1 - 3</b>	<b>Comment/Action Required</b>
Q 7.1	Were reviews carried out of current expenditure programmes that matured during the year or were discontinued?		n/a in 2020
Q 7.2	Did those reviews reach conclusions on whether the programmes were efficient?		n/a in 2020
Q 7.3	Did those reviews reach conclusions on whether the programmes were effective?		n/a in 2020
Q 7.4	Have the conclusions reached been taken into account in related areas of expenditure?		n/a in 2020
Q 7.5	Were any programmes discontinued following a review of a current expenditure programme?		n/a in 2020
Q 7.6	Were reviews carried out by staffing resources independent of project implementation?		n/a in 2020
Q 7.7	Were changes made to the organisation's practices in light of lessons learned from reviews?		n/a in 2020

***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.

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 was no expansion of existing expenditure under consideration and no programmes ended /discontinued within the year.

The capital checklists prepared for 2020 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. Department Circulars containing updates to the Public Spending Code process were made available to staff on the Council's intranet. Staff from the Council will avail of future external training on the PSC when this occurs.

The authority has met the obligations in preparing and submitting to NOAC, the PSC report for the expenditure year ended 31<sup>st</sup> December 2020, which includes the completion of the required inventories and checklists and the in-depth review on the required sample of total inventory.

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

The following section presents a summary of the findings of the In-Depth Check on

### **Current Project - Operation and Maintenance of Sligo Harbour**

Sligo Harbour is owned, managed and operated by Sligo County Council since 13<sup>th</sup> June, 2006. The harbour is one of seven harbours in the BMW Region and the only one on the west coast. While the significance of Sligo Harbour in national terms is quite low, it remains important in the regional and local economy, supporting local industry and providing an import/export transportation facility. Sligo Port is the only working Port between Galway and Derry. The Port is located in the estuary of the Garavogue River in Sligo Bay. At present the Harbour can accommodate ships with a maximum draft of 4.8m and length of 100 meters. The main cargoes are slack, timber (logs and pulp) and fish meal. In recent years, Sligo Harbour is averaging 20 international cargo ships per annum.

The floating pontoon on Ballast Quay at Sligo Harbour is available for use by owners and authorised crew of leisure craft. The pontoon is 60m long and is available to all local and visiting leisure craft for day trips, short term stays or long term berthings. Leisure craft can

berth safely and securely within easy reach of the city enhancing the tourism potential of Sligo.

The in-depth check has demonstrated adherence with the broad principles of the Public Spending Code, in relation to current expenditure programmes. Overall, the Operation and Maintenance of Sligo Harbour which was reviewed is broadly in compliance with the requirements of the Public Spending Code.

### **Capital Project – N17 Knock to Collooney**

The N17 Knock to Collooney Road Project involves an examination of approximately 55km (34km in Co. Sligo and 21km in Co. Mayo) of a very substandard section of the existing N17 to current alignment and safety standards. The corridor is being assessed and appraised in its entirety from Knock to Collooney; this is not to say that the entirety of the corridor will be improved, or, that any required improvements will be completed in one large bulk project.

Improvements to the N17 between Knock and Collooney will enhance regional connectivity thereby facilitating and supporting the economy of the Atlantic Economic Corridor (AEC) and the North-West region in general.

The in-depth check covered the period 2018-2020 during which Phase 0, 1 and 2 were carried out. The Project is currently at Phase 2 Options Selection. The development of the Project is being led by the Sligo Project Office, on behalf of Sligo and Mayo County Councils. The Sligo PO is Project Managing this Scheme and is also the Lead Road Designers and PSDP for the Scheme. Specialist sub-consultants will be procured as required. Further information is available at <https://n17knockcollooney.ie/>

The in-depth check has demonstrated adherence with the broad principles of the Public Spending Code in relation to capital expenditure programmes. Overall, the N17 Knock to Collooney road project which was reviewed is substantially in compliance with the requirements of the Public Spending Code.

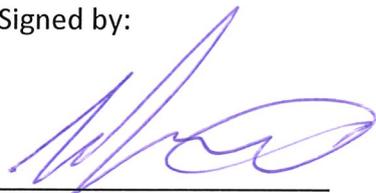
## 7. Conclusion

The Public Spending Code Quality Assurance Report, inventories and checklists have been completed by the Authority for the year ended 31<sup>st</sup> December 2020. 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:



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Tom Kilfeather,  
Acting Chief Executive

26<sup>th</sup> May, 2021

## 9. Appendices

**Appendix 1** Project Inventory

**Appendix 2** Quality Assurance – In Depth Check

Current: Operation and Maintenance of Sligo Harbour

Capital: N17 Knock to Collooney

## Appendix 1

Expenditure being Considered - Greater than €0.5m (Capital and Current)							
Project/Scheme/Programme Name	Short Description	Current Expenditure Amount in Reference Year	Expenditure Amount in Reference Year (Non Grant )	Capital Expenditure Amount in Reference Year (Grant )	Project/Programme Anticipated Timeline	Projected Lifetime Expenditure	Explanatory Notes
Proposed Construction Conolly Park Phase 2	Construction of 15 no. units	€ -	€ -	€ -	Stage 2 approval received in 2021	€ 3,159,918	
Enterprise & Community Centre & Urban Park Cranmore - ERDF	Multi-use community facility with office accommodation for the delivery of social programmes and community activities	€ -	€ -	€ -	July 2021 - March 2023	€ 750,000	
Traveller Accommodation Programme Group Housing	3 no. units	€ -	€ -	€ -	Stage 1 approval received	€ 836,508	
Energy Efficiency Phase 2 Thermal Upgrade		€ -	€ -	€ -		€ 957,000	
Active Travel	NTA Programme 2021 - 2026	€ -	€ -	€ -	2021 - 2026	€ 10,000,000	
RRDF Enniscrone	Rural Re-generation of disused cliff baths and pavillion building	€ -	€ -	€ -	June 2022 to June 2024	€ 3,300,000	75% RRDF funding
RRDF Tubbercurry Regeneration Project 2020	Public Realm Re-generation project	€ -	€ -	€ -	June 2022 to June 2024	€ 500,000	75% RRDF funding
ORIS M2 2020	Outdoor Recreation Measure 2 2020	€ -	€ -	€ -	April 2021 - Nov 2022	€ 594,000	max 80% Government funding
Town and Village Renewal 2020	Town and Village Renewal 2020	€ -	€ -	€ -	April 2021 - Nov 2022	€ 670,000	max 80% Government funding
Transitional LEADER Programme	Transitional programme to bridge the gap between EU Programming periods	€ -	€ -	€ -	April 2021 - Dec 2022	€ 2,261,896	
URDF - Sligo Public Realm Plan	Various projects to be delivered over next 6 years	€ -	€ -	€ -	2021-2027	€ 14,029,912	75% URDF funding
RRDF Strandhill Rosses Point Public Realm Enhancement	Public Realm Enhancement Schemes	€ -	€ -	€ -	Part 8 October 2021	€ 6,164,820	75% URDF funding
URDF - City Campus project	City Campus - development of brownfield town centre site plus new county library and museum	€ -	€ -	€ -	2021-2027	€ 28,680,000	75% URDF funding
<b>Totals</b>		<b>€ -</b>	<b>€ -</b>	<b>€ -</b>		<b>€ 71,904,054</b>	

**Expenditure being Incurred - Greater than €0.5m (Capital and Current)**

Project/Scheme/Programme Name	Short Description	Current Expenditure Amount in Reference Year	Capital Expenditure Amount in Reference Year (Non Grant)	Capital Expenditure Amount in Reference Year (Grant)	Project/Programme Anticipated Timeline	Cumulative Expenditure to-date	Projected Lifetime Expenditure (Capital Only)	Explanatory Notes
A01 Maintenance/Improvement of LA Housing	Annual Expenditure per Approved Revenue Budget	€ 2,645,448	€ -	€ -	on-going	n/a	n/a	
A03 Housing Rent and Tenant Purchase Administration	Annual Expenditure per Approved Revenue Budget	€ 556,755	€ -	€ -	on-going	n/a	n/a	
A05 Administration of Homeless Service	Annual Expenditure per Approved Revenue Budget	€ 572,546	€ -	€ -	on-going	n/a	n/a	
A06 Support to Housing Capital & Affordable Prog.	Annual Expenditure per Approved Revenue Budget	€ 1,033,555	€ -	€ -	on-going	n/a	n/a	
A07 RAS Programme	Annual Expenditure per Approved Revenue Budget	€ 3,881,547	€ -	€ -	on-going	n/a	n/a	
A08 Housing Loans	Annual Expenditure per Approved Revenue Budget	€ 1,220,196	€ -	€ -	on-going	n/a	n/a	
A09 Housing Grants	Annual Expenditure per Approved Revenue Budget	€ 1,504,686	€ -	€ -	on-going	n/a	n/a	
CAS 2015 St VdP at Cuan Iosa Ballymote	Construction of 8 no. units	€ -	€ 572,173	€ -	works completed	€ 1,588,250	€ 1,628,973	
Social Housing Development at Maugheraboy	Construction of 62 no. units	€ -	€ 15,504	€ -	Stage 1 approval	€ 24,704	€ 15,269,456	
Proposed Social Housing at Collooney	Construction of 15 no. units	€ -	€ 121,203	€ -	works completed	€ 4,195,377	€ 4,226,981	
Housing Construction Connolly Park, Tubbercurry	Construction of 10 no. units	€ -	€ 489,294	€ -	Stage 4 approval	€ 656,062	€ 2,947,444	
Proposed Construction Dromore West	Construction of 10 no. units	€ -	€ 1,231,553	€ -	Q3 2021	€ 1,471,977	€ 2,512,118	
Traveller Accommodation Programme	Refurbishment of 6 no. bay Glenview	€ -	€ 305,438	€ -	works completed	€ 990,903	€ 1,052,470	
Housing Construction Knappagh Beg	Construction of 28 no. units	€ -	€ 1,969,736	€ -	works completed	€ 7,409,892	€ 8,658,055	
Proposed Social Housing at Rosses Point Road	Construction of 14 no. units	€ -	€ 228,047	€ -	Stage 4 approval	€ 4,513,072	€ 4,615,589	
Fr O'Flanagan Tce	Construction of 21 no. units	€ -	€ 122,868	€ -	works completed	€ 4,061,036	€ 4,069,470	
Cranmore Regeneration Project - Administration	Salaries and Administration Costs	€ -	€ 955,678	€ -		€ 14,765,364	€ 18,000,000	
Cranmore Regeneration Project	Environmental and building improvement works to social and private dwellings - various projects	€ -	€ 419,002	€ -		€ 1,750,038	€ 8,273,799	
Refurbishment 96 units Cranmore	Environmental and building improvement works to social and private dwellings	€ -	€ 3,234,848	€ -	Completion date April 2021	€ 3,645,132	€ 4,771,835	
Enterprise & Community Centre and Urban Park	Multi-use community facility with office accommodation for the delivery of social programmes and community activities		€ 198,242		Completion date April 2023	€ 198,242	€ 6,364,634	
Cranmore - new link via Joe McDonnell Drive	Demolition of 4 no. existing houses and construction of 4 no. new units to provide pedestrian access from Cranmore to Chapel Hill		€ -		Completion date December 2022	€ 30,277	€ 1,267,909	

**Expenditure being Incurred - Greater than €0.5m (Capital and Current)**

<b>Project/Scheme/Programme Name</b>	<b>Short Description</b>	<b>Current Expenditure Amount in Reference Year</b>	<b>Capital Expenditure Amount in Reference Year (Non Grant)</b>	<b>Capital Expenditure Amount in Reference Year (Grant)</b>	<b>Project/Programme Anticipated Timeline</b>	<b>Cumulative Expenditure to-date</b>	<b>Projected Lifetime Expenditure (Capital Only)</b>	<b>Explanatory Notes</b>
CAS Newgrove Housing Association, 1st Sea Road	Construction of 4 no. units & 1 no. Care support unit	€ -	€ -	€ -	Q4 2021	€ 345,000	€ 651,903	
CAS Project Oaklee Housing Trust, Johnstons Court	Acquisition of 6 no. units	€ -	€ -	€ -		€ 1,543,127	€ 1,546,500	
CAS Project Nazareth House, Church Hill	Construction of 48 no. units & 1 no. Care support unit	€ -	€ -	€ -	works completed	€ 6,988,181	€ 6,999,181	
CAS Project Newgrove Housing Association, Strandhill	Acquisition and works to 1 no. unit	€ -	€ -	€ -	works completed	€ 564,136	€ 655,285	
CAS Project St Vincent de Paul, 5A Charles Street	4 no. units	€ -	€ -	€ -	works completed	€ 675,864	€ 684,674	
CAS and CLSS Project Sophia Housing Association, Tubbercurry	CAS , CLSS and communal facilities	€ -	€ 73,092	€ -	works completed	€ 9,267,409	€ 9,543,924	
Housing Acquisitions Programme 2018	Works outstanding		€ 50,228		2021	€ 2,153,040	€ 2,223,473	
Housing Acquisitions Programme 2019	Works outstanding	€ -	€ 229,464	€ -	2021	€ 2,753,526	€ 2,753,526	
Housing Acquisitions Programme 2020	Works outstanding		€ 511,683		2021	€ 511,683	€ 576,574	
productive use voids 2020 programme & approved Energy efficient works to void properties 2020	Department funded Voids Programme		€ 697,757		2021	€ 698,896	€ 848,246	
B01 NP Road - Maintenance and Improvement	Annual Expenditure per Approved Revenue Budget	€ 1,461,242	€ -	€ -	on-going	n/a	n/a	
B02 NS Road - Maintenance and Improvement	Annual Expenditure per Approved Revenue Budget	€ 532,866	€ -	€ -	on-going	n/a	n/a	
B03 Regional Road - Maintenance and Improvement	Annual Expenditure per Approved Revenue Budget	€ 4,665,641	€ -	€ -	on-going	n/a	n/a	
B04 Local Road - Maintenance and Improvement	Annual Expenditure per Approved Revenue Budget	€ 12,207,755	€ -	€ -	on-going	n/a	n/a	
B05 Public Lighting	Annual Expenditure per Approved Revenue Budget	€ 1,082,839	€ -	€ -	on-going	n/a	n/a	
B07 Road Safety Engineering Improvement	Annual Expenditure per Approved Revenue Budget	€ 1,766,849	€ -	€ -	on-going	n/a	n/a	
B09 Car Parking	Annual Expenditure per Approved Revenue Budget	€ 517,672	€ -	€ -	on-going	n/a	n/a	
B10 Support to Roads Capital Programme	Annual Expenditure per Approved Revenue Budget	€ 511,849	€ -	€ -	on-going	n/a	n/a	
B11 Agency & Recoupable Services	Annual Expenditure per Approved Revenue Budget	€ 2,004,496	€ -	€ -	on-going	n/a	n/a	

Expenditure being Incurred - Greater than €0.5m (Capital and Current)								
Project/Scheme/Programme Name	Short Description	Current Expenditure Amount in Reference Year	Capital Expenditure Amount in Reference Year (Non Grant)	Capital Expenditure Amount in Reference Year (Grant)	Project/Programme Anticipated Timeline	Cumulative Expenditure to-date	Projected Lifetime Expenditure (Capital Only)	Explanatory Notes
N4 Cloonamahon Castlebaldwin	15km upgrade of the N4 from Collooney to Castlebaldwin of which 3.0km is online and the remainder is off line upgrade.	€ -	€ 39,734,578	€ -	Phase 6 Construction Substantial Completion Q3-Q4 2021	€ 107,183,027	€ 149,400,000	
N16 Lugatobber	2.5km predominately offline upgrade.	€ -	€ 2,018,994	€ -	Commence Phase 6 in Q1 2022	€ 3,023,693	€ 18,000,000	
N59 Corhawnagh to Crockacullion (formerly N59 Corhawnagh to Lugnadeffa)	Upgrade of a 4.7km section of the existing N59	€ -	€ 4,400	€ -	Progressing to Phase 3 in 2021	€ 133,695	€ 23,000,000	
N4/N15 Sligo Urban Improvement	0.73km section upgrade of the existing Hughes Bridge linking the N4 with the N15 and the installation of an Urban Traffic Control System along the entire N4 Inner relief Road and associated side road junctions in Sligo Town.	€ -	€ 6,509,029	€ -	Phase 6 Construction Substantial Completion Q3 2021, overall scheme completion Q3 2023	€9,984,976.19	€ 14,332,000	
N17 Collooney to Knock	Route being examined is 55km in length (this is not necessarily the section to be improved)	€ -	€ 857,057	€ -	TII Phase 2 Project extents and improvement priorities to be determined	€ 1,298,067	€ 550,000,000	
Western Distributor road Phase II	Strategic non-national road	€ -	€ 6,795,686	€ -	Road opened 2021, overall scheme completion Q4 2022	€ 18,860,415	€ 21,500,000	
Eastern Garavogue River Bridge & Approach Roads	Strategic non-national road	€ -	€ 29,766	€ -	Q4 2025	€ 1,695,165	€ 27,700,000	
Markiviec Bridge	City centre footbridge	€ -	€ 1,907	€ -	Q4 2023	€ 23,690	€ 1,250,000	
Burton St Link Road	Strategic non-national road	€ -	€ 266,110	€ -	Q4 2023	€ 266,110	€ 1,100,000	
URDF O'Connell St enhancement	Street enhancement works	€ -	€ 1,081,100	€ -	Q1 2022	€ 2,785,672	€ 4,500,000	
Surf Centre Strandhill	New Centre of Excellence	€ -	€ 45,497	€ -	Construction to commence Q2 2021	€ 227,605	€ 1,857,923	Fáilte Ireland, RRDF and Council funding
D01 Forward Planning	Annual Expenditure per Approved Revenue Budget	€ 728,670	€ -	€ -	on-going	n/a	n/a	
D02 Development Management	Annual Expenditure per Approved Revenue Budget	€ 937,430	€ -	€ -	on-going	n/a	n/a	
D03 Enforcement	Annual Expenditure per Approved Revenue Budget	€ 893,627	€ -	€ -	on-going	n/a	n/a	
D06 Community & Enterprise Function	Annual Expenditure per Approved Revenue Budget	€ 1,079,267	€ -	€ -	on-going	n/a	n/a	
D09 Economic Development and Promotion	Annual Expenditure per Approved Revenue Budget	€ 11,608,671	€ -	€ -	on-going	n/a	n/a	

**Expenditure being Incurred - Greater than €0.5m (Capital and Current)**

Project/Scheme/Programme Name	Short Description	Current Expenditure Amount in Reference Year	Capital Expenditure Amount in Reference Year (Non Grant)	Capital Expenditure Amount in Reference Year (Grant)	Project/Programme Anticipated Timeline	Cumulative Expenditure to-date	Projected Lifetime Expenditure (Capital Only)	Explanatory Notes
SICAP 2018-2022	Social inclusion programme managed by Sligo LCDC and implemented by Sligo LEADER Partnership	€ -	€ 616,687	€ -	Jan 2018 - Dec 2022	€ 1,811,555	€ 2,980,265	
Rural Development Programme	LEADER Programme 2014 - 2020, now extended to 31st March, 2021	€ -	€ 1,437,843	€ -	August 2016 - March 2021	€ 3,833,545	€ 7,880,187	
ORIS Coolaney Mountain Bike Centre	A trail centre with almost 75kms of mountain bike trails beside Coolaney village in Co. Sligo on Coillte lands in the Ox mountains.	€ -	€ 15,000	€ -	Feb 2019 - Dec 2021	€ 855,285	€ 1,340,285	max 75% Government funding
Town and Village Renewal 2017	Public space enhancement works in Ballisodare, Achrony, Banada, Ballymote, Ballygawley, Bunninadden, Tubbercurry, Carney, Strandhill, Rosses point, Easkey and Gurteen	€ -	€ 102,376	€ -	Oct 2017 - June 2019	€ 1,190,629	€ 1,196,000	max 80% Government funding
Town and Village Renewal 2018	Public space enhancement works in Aclare, Ballisodare, Ballymote, Cloonacool, Collooney, Enniscrone, Grange, Kilavil, Rathly, Riverstown and Rathcormac	€ -	€ 595,114	€ -	Sept 2018 - March 2020	€ 1,269,914	€ 1,423,000	max 80% Government funding
Town and Village Renewal 2019	Enhancement works in Ballinacorney, Bunninadden, Culfadda, Enniscrone, Mullaghamor and Riverstown	€ -	€ 309,351	€ -	Dec 2019 - Oct 2022	€ 309,351	€ 705,000	max 80% Government funding
Fáilte Ireland Destination Town - Enniscrone	Capital investment in Tourism Infrastructure in Enniscrone as a tourist destination on the Wild Atlantic way	€ -	€ 2,470	€ -	June 2020 - Dec 2021	€ 2,470	€ 666,000	
RRDF Yeats Trail	Construct walkway and cycleway along edge of SAC woodland at Cleveragh Lough Gill SAC1 976	€ -	€ 51,250	€ -	Jan 2019 - Dec 2022	€ 301,000	€ 670,000	75% RRDF funding
Fáilte Ireland - Sligo Cultural Plaza - Fáilte Ireland and URDF	To design and build shared civil space in what is currently Stephen St car park	€ -	€ 212,451	€ -	July 2019 - Dec 2023	€ 268,504	€ 3,273,256	
PEACE IV	EU funded PEACE IV Action Plan key areas - Children & Young People, Shared Spaces and Services, and Building Positive Relations	€ -	€ 344,281	€ -	Programme ended	€ 864,775	€ 979,395	
URDF - SCPREP- Sligo City Public Realm Enhancement Project	Enhancement of Stephen Street, Holborn Street, Rockwood Parade, Water Lane, Tobergal Lane	€ -	€ 131,497	€ -	Tender Action - September 2020 Commence on site Jan 2021	€ 131,497	€ 6,515,865	75% URDF funding

**Expenditure being Incurred - Greater than €0.5m (Capital and Current)**

Project/Scheme/Programme Name	Short Description	Current Expenditure Amount in Reference Year	Capital Expenditure Amount in Reference Year (Non Grant)	Capital Expenditure Amount in Reference Year (Grant)	Project/Programme Anticipated Timeline	Cumulative Expenditure to-date	Projected Lifetime Expenditure (Capital Only)	Explanatory Notes
E06 Street Cleaning	Annual Expenditure per Approved Revenue Budget	€ 626,207	€ -	€ -	on-going	n/a	n/a	
E11 Operation of Fire Service	Annual Expenditure per Approved Revenue Budget	€ 3,888,230	€ -	€ -	on-going	n/a	n/a	
Remedial Works on Structures in Graveyards	Remedial works	€ -	€ 38,398	€ -	on-going	€ 623,148	€ 800,000	
Finisklin Landfill Proposal	Finisklin Landfill Remediation Works	€ -	€ 176,928	€ -	2022	€ 506,249	€ 1,294,000	
F02 Operation of Library and Archival Service	Annual Expenditure per Approved Revenue Budget	€ 2,348,610	€ -	€ -	on-going	n/a	n/a	
F03 Op, Mtce & Imp of Outdoor Leisure Areas	Annual Expenditure per Approved Revenue Budget	€ 675,996	€ -	€ -	on-going	n/a	n/a	
F04 Community Sport and Recreational Development	Annual Expenditure per Approved Revenue Budget	€ 1,380,351	€ -	€ -	on-going	n/a	n/a	
F05 Operation of Arts Programme	Annual Expenditure per Approved Revenue Budget	€ 816,147	€ -	€ -	on-going	n/a	n/a	
G02 Operation and Maintenance of Piers and Harbours	Annual Expenditure per Approved Revenue Budget	€ 749,916	€ -	€ -	on-going	n/a	n/a	
H01 Profit/Loss Machinery Account	Annual Expenditure per Approved Revenue Budget	€ 2,334,270	€ -	€ -	on-going	n/a	n/a	
H03 Administration of Rates	Annual Expenditure per Approved Revenue Budget	€ 8,397,631	€ -	€ -	on-going	n/a	n/a	
H09 Local Representation/Civic Leadership	Annual Expenditure per Approved Revenue Budget	€ 1,249,984	€ -	€ -	on-going	n/a	n/a	
H10 Motor Taxation	Annual Expenditure per Approved Revenue Budget	€ 573,810	€ -	€ -	on-going	n/a	n/a	
H11 Agency & Recoupable Services	Annual Expenditure per Approved Revenue Budget	€ 1,638,856	€ -	€ -	on-going	n/a	n/a	
<b>Totals</b>		<b>€ 76,093,615</b>	<b>€ 72,803,580</b>	<b>€ -</b>		<b>€ 228,251,226</b>	<b>€ 952,505,195</b>	

**Projects/Programmes Completed or discontinued in the reference year - Greater than €0.5m (Capital and Current)**

<b>Project/Scheme/Programme Name</b>	<b>Short Description</b>	<b>Current Expenditure Amount in Reference Year</b>	<b>Expenditure Amount in Reference Year (Non Grant)</b>	<b>Capital Expenditure Amount in Reference Year (Grant)</b>	<b>Project/ Programme Completion Date</b>	<b>Final Outturn Expenditure</b>	<b>Explanatory Notes</b>
Long Term Derelict Void Programme 2017 - 2019	Department funded programme	€ -	€ -	€ -	2020	€ 814,809	
Returning Vacant Council stock to Productive use Voids programme 2019	Department funded programme				2020	€ 1,089,826	
Housing Construction Carrowbunaun, Strandhill		€ -	€ -	€ -		€ -	Included in 2019 report with projected budget of €3,100,000. Scheme now on hold.
N15 Sligo - County Boundary		€ -	€ -	€ -		€ -	Included in 2019 report with projected budget of €226,030,000. Scheme now suspended.
N16 Borough Boundary - Leitrim Boundary		€ -	€ -	€ -		€ -	Included in 2019 report with projected budget of €25,000,000. Scheme now suspended.
R297 Castletown / Easkey		€ -	€ -	€ -		€ -	Included in 2019 report with projected budget of €2,500,000. Scheme now suspended.
N4 / N15 to Borough Boundary Scheme		€ -	€ -	€ -		€ -	Included in 2019 report with projected budget of €32,400,000. Scheme now suspended.
<b>Totals</b>		<b>€ -</b>	<b>€ -</b>	<b>€ -</b>		<b>€ 1,904,635</b>	

## Appendix 2

### Quality Assurance – In Depth Check

#### Section A: Introduction

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

<b>Programme or Project Information</b>	
<b>Name</b>	Piers & Harbours – Sligo Harbour
<b>Detail</b>	Sligo Harbour is owned, managed and operated by Sligo County Council since 13 <sup>th</sup> June, 2006. The harbour is one of seven harbours in the BMW Region and the only one on the west coast. While the significance of Sligo Harbour in national terms is quite low, it remains important in the regional and local economy, supporting local industry and providing an import/export transportation facility.
<b>Responsible Body</b>	Sligo County Council
<b>Current Status</b>	Expenditure being incurred
<b>Start Date</b>	On-going
<b>End Date</b>	On-going
<b>Overall Cost</b>	€649,614.76 in 2020

## **Project Description**

### ***Sligo Port***

While commercial shipping in Ireland is centered on the five Ports of National Significance namely, Dublin, Cork, Shannon Foynes, Rosslare and Waterford; Sligo Port is one of 14 other ports which handle commercial traffic and function as important facilitators of trade for their regional and local hinterland. With the exception of Killybegs Fishery Harbour, Sligo Port is the only working Port between Galway and Derry. The Port is located in the estuary of the Garavogue River in Sligo Bay. At present the Harbour can accommodate ships with a maximum draft of 4.8m and length of 100 meters. The main cargoes are slack, timber (logs and pulp) and fish meal. In recent years, Sligo Harbour is averaging 20 international cargo ships per annum.

Sligo Port is recognised as a Level 1 Security Port.

Sligo County Council took over the running of the port on 13 June 2006, following a Government decision relating to regional ports. Sligo Port has benefited from various safety improvement works since then, all funded by the Department of Transport (Marine Transport Division), including: a major upgrade of Barytes Jetty, safety improvements to Deep Water Jetty, substantial improvements to the shipping channel's training wall, pontoons and access ramp at Timber Jetty, near Hughes Bridge. The primary cargoes shipped to Sligo Port are coal, slack, timber and fish meal, with metal scrap being the main export. Capital and maintenance dredging is required within the harbour, to enhance the use and longevity of the Port.

### ***Floating Pontoon***

The pontoon on Ballast Quay at Sligo Harbour is available for use by owners and authorised crew of leisure craft. It is owned, managed and operated by Sligo County Council. The pontoon is 60m long and is available to all local and visiting leisure craft for day trips, short term stays or long term berthings. Leisure craft can berth safely and securely within easy reach of the city enhancing the tourism potential of Sligo.

### ***Main items of expenditure***

The main categories of expenditure in 2020 were:

Fixed Assets and related expenditure	€492,158.98
Contracts re Operation and Maintenance	€119,275.71
Insurances	€15,021.92

Administration & General Expenses	€13,236.87
Salaries Costs	€9,921.28
	<u>€649,614.76</u>

The expenditure incurred covered the areas of:

1. Management & control of all incoming and outgoing shipping activities
2. Maintenance of Sligo Harbour including compliance with all Health & Safety obligations
3. Maintenance of Aids to Navigation

Contracts relate to the Operation and Maintenance of the harbor, Pilotage Services and Mobile Security Services.

During 2020 Sligo County Council concluded negotiations on the purchase of a leasehold interest in the harbor area and the property has been added to the Fixed Asset holding of the Council.

The harbour area now holds substantial reserves of brown field sites in the Council's ownership and all excellently located close to the city centre.

A Sligo Harbour Advisory Committee was established to inform and assist in the successful development of the harbor. It is recommended that this Committee would meet at a minimum on an annual basis.

Income from the Harbour during 2020 was approx. €70,000.

## Section B - Step 1: Logic Model Mapping

As part of this In-Depth Check, a Programme Logic Model (PLM) for the Operation and Maintenance of Sligo Harbour has been completed. 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 facilitate a competitive and effective market for maritime transport services.</p> <p>To continue to support the sustainable development of Sligo Port, as resources permit.</p> <p>To ensure the safe management and operation of Harbour Activities at Sligo Harbour.</p>	<p>Annual operation &amp; maintenance costs for: Sligo Harbour / Floating Pontoon &amp; all associated Aids to Navigation (Management &amp; Operations Contract)</p> <p>Staff resources – technical &amp; administrative</p>	<p>Ensure safe arrival &amp; departure of cargo ships &amp; leisure craft</p> <p>Implement Sligo Port Security Plan &amp; Sligo Port Waste Plan</p> <p>Maintain Sligo Port as an International Level 1 Security Port (ISPS)</p> <p>Compliance with relevant Health &amp; Safety Legislation.</p> <p>Invoicing &amp; collecting of shipping payments, harbour dues, pontoon fees etc.</p>	<p>Repair / replacement of Aids to Navigation of which there are 42No. in total;</p> <p>Refurbishment of the Metalman – AtoN;</p> <p>Health &amp; Safety Inspection of 7No. harbour properties resulting in identification, prioritisation and scheduling of measures for safety improvement work;</p> <p>Total tonnage In/Out – 28,112t</p> <p>21No. shipping movements for year ended 31<sup>st</sup> December 2020.</p>	<p>Increase in throughput at Sligo Port on previous years.</p> <p>On-going activities ensure that Sligo Harbour remains operational all year round.</p> <p>Safe and efficient management and operation of Harbour Activities for both commercial cargo ships and leisure craft</p>

## **Description of Programme Logic Model**

**Objectives:** The Council's primary objective in respect to Sligo Port is to facilitate a competitive and effective market for maritime transport services in accordance with the Department of Tourism Transport & Sport National Ports Policy 2013. In addition, the Council wishes to support the sustainable development of Sligo Port and to ensure the safe and efficient management and operation of Harbour Activities for both commercial cargo ships and leisure craft.

**Inputs:** The most significant input is the Council's financial contribution towards the annual management & operation contract. This contract provides for the following:

- a. Management & Control of Harbour Shipping activities,
- b. Operation & maintenance of Sligo Harbour facilities, and
- c. Maintenance of Aids to Navigation within the main shipping lane from Sligo Bay to Sligo Port

Other inputs include the Council's own resources, both technical and administration – in terms of undertaking annual Safety Audits & Inspections, agreeing on extent of improvement works to be undertaken each year, contract administration and the raising of purchase orders to facilitate operations including Port Security, Piloting Services, waste management etc.

**Activities:** Activities include liaising with shipping pilots, ship captains, customs etc. to ensure safe arrival & departure of cargo ships & leisure craft to and from Sligo Port. Ongoing implementation of the Sligo Port Security Plan & Sligo Port Waste Plan. Maintaining Sligo Port as an International Level 1 Security Port (ISPS). Maintenance of harbour jetties, buildings, security gates, CCTV cameras, etc. Ensuring compliance with relevant Health & Safety Legislation and invoicing & collecting of shipping payments, harbour dues, pontoon fees etc.

**Outputs:** Successful implementation of Management & Operation Contract for Sligo Harbour including the repair / replacement of Aids to Navigation as required, ongoing Health & Safety inspections and implementation of works as to ensure the safe operation of the Harbour.

**Outcomes:** Increase in number of cargo vessels using Sligo Port in 2020.

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

The following section tracks the Operation and Maintenance of Sligo Harbour to the end of 2020 in terms of major project/programme milestones

On-going	Management & Operation of Harbour Activities inc. liaising with shipping pilots, ship captains, customs etc.
Weekly / Monthly	Checking of Aids to Navigation & repair / replace as necessary Invoicing & payments
Annually	Health & Safety Inspections Review Port Security Plan Review Port Waste Plan
2016	Appointment of contractors to manage and operate harbour activities
2006	Take-over of Sligo Harbour by Sligo County Council

## Section B - Step 3: Analysis of Key Documents

The following section reviews the key documentation relating to appraisal, analysis and evaluation for the Operation and Maintenance of Sligo Harbour.

Project/Programme Key Documents	
Title	Details
Management & Operation of Harbour Activities	Contains details of Annual Service Requirements for Sligo Port
Sligo County Council Harbour Office Safety Management System	Safety Management System for the Safe Operation of Sligo Harbour
Sligo County Development Plan 2017 - 2023	Chapter 8 Transport and Mobility

**Key Document 1:** Management & Operation of Harbour Activities. This document contains details of the Annual Service Requirements for Sligo Port including management and control of Harbour and Shipping Activities, Operation and Maintenance of Sligo Harbour and Maintenance of Aids to Navigation.

**Key Document 2:** Sligo County Council Harbour Office Safety Management System is reviewed by the Health and Safety Officer on a regular basis. The most recent review took place in April 2021.

**Key Document 3:** Sligo County Development Plan 2017 - 2023 Chapter 8 Transport and Mobility 8.6 sets out the policies and objectives in relation to Ports and Harbours including Sligo Harbour.

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### Section B - Step 4: Data Audit

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The following section details the data audit that was carried out for the Operation and Maintenance of Sligo Harbour. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

Data Required	Use	Availability
Financial records for income and expenditure	Audit Trail	Yes, Agresso FMS
Existing contracts	Evidence of procurement	Yes, Harbour Section

#### Data Availability and Proposed Next Steps

The documentation outlined in the above table is available for inspection on request from the Sligo Harbour Section of Sligo County Council. The necessary supporting documentation will be retained on file for future audit.

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### Section B - Step 5: Key Evaluation Questions

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The following section looks at the key evaluation questions for Operation and Maintenance of Sligo Harbour 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 broadly in 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?**

A review of a sample of expenditure for the year 2020 was undertaken. Following the review it is advisable that a number of the existing contracts relating to harbour activities be prioritised for open tender to ensure compliance with procurement requirements. It is acknowledged that the situation has been highlighted by the Procurement Officer and that the relevant staff are aware of the need to progress the procurement process as a priority.

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### **Section: In-Depth Check Summary**

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The following section presents a summary of the findings of this In-Depth Check on the Operation and Maintenance of Sligo Harbour.

#### **Summary of In-Depth Check**

Sligo Harbour is owned, managed and operated by Sligo County Council since 13<sup>th</sup> June, 2006. The harbour is one of seven harbours in the BMW Region and the only one on the west coast. While the significance of Sligo Harbour in national terms is quite low, it remains important in the regional and local economy, supporting local industry and providing an import/export transportation facility. Sligo Port is the only working Port between Galway and Derry. The Port is located in the estuary of the Garavogue River in Sligo Bay. At present the Harbour can accommodate ships with a maximum draft of 4.8m and length of 100 meters. The main cargoes are slack, timber (logs and pulp) and fish meal. In recent years, Sligo Harbour is averaging 20 international cargo ships per annum.

The floating pontoon on Ballast Quay at Sligo Harbour is available for use by owners and authorised crew of leisure craft. The pontoon is 60m long and is available to all local and visiting leisure craft for day trips, short term stays or long term berthings. Leisure craft can berth safely and securely within easy reach of the city enhancing the tourism potential of Sligo.

The in-depth check has demonstrated adherence with the broad principles of the Public Spending Code, in relation to current expenditure programmes. Overall, the Operation and Maintenance of Sligo Harbour which was reviewed is broadly 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.

<b>Programme or Project Information</b>	
<b>Name</b>	N17 Knock to Collooney [Atlantic Economic Corridor]
<b>Detail</b>	Improvements to the N17 between Knock and Collooney will enhance regional connectivity thereby facilitating and supporting the economy of the Atlantic Economic Corridor (AEC) and the North-West region in general. The Project is currently at <b>Phase 2 Options Selection</b> . The corridor is being assessed and appraised in its entirety from Knock to Collooney; this is not to say that the entirety of the corridor will be improved, or, that any required improvements will be completed in one large bulk project.
<b>Responsible Body</b>	Sligo County Council
<b>Current Status</b>	Expenditure being incurred
<b>Start Date</b>	2018
<b>End Date</b>	To be confirmed
<b>Overall Cost</b>	To Be Confirmed (Dependent upon nature and scale of project developed). The Feasibility Working Cost established at Phase 0 is €550m; however this assumes a full corridor upgrade which may not be the case.

## **Project Description**

The N17 Knock to Collooney Scheme was identified in the National Development Plan 2018-2027 (NDP)<sup>1</sup> as one of the projects to be progressed through pre-appraisal and early planning during 2018 to prioritise projects which are proceeding to construction in the NDP.

A particular focus in the National Planning Framework (NPF)<sup>2</sup> is on improving accessibility and connectivity northwards on the emerging Atlantic Economic Corridor (AEC) network. This is defined under the NPF Strategic Outcome No 2, to ‘Enhance Regional Accessibility’ and cites access to the North West as being essential. The N17 Knock to Collooney corridor forms an integral part of the Atlantic Economic Corridor therefore the improvement of the N17 is a key objective in the NPF. The route also forms part of the Ten-T Comprehensive Network.

Improvements to the N17 between Knock and Collooney will enhance regional connectivity thereby facilitating and supporting the economy of the Atlantic Economic Corridor (AEC) and the North-West region in general. This will enable the opportunity for transformational growth in employment and enhanced economic output, allowing the AEC to compliment and act as counter balance to the thriving East Coast.

The project involves the examination of approximately 55km (34km in Co. Sligo and 21km in Co. Mayo) of a very substandard section of the existing N17 to current alignment and safety standards.

The development of the Project is being led by the Sligo Project Office, on behalf of Sligo and Mayo County Councils. The Sligo PO is Project Managing this Scheme and is also the Lead Road Designer and PSDP for the Scheme. Specialist sub-consultants will be procured as required.

The corridor is being assessed and appraised in its entirety from Knock to Collooney; this is not to say that the entirety of the corridor will be improved, or, that any required improvements will be completed in one large bulk project. Rather, examining the corridor in its entirety and in consideration of all its strategic influences and environmental sensitivities will ensure that a sustainable long-term improvement plan can be put in place for the N17.

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<sup>1</sup> The National Development Plan 2018 – 2027 (NDP) provides enabling investment to implement the strategy.

<sup>2</sup> The National Planning Framework (NPF) sets the vision and strategy for the development of our country to 2040.

## Background:

In **August 2018**, a Project Appraisal Plan, for the N17 Knock to Collooney [Atlantic Economic Corridor] Project, was approved by the Department of Transport, Tourism and Sport (DTTAS) as being compliant with the Public Spending Code and Common Appraisal Framework. Subsequently, following the issue of deliverables associated with Phase 0 of the Transport Infrastructure Ireland Project Management Guidelines (TII PMG); approval was received to progress the planning and design of the project in accordance with the requirements of the Project Management Guidelines.

In **2019**, the project was successfully brought through Phase 1 - Concept and Feasibility, of the TII PMG, and approval was received from TII to advance the Options Selection, Design and Environmental Evaluation and the Statutory Process Phases. The Options Selection commenced in 2019 and included an extensive Public Consultation in Q4 2019 on an established Physical Constraints Study Area. A Physical Constraints Study Area was established and public consultation on the Study Area took place in Tubbercurry and Charlestown in October 2019.

The N17 Knock to Collooney [Atlantic Economic Corridor] Project is currently at Phase 2 (Options Selection) of the TII Project Management Guidelines. Initial Feasible Options (the Long List) have been established and were released for public information on the **6th of October 2020**; a non-statutory public consultation period extended from this date until the **15th January 2021**, during which time submissions were encouraged from the public. A dedicated website ([www.n17knockcollooney.ie](http://www.n17knockcollooney.ie)) was designed, which included details on all feasible route options. The public were directed towards this website, which minimised the need for too many consultations in person. This enabled the Public Consultation to take place, in full compliance with the Covid-19 restrictions.

In parallel, specialist sub-consultants in the following areas of expertise were procured to feed into the Option Selection process, and are being managed by the Design Team:

Archaeology, Architectural and Cultural Heritage

Agricultural Property

Air Quality and Climate Change

Biodiversity

Hydrology and Hydrogeology

Landscape and Visual  
Noise and Vibration  
Non-Agricultural Property  
Soils and Geology  
Socio-Economic and Population  
Traffic and Transport Assessment (Including Economics)  
Aviation

Preliminary Options Assessment is currently taking place on those initial feasible options with a view to refining them down to a ‘Short List of Options’; it is expected that the next non-statutory public consultation associated with those Refined Options will take place in **July / August 2021**. It is also expected that a Preferred Option will be selected **by the end of 2021 or early in 2022**.

#### Existing Conditions:

At a strategic level, the N17 transport corridor can be characterised as:

- Connecting Galway City to the designated National Planning Framework (NPF) Regional Centre of Sligo and the North-West in general;
- Serving a range of local and regional towns including for example: Claremorris, Knock, Charlestown, Tobercurry, Collooney and Ballymote;
- Providing access to the international Ireland West Airport Knock and its Strategic Development Zone;

The N17 can be broadly characterised by points north and south of Charlestown (and its intersection with the N5):

- North of Charlestown, the existing corridor is mostly of a legacy substandard nature characterised by a narrow bendy corridor. Its traffic carrying capacity is saturated for the most part by over 120% (i.e. a congested rural network). In addition to other smaller villages; the corridor experiences urban congestion as it passes through the regional towns of Charlestown/Bellahy and Tobercurry before connecting with the N4 at Collooney;
- South of its intersection with the N5 at Charlestown (and moving southwards) the corridor gradually improves to a slightly better standard (particularly south of Ireland

west Airport Knock) but is still characterised by a proliferation of junctions and direct accesses which are a significant safety issue. This section is currently operating within traffic carrying capacity. However, there is a significant future growth scenario along this section in the form of the international airport and Strategic Development Zone (an area of land that is proposed to contain developments of economic or social importance to the State) at Ireland West Airport Knock, located north of Kilkelly. This development is projected to generate significant future growth (including over 5,000 new jobs) and once development is progressed will result in saturation of the network causing congestion.

### Safety:

In general the existing geometric condition of the existing N17 comprises deficient cross section(s), stopping sight distance, horizontal alignment, vertical alignment and lack of overtaking opportunities resulting in numerous dangerous sections of the route, which statistically, show high accident rates.

RSA collision statistics collated over the period 2005 to 2014 (Reported accidents) documents that there have been 9 fatalities, 15 serious injuries and 111 minor injuries on this section of the route.

### Benefits of the Project

Scheme Benefits and alignment with the National Strategic Outcomes of the National Planning Framework include as follows:

- The Scheme will improve transport links on the Atlantic Economic Corridor, thereby contributing to the achievement of the NPF's National Strategic Outcome (NSO) 2: Enhanced Regional Accessibility;
- The Scheme will improve the connectivity and coherence of the Trans-European Transport networks;
- The Scheme will improve connectivity and access to Ireland West (International) Airport and the designated Strategic Development Zone, thereby facilitating the opportunity for High-Quality International connectivity and employment.
- The Scheme will be compatible with land use objectives set out in national, regional and local land-use plans in order to contribute to the NPF's NSO 1 (Compact Growth).

- Key examples of areas include Claremorris, Knock, Charlestown, Tobercurry, Collooney, Ballymote and the designated NPF Regional Centre of Sligo.
- The Scheme will be compatible with land use objectives set out in national, regional and local land-use plans in order to contribute to the NSO 3 (Strengthened Rural Economies and Communities).
- Improved access to the designated NPF Regional Centre of Sligo, Galway City, Regional Towns (e.g. Claremorris, Charlestown and Tobercurry) and the designated Strategic Development Zone at Knock International Airport, will allow businesses and communities greater access to areas of industrial, commercial and tourism importance.
- The Scheme will seek to reduce the frequency and severity of collisions to a level below the national average by providing safer transport for all.

## Section B - Step 1: Logic Model Mapping

As part of this In-Depth Check, the National Road Project Office of Sligo County Council has completed a Programme Logic Model (PLM) for the N17 Knock to Collooney 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>The objectives established at Phase 2 will be refined as the project progresses.</p> <p>The objectives detailed below are categorised under the headings:</p> <p>Economy</p> <p>Safety</p> <p>Environment</p> <p>Accessibility &amp; Social Inclusion</p> <p>Integration</p> <p>Physical Activity</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>Deliverables as a result of activities under Phases 0 to 2 include:</p> <p>Project Appraisal Plan</p> <p>Project Execution Plan</p> <p>Project Brief</p> <p>Option Comparison Estimates</p> <p>Option Selection Report</p> <p>Preliminary Business Case</p>	<p>Improved transport for all</p> <p>Improved safety for all</p> <p>Specific outputs will be agreed as the project progresses</p>	<p>The Scheme will improve transport links on the Atlantic Economic Corridor</p> <p>The Scheme will improve the connectivity and coherence of the Trans-European Transport networks</p> <p>Implementation of the scheme will provide improved safety for all</p> <p>The Scheme will facilitate and support the economy of the Atlantic Economic Corridor (AEC) and the North-West region</p>

## **Description of Programme Logic Model**

Objectives: The objectives established at the early stages of Phase 2 will evolve and be refined as the project progresses.

### **Economy**

To facilitate and support the economy of the Atlantic Economic Corridor (AEC) and the North-West region by improving accessibility and thereby enabling transformational growth in employment and the economic output of the AEC

To improve the average interurban speed along the AEC, in line with the objectives of the National Planning Framework

### **Safety**

To reduce the frequency and severity of collisions to a level below the national average by providing safer transport for all

### **Environment**

To minimise adverse impacts on the environment and maximise opportunities for a net improvement to the environment (for example: water, air quality and noise);

To facilitate improved transport links for all. In addition to private car, this includes improved travel for bus and active modes (walking and cycling) thereby creating improved conditions for sustainable living.

### **Accessibility & Social Inclusion**

To improve transport links on the AEC thereby contributing to the achievement of the NPF's National Strategic Outcome (NSO) 2: Enhanced Regional Accessibility.

To improve accessibility to key facilities, such as employment, education and healthcare for all transport users, but in particular vulnerable groups.

To reduce the negative impact of severance created by large volumes of traffic passing through (on poorly aligned sections) rural communities, villages and towns.

To improve connectivity and access to Ireland West (International) Airport and the designated Strategic Development Zone, thereby facilitating the opportunity for High-Quality International connectivity and employment.

### **Integration**

To improve connectivity between the North-West region, the Atlantic Economic Corridor and Northern Ireland

To improve the connectivity and coherence of the Trans-European Transport networks

To maximise, where possible, the integration of all transport modes along the Atlantic Economic Corridor for personal travel and freight

To be compatible with land use objectives set out in national, regional and local land-use plans in order to contribute to the NPF's NSO 1 (Compact Growth) and NSO 3 (Strengthened Rural Economies and Communities).

To be compatible with Growth Ambition 3 (Connectivity – Connected Region) of the Regional Spatial and Economic Strategy (NWRA).

### **Physical Activity**

To provide opportunities for non-motorised users as part of the transport intervention.

### Inputs:

**Government funding:** Annual Expenditure from the Government through TII will be required to deliver this project through the relevant project phases.

**Staff:** This project is being developed using an in house led initiative, therefore the required internal staff resources are critical for successful project delivery.

**National Road Project Office of Sligo County Council:** Staff of the National Road Project Office of Sligo County Council will manage the project.

**External Consultants and Contractors:** A number of different external contractors will be required during the lifetime of the project, these will for example relate to: Ground Investigation, Advance Works, and the Main Construction Contract.

### Activities:

**Phase 0 Scope and Pre-Appraisal:** Develop a Project Appraisal Plan to ensure project alignment with current TII strategic programmes and plans.

**Phase 1 Concept and Feasibility:** Develop a Project Execution Plan and Project Brief to develop and investigate in further detail the feasibility of the project and project management structure.

**Phase 2 Option Selection:** Develop Option Comparison Estimates, an Option Selection Report and Preliminary Business Case to examine alternative options to determine a Preferred Option.

Work on the project is currently at this stage.

Outputs:

Improved transport for all

Improved safety for all

Specific outputs will be agreed as the project progresses. It should be noted that the corridor is being assessed and appraised in its entirety from Knock to Collooney; this is not to say that the entirety of the corridor will be improved, or, that any required improvements will be completed in one large bulk project.

Outcomes:

The Scheme will improve transport links on the Atlantic Economic Corridor in particular connectivity from Galway City to the designated NPF Regional Centre of Sligo and the North-West in general.

The Scheme will improve the connectivity and coherence of the Trans-European Transport networks.

Implementation of the scheme will provide improved safety for all.

The Scheme will facilitate and support the economy of the Atlantic Economic Corridor (AEC) and the North-West region by improving accessibility and thereby enabling transformational growth in employment and the economic output of the AEC.

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

The following section tracks the N17 Knock to Collooney Road Project from inception to conclusion in terms of major project/programme milestones



Estimated - 2025	Commencement of Phase 5 (Enabling & Advance Works) – Timeline through to construction and completion is dependent upon Project Scale.
Estimated - 2024	Projected Statutory Consent
Estimated - 2023	Projected completion of Phase 3 (Design & Environmental Evaluation)
2021(Q4)/2022 (Q1)	Emerging Preferred Option Selected (Review of Project deliverance strategy)
2019	Phase 1 (Concept & Feasibility) Deliverables completed and approval received to proceed to Phase 2
2018	Phase 0 (Scope & Pre Appraisal) Deliverables completed and approval received to proceed to Phase 1

## Section B - Step 3: Analysis of Key Documents

The following section reviews the key documentation relating to appraisal, analysis and evaluation for the N17 Knock to Collooney Road Project.

<b>Project/Programme Key Documents</b>	
<b>Title</b>	<b>Details</b>
Project Appraisal Plan approval from DTTAS	CAF requirement. Received on 29/08/2018 Phase 0 Deliverable; Issued to TII on 19/10/2018
Project Brief / Feasibility Working Cost / Project Information Sheet Note	Phase 0 Deliverable; Issued to TII on 19/10/2018
Section 85 Agreement (Signed & Sealed)	Phase 1 Procedural; Signed and Sealed on 11/02/2019
Phase 1 Deliverables Cover Letter / Project Brief (updated) / Project Execution Plan / Feasibility Working Cost (updated)	Phase 1 Deliverable; Issued to TII on 28/06/2019

### **Key Document 1: Project Appraisal Plan**

The Project Appraisal Plan sets out the methodology by which the project will be appraised. It was reviewed by DTTAS and confirmed to satisfy the requirements of the Public Spending Code.

### **Key Documents 2: Phase 0**

The Project Brief was initially prepared during Phase 0 and subsequently updated during Phase 1. This document generally establishes the Project Need, Project Scope, and Project Objectives

The Feasibility Working Cost is a high-level indicative overview for potential project costs. It assumes a full network upgrade at this stage and will evolve with project development (i.e. as the nature/scale of the project is established).

The Project Information Sheet Note (PISN) is a high-level overview document prepared at Phase 0 which provides a brief project description.

### **Key Document 3: Section 85 Agreement**

Agreement between Sligo County Council and Mayo County Council under Section 85 of the Local Government Act, 2001 (as amended) and Section 14 of the Roads Act, 1993 for the carrying out by Sligo County Council of the relevant statutory procedures, procuring the necessary design work, acquiring the land and carrying out of the construction works and any other powers, functions and duties necessary for the N17 Knock to Collooney Road Improvement Scheme.

### **Key Documents 4: Phase 1**

The Project Execution Plan (PEP) sets out the main project management criteria associated with the aforesaid project. It is the governing document, which establishes the means to execute, monitor, and control the project

The PEP is a 'Live' document and will evolve during the lifecycle of the project.

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## **Section B - Step 4: Data Audit**

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The following section details the data audit that was carried out for the N17 Knock to Collooney Road Project. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

<b>Data Required</b>	<b>Use</b>	<b>Availability</b>
Project Execution Plan	To set out the main project management criteria associated with the project	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.

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### **Section B - Step 5: Key Evaluation Questions**

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The following section looks at the key evaluation questions for N17 Knock to Collooney 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.

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## **Section: In-Depth Check Summary**

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The following section presents a summary of the findings of this In-Depth Check on the N17 Knock to Collooney Road Project

### **Summary of In-Depth Check**

The N17 Knock to Collooney Road Project involves an examination of approximately 55km (34km in Co. Sligo and 21km in Co. Mayo) of a very substandard section of the existing N17 to current alignment and safety standards. The corridor is being assessed and appraised in its entirety from Knock to Collooney; this is not to say that the entirety of the corridor will be improved, or, that any required improvements will be completed in one large bulk project.

Improvements to the N17 between Knock and Collooney will enhance regional connectivity thereby facilitating and supporting the economy of the Atlantic Economic Corridor (AEC) and the North-West region in general.

The in-depth check covered the period 2018-2020 during which Phase 0, 1 and 2 were carried out. The Project is currently at **Phase 2 Options Selection**. The development of the Project is being led by the Sligo Project Office, on behalf of Sligo and Mayo County Councils. The Sligo PO is Project Managing this Scheme and is also the Lead Road Designers and PSDP for the Scheme. Specialist sub-consultants will be procured as required. Further information is available at <https://n17knockcollooney.ie/>

The in-depth check has demonstrated adherence with the broad principles of the Public Spending Code in relation to capital expenditure programmes. Overall, the N17 Knock to Collooney road project which was reviewed is substantially in compliance with the requirements of the Public Spending Code.