



**Comhairle Chontae na Gaillimhe**  
**Galway County Council**

# QUALITY ASSURANCE REPORT FOR 2023

Submitted to the National Oversight and  
Audit Commission (NOAC) in compliance  
with the Public Spending Code (PSC)  
May 2024

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## Introduction

The [Public Spending Code \(PSC\)](#) was developed by the Department of Public Expenditure, National Development Plan, Delivery and Reform (DPENDPDR) and it applies to both current and capital expenditure and to all public bodies in receipt of public funds. According to DPENDPDR, the PSC brings together, in one place, details of the obligations of those responsible for spending public money. Local authorities completed their reports in accordance with the guidance issued by the County and City Management Association (CCMA) Finance Committee, in agreement with DPENDPDR. As local authority funding derives from a number of sources, including grants from several Government Departments, it was decided that the Chief Executives of individual local authorities should be responsible for carrying out the quality assurance requirements in Part A04 of the PSC and that their reports should be submitted to the [National Oversight and Audit Commission](#) (NOAC) for incorporation in a composite report for the local government sector.

Galway County Council has completed this Quality Assurance (QA) Report as part of its ongoing compliance with the PSC, which aims to ensure that the State achieves value for money in the use of public funds.

The report presents the results of each of the five steps of the QA process, as set out below, and aims to gauge the extent to which the Council is meeting the obligations set out in the Public Spending Code.

The Guidance Note<sup>1</sup> issued to the Local Government Sector by the Finance Committee of the County and City Management Association (CCMA) has been referenced to complete the QA process in Galway County Council.

### Quality Assurance Reporting

The Public Spending Code requires public bodies to establish an internal, independent, quality assurance procedure involving annual reporting on how organisations are meeting their Public Spending Code obligations.

This new obligation involves a 5-step process as follows:

**Step 1** - Draw up inventories of projects/programmes at the different stages of the Project Life Cycle. The person responsible for the Quality Assurance process should be satisfied that they have a full and complete inventory.

**Step 2** - The Organisation should publish summary information on its website of all procurements in excess of €10m, related to projects in progress or completed in the year under review. A new project may become a “project in progress” during the year under review if the procurement process is completed and a contract is signed.

**Step 3** - Complete the 7 checklists contained in the PSC. Only one of each checklist per local authority is required. Checklists are not required for each project/programme. The QA process for verifying the accuracy of responses on the checklist is based on a sample of projects/programmes and is Step 4 of the process.

**Step 4** - Carry out a more in-depth review on selected projects/programmes.

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<sup>1</sup> Public Spending Code (PSC) Quality Assurance Requirements: A Guidance Note for the Local Government Sector, Version 4

**Step 5** - Complete a short summary report for the National Oversight and Audit Commission (NOAC). The report, which will be generated as a matter of course through compliance with steps 1-4, should be submitted by the end of May in respect of the previous calendar year.

## Step 1: Project/Programme Inventory

The Project Inventory sets out the list of all projects with activity in 2023 and which have a total project life cost of €500,000 or more. As specified in the *PSC Quality Assurance Requirements – A Guidance Note for the Local Government Section, Version 4*, capital projects which have been listed in previous PSC reports in the Expenditure Being Incurred category remain in this category year on year until the project is complete. The inventory is broken down into capital and current expenditure and consists of three categories:

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

The complete inventory is contained in [Appendix 1](#).

The Inventory contains 171 projects across the three categories and comprises of a total value of €1,770,497,238. The inventory was compiled using the format recommended in the guidance note from the CCMA. The list contains relevant services from the Council's Annual Financial Statement 2023 in respect of the current expenditure and a list of relevant capital projects/programmes verified by project owners, for capital expenditure.

## Step 2: Summary of Procurements in excess of €10 million.

There was no procurement in excess of €10 million on the inventory for 2023. Details are published on [Galway County Council's website](#).

## Step 3: Checklist Completion

The third step of the Quality Assurance process involves the completion of seven self-assessed checklists as outlined below:

Checklist 1: General Obligations not specific to individual projects/programmes

Checklist 2: Capital Expenditure being considered – Appraisal and Approval

Checklist 3: Current expenditure being considered – Appraisal and Approval

Checklist 4: Incurring Capital Expenditure

Checklist 5: Incurring Current Expenditure

Checklist 6: Capital Expenditure recently completed.

Checklist 7: Current expenditure that (i) reached the end of its planned timeframe or (ii) was discontinued

The completed checklists for Galway County Council are contained in [Appendix 2](#) and a summary table is contained in [Appendix 3](#).

#### Compliance Statement:

The checklists were completed and represent Galway County Council's self-assessment of its compliance with the Public Spending Code.

Checklist Completion aligned with Project Inventory	
Expenditure Type	Checklist to be completed
General Obligations	General Obligations - Checklist 1
A. Expenditure being considered	Capital Projects/Programmes - Checklist 2 Current Expenditure – Checklist 3
B. Expenditure being incurred	Capital Projects/Programmes – Checklist 4 Current Expenditure – Checklist 5
C. Expenditure that has recently ended	Capital Projects/Programmes – Checklist 6 Current Expenditure – Checklist 7

The scoring mechanism for the checklists is set out below:

- Scope for significant improvements = a score of 1
- Compliant but with some improvement necessary = a score of 2
- Broadly compliant = a score of 3
- 

Overall, while Galway County Council is deemed to be “Broadly Compliant” in each of the checklists, the quality assurance process also has assisted in identifying opportunities for improvement.

The Quality Assurance process highlighted the need for continued training, to ensure that all staff involved in expenditure and budgetary management are familiar with the Public Spending Code and its related obligations. Department Circulars containing updates to the Public Spending Code process are available to staff on the Council's intranet. Staff from the Council will continue to avail of external training on the PSC when this occurs.

Galway County Council has met its obligations in preparing and submitting to NOAC, the PSC report for the expenditure year ended 31st December 2023, which includes the completion of the required inventories and checklists and the in-depth review on the required sample of total inventory, showing Galway County Council to be Broadly Compliant.

## Step 4: In-Depth Checks

The PSC – QA requirements states that the value of the projects selected for in depth review each year must follow the criteria set out below:

- Revenue Projects: Projects selected must represent a minimum of 1% of the total value of all Revenue Projects on the Project Inventory.
- Capital Projects: Projects selected must represent a minimum of 5% of the total value of all Capital projects on the Project Inventory.

This minimum is an average over a three-year period. The same projects should not be selected more than once in a three-year period unless it is a follow up to a serious deficiency discovered previously.

The completed in-depth checks for Galway County Council are contained in:

Appendix 4 - Revenue Project Quality Assurance In-depth Check

Appendix 5 - Capital Project Quality Assurance In-depth Check

## 4.1 Current (Revenue) Programme - Summary

### Current (Revenue) Programme - A0501 – Homeless Grants Other Bodies

<b>Expenditure Type</b>	<b>Being Incurred</b>
<b>Total Spend in 2023</b>	<b>€1,934,541</b>

Under Section 4 of the Quality Assurance provisions contained in the Public Spending Code Galway County Council is required to carry out an in-depth review of a minimum of 1% of the total value of all Revenue Projects on the PSC inventory list, averaged over a three-year period.

Calculation of Audit Sample - QA Report 2023	
In-Depth Check - Revenue	
Total Value of Revenue Projects	€ 165,379,292
Total Value of Revenue Projects Audited	€ 1,934,541
Relevant % (Rev Projects Audited / Rev Projects Value)	1.17%
% Review 3 year Average	2.05%

For 2023, the Internal Audit Unit selected the following service division for review as part of the In-depth check with respect to current expenditure.

This represents 1.17% of total value of all current (revenue) project identified in the inventory list for 2023, with a 2.05% average over a 3-year period.

Service Division	Description	2023 €
A0501	Homeless Grants Other Bodies	1,934,541

The West Regional Homelessness Action Plan (WRHAP) 2020-2023 sets out a strategic framework to address the prevention and reduction of homelessness, provision of services and assistance to those who are homeless and the promotion of effective co-ordination by homeless service authorities and providers in the administrative areas of Galway City and counties Galway, Mayo and Roscommon.

Homeless Services in the west region are provided and facilitated by the Housing Department of the each of the local authorities. Each Local Authority is responsible for delivering the goals of the regional action plan, as applicable in their administrative area through the delivery of operational services.

Galway County Council Housing unit provides Homeless Service with respect to clients from the Galway County. The main service provider to Galway County Council for homeless services is Cope Galway, Galway Simon Community and Peter McVerry Trust. Services range from short-term emergency accommodation to more long-term supported accommodation. Homelessness has become more prevalent in recent years with high demand on service providers, with limited accommodation availability. The service has also expanded in recent years with Housing First Initiative which is a housing-led approach that enables people with a history of rough sleeping or long-term use of emergency

accommodation, and with complex needs, to obtain permanent secure accommodation, with the provision of intensive supports to help them to maintain their tenancies.

Each year the Housing unit make an application for funding to the Department for Housing, Local Government & Heritage. There is regular monitoring of the service and quarterly returns submitted to the Department, with an opportunity to seek additional funding during the year if required. Recoupment claims are sent to the Department on a quarterly basis.

On the completion of this In-depth review of the service division A0501 – Homeless Grants other Bodies as operated by Galway County Council; Internal Audit has formed the opinion that this Revenue Expenditure Programme appears to be **broadly compliant** with the relevant requirements of the Public Spending Code.

## 4.2 Capital Programme – Summary

Under Section 4 of the Quality Assurance Provision contained in the Public Spending Code Galway County Council is required to carry out an in-depth review of a minimum of 5% of the total of all Capital Projects on the PSC inventory list, averaged over a three-year period. The overall estimated lifetime value of Galway County Council’s Capital Projects in 2023 was €1,605,117,946. In-depth review was carried out on 6.52% of the value of these projects.

Calculation of Audit Sample - QA Report 2023	
<b>In-Depth Check - Capital</b>	
<b>Total Value of Projects - Capital</b>	1,605,117,946
<b>Total value of CAPITAL Projects Audited</b>	104,664,954
<b>Relevant % (Cap Projects Audited / CAPITAL Projects Value)</b>	6.52%
<b>% Review 3 year Average</b>	5.38%

**Capital Project:** Athenry to Milltown Greenway

**Expenditure Type:** Being Considered

**Project Cost:** € 16,000,000

An in-depth review was undertaken on the proposed Athenry to Milltown Greenway as a project currently being considered by Galway County Council. The proposal is to develop a cycling/walking greenway route of a minimum surface width of 3m of approximately 45km length from the medieval walled town of Athenry northwards, crossing through Tuam and onwards towards Milltown, with the potential to connect onto Mayo & Sligo greenways.

The initial proposal was submitted to the Department of Transport, Tourism and Sport (DTTS) under the National and Regional Greenway Fund in November 2018. It was unsuccessful in that instance as priority was given to shovel ready projects. The proposal subsequently secured funding under the Carbon Tax Fund in July 2020 in the amount of €75k. This fund provided support to local authorities and community groups to undertake feasibility studies, planning and designs for Greenways in their areas. By September

2021 all greenway projects were brought under the remit of Transport Infrastructure Ireland (TII), who is now the sanctioning authority for this project.

In accordance with the TII Publication, Project Manager’s Manual for Greenways – the project proposed is progressing through the various phases, with its current status at Phase 1 – Feasibility Study.

The proposed project must be aligned with the National Greenway Strategy and the Greenway route proposal must meet the 5 Pillars:

▪ Scenic	▪ Substantially Segregated & Shared Use
▪ Strategic	▪ Sustainable
▪ Offers lots to See & Do	

The Feasibility Study has been completed taking into consideration the 5 Pillars above and outline potentially 5 route options. The most direct option between Athenry to Milltown is the currently disused railway line on the Western Rail Corridor (Option 1), which is owned by Iarnród Éireann. A full understanding of the status, future and opportunities and conditions for use of the Western Rail Corridor is important for determining whether this becomes a viable option at Phase 2. It has been recommended that Phase 2 does not progress until the All-Island Strategic Rail Review is published and determine if it impacts the current project proposal of a Greenway between Athenry and Milltown.

It is a practical decision to hold the submission of the Gate 1 documents at this point to avoid any unnecessary expenditure being incurred on a potential route that may turn out not to be a viable option. All documentation provided during the in-depth check is in line with the TII Project Managers Guidelines for Greenways, which is aligned with the requirements of the public spending code.

Internal Audit is of the opinion that Galway County Council appears to be **broadly compliant** with the requirements of the Public Spending Code with respect to this project.

**Capital Project:** Oranmore Railway Station Design & Upgrade

**Expenditure Type:** Being Considered

**Overall Cost:** € 16,664,954

An in-depth review was undertaken on the proposed project for Oranmore Railway Station (Design & Upgrade) as expenditure currently being considered by Galway County Council.

An application was submitted under the Urban Regeneration and Development Fund – Second Call 2020.

The project proposal includes three distinct but related projects to promote the sustainable growth around Oranmore Train Station.

1. Railway Infrastructure Upgrade to include a 1km passing railway loop at existing Oranmore Train Station, including additional platform and associated infrastructure. The three key stages to this section include:
  - Feasibility Study
  - Detailed Design
  - Construction
2. Design of Local Centre and Lands south of the Train Station which shall include:



- Detailed design of the local centre and associated car park structure
  - Landscaping plan (for public use) of the lands south of the train station
3. Study on the Design Development of Typologies to implement the Urban Framework Plan (UFP).

Funding approval was received in March 2021 under the URDF. A steering committee was established to develop the proposal and prepare preliminary business cases (PBC) for submission to the Department. Galway County Council is the lead for sub-projects 2 and 3, with Iarnród Éireann responsible for delivering the infrastructural upgrade project 1.

During 2023 Galway County Council prepared its PBC for submission to the Department, in which it received approval for same on 15<sup>th</sup> March 2023. Approval was received for GCC to proceed to prepare tender documentation relating to the appointment of design teams to progress detailed design of sub-project 2.

Iarnród Éireann engaged RPS consultants to prepare PBC in accordance with the Department's 'Transport Appraisal Framework (TAF)' and NTA guidelines. The preparation of the PBC was delayed during 2023, however it has been submitted to the Department in April 2024, with Decision Gate 1 – Approval in Principle received from the Department. Preparatory works/surveys are underway, with planning permission for project 1 expected to be lodged with the relevant planning authorities, both Galway County & City Councils in Q2, 2024. The technical team meet every four weeks and the Steering Committee meeting on a quarterly basis.

During 2023, no claim was received from the sponsoring agent, IÉ, however it is expected in early 2024. In accordance with Circular URDF 01/2019, GCC have drawdown administration costs of €60k per annum for 2022 and 2023.

The range of documentary evidence reviewed in this check enables Internal Audit to provide the opinion that Galway County Council appears to be **broadly compliant** with the relevant requirements of the Public Spending Code.

Capital Project: N59 Moycullen Bypass GC/07/277

**Expenditure Type: Being Incurred**

**Project Cost: €72,000,000**

An in-depth review was undertaken on the substantially complete project – N59 Moycullen Bypass GC07/277. The N59 Moycullen Bypass Road Project comprises the construction of a standard single-carriageway road bypass of Maigh Cuilinn (Moycullen) village and all ancillary works. The project is located entirely within County Galway and extends from the townland of Drimcong approx. 1.5km north-west of Moycullen village to the townland of Clydagh approx. 2km south-east of Moycullen village. The construction of the N59 Maigh Cuilinn Bypass has involved the delivery of 4.3km of new national secondary road, improvements to 3km of local road, 1.7km of accommodations and 10 structures. The Bypass connects the existing N59 at to new roundabouts junctions either side of the village and provided significant improvement to shared walking and cycling infrastructure.

The projects initial proposals were commenced back in 1999, with a constraints study report completed in 2000. A route selection study was undertaken which led to the approval of the emerging preferred by Galway County Council in 2000/2001. The project planning stages recommenced in 2009 under the

Roscommon NRDO. The route selection study was subsequently updated in 2011. The development of the design within the preferred route corridor was then completed and the associated land requirements identified. An Bord Pleanála approved Compulsory Purchase Orders and Natura Impact Statement for the scheme in November 2012.

In 2018, RPS consultants were engaged to take the scheme through Phase 5 of the TII project management process. The project then progressed as a Major Road project in accordance with the TII's 2019 Project Manager's Manual for Major National Roads. Due to the nature, scale and complexity of the project, a decision was made that the N59 Maigh Cuilinn Bypass steering committee in January 2020 that the Works contract will be procured using the Restricted Procedure. This approach was consistent with the advice set out in Capital Works Management Framework Guidance published by OGP/DPER.

The procurement process for the works contract for construction of the Bypass was published in June 2020. Five contractors were shortlisted for RFT after the pre-qualification evaluation. Approval was received from the TII in April 2021 to proceed to tender with the main construction works contract for N59 Maigh Cuilinn Bypass. Prior to the closing date of receipt of tender, two contractors withdrew, which led to three tenders being received for the works contract. Tender evaluation was carried out, with Wills Bros Ltd. being awarded the contract, which was signed in December 2021. The works contract was signed for €32.5m ex VAT, expected construction duration of 22 months. There was an overspend on the initial tendered amount as a result of inflation.

Final account has not been submitted, but at year end 31/12/2023, €42m approx. had been incurred on the works contract. All expenditure and associated increases in contract value has been reviewed and approved by the TII, with all monies recouped at year end. Other key area of expenditure related to land acquisition and advanced works that were carried out prior to main work contract.

All documentation provided during the in-depth check is in line with the TII Project Managers Guidelines. Internal Audit is of the opinion that Galway County Council appears to be **broadly compliant** with the requirements of the Public Spending Code with respect to this project.

## Step 5: Summary Report for NOAC

The Galway County Council has completed the necessary steps in the QA process and has prepared the required inventory showing all relevant expenditure.

There are no new procurements in excess of €10m requiring publishing for 2023. Details are published on [Galway County Council's website](#).

The PSC QA Reports for previous years has been published on the website. The PSC QA Report for 2023 will also be published on the website in due course.

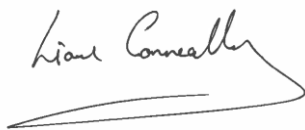
The checklists and in-depth checks have demonstrated a satisfactory level of compliance with the Public Spending Code, with no major issues or concerns being highlighted throughout the process.

Overall, while Galway County Council is deemed to be “Broadly Compliant” in each of the checklists, the quality assurance process also has assisted in identifying opportunities for improvement. The Quality Assurance process highlighted the need for continued training, to ensure that all staff involved in expenditure and budgetary management, are familiar with the Public Spending Code and its related obligations. Department Circulars containing updates to the Public Spending Code process are available to staff on the Council’s intranet. Staff from the Council will continue to avail of external training on the PSC when this occurs.

Galway County Council has met its obligations in preparing and submitting to NOAC, the PSC report for the expenditure year ended 31st December 2023, which includes the completion of the required inventories and checklists and the in-depth review on the required sample of total inventory, showing Galway County Council to be Broadly Compliant.

## Certification

This Quality Assurance Report reflects Galway 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.



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Liam Conneally

Chief Executive

Galway County Council

Date: 29<sup>th</sup> May 2024

Appendices:

Appendix 1 - 2023 Inventory

Expenditure being Considered - 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	Projected Lifetime Expenditure	Explanatory Notes
Tuam Town Hall	Cat 1 Project (April 2022) - Proposed redevelopment of former Town Hall to provide remote working hub and community spaces.				2030	2,000,000	
Clifden Destination Towns Plan	The main feature of this plan from a tourism perspective is to enhance Clifden's appeal as a 'must visit' destination in Connemara, citing it as the key town for the region as a functioning accommodation hub, a place to enjoy, relax and rest and to be rooted in the broader destination of Connemara with all it has to offer.			295,916	2024	666,000	
(ORIS) -Portumna Blueway Wayfinding	Development of a new multiuse shared 2.4km leisure route (Blueway), information directional and safety signage, sculpture trail, and all other associated ancillary works.				2024	550,000	
EXEED Programme - Tuam Leisure Centre - 06018060	Decarbonisation programme of the leisure centre Mech & Elec plan				2024-2025	1,500,000	
EXEED Programme - Ballinasloe Leisure Centre - 06011016	Decarbonisation programme of the leisure centre Mech & Elec plan				2024-2025	1,500,000	
Sun Street, Tuam 01019626	Landbank utilisation for Housing Construct 40 units Social				3 years	22,400,000	
01017011 CAP - Gort Mhaoilir, Athenry	Landbank utilisation for Housing Construct 27 units Affordable				3 years	8,370,000	
CAP - Gort Mhaoilir, Athenry Stage 1 01119429	Landbank utilisation for Housing Construct 30 units				4 years	8,974,417	
Ballygar (Killoran) 01119398	Construction 17 units				3 years	4,297,735	
KILCUMMIN FIELD, OUGHTERARD 01119403	20 Turnkey				3 years	7,271,702	
KILCUMMIN FIELD, OUGHTERARD 01119201 See Turnkey above	2 Part V				3 years	608,615	
CAP 01021519 Springfield, Ballinasloe	AHB - 4 units				3 years	611,060	
WESTPORT ROAD, CLIFDEN	Landbank utilisation for Housing Turnkey - 19- 27 units				3 years	8,100,000	
Birmingham Road 01017015	Landbank utilisation for Housing			8,249	3 years	806,718	
Moneyduff, Oranmore 01119147	Part Vs 22 units				3 years	6,820,000	
Lorrogate, Phase 2 No JC for Part V, Turnkey 01020329	Turnkey & Part Vs 11 units				1 year	3,575,000	
Bilberry Lane, & Danesfort Loughrea no Job Code	Turnkey 33 units plus 40 units				3 years	25,185,000	
Williamstown 01119389	Turnkey - 14				1 year	2,800,000	
Moylough 01119383	Turnkey - 22			215	3 years	6,820,000	
Lakeview, Claregalway 01119195	Part Vs - 12			1,168	3 years	3,515,000	
Former Fire Station, High St., Tuam	Demolish buildings, construct 12			2,359	3 years	3,623,812	

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

(continued)

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	Projected Lifetime Expenditure	Explanatory Notes
Lakeview, Claregalway Job Code 01119414	Affordable - 66 units				3 years	4,950,000	
Loughrea Fire Station 05041069	This project involves the construction of a new fire station in Loughrea.			3,813	5 years	3,000,000	
Apt 1 - 19 Block A & Block B, Clos an Iara, Dominic St, Portumna - no job code	Turnkey - 19 Units				3 years	3,415,500	
01022147 CAP Vicar Street	Construct 2				2 years	505,567	
Kilgarve, Ballinasloe See Part V below. Gort Fada 34 (2024), An Choill Fhada, 34 (2024/2025),	34 +34 in phases. Turnkey units			615	3 years	22,192,918	
Kilgarve, Ballinasloe See Turnkey project above. Gort Fada 4 Part V. (2024), An Choill Fhada, 4 Part V (2024/2025),	4 Part V + 4 part V in phases. Turnkey units			1,667	3 years	2,049,733	
CAP 01021645 - Shannon Road, Portumna 4 units - CA190000121	Construction 4 units				3 years	617,317	
CAP 01021519 Springfield, Ballinasloe	AHB - 4 units				3 years	611,060	
Poolboy, Ballinasloe	Landbank utilisation for Housing Construct 30				3 years	8,400,000	
Craughwell	Landbank utilisation for Housing Construct 4				3 years	1,120,000	
Oranhill, Oranmore	Landbank utilisation for Housing Construct 30				3 years	8,400,000	
Station Rd., Oughterard 01119337	Landbank utilisation for Housing Construct 30 units				3 years	8,400,000	
An Doirin, Ballyquirke, Moycullen	9 turnkey plus 5 Part V units					3,468,000	
Gilligans Bar Tuam	7 units					1,738,800	
Rivercrest, Tuam	17 units					1,233,750	
Oranhill Oranmore	22 units					1,979,757	
St Laurence Fields, Cottage Hill Loughrea	13 units					1,223,503	
An Doirin, Ballyquirke, Moycullen	15 units					1,446,230	
Sliabh Carron	9 units					741,000	
Inis Óirr Pier Development 02023566	The Business Case for Inis Óirr Pier Extension was approved in April 2021 by the Minister (Dept. Community and Rural Development). The procurement process for a works contractor is currently underway with works commencement scheduled for mid-year 2024.			208,602	2026	22,000,000	
Caladh Mór Pier, Inis Meáin Improvements (02023553/02023565)	A Strategic Assessment report has been prepared and submitted to the Department of Rural and Community Development. It seeks funding approval for the procurement of the services of a consultant engineer to examine the potential options to upgrade landing facilities on Inis Meáin to ensure adequate and appropriate provision is made for passenger and cargo services to the island over a significant future time horizon. The output from this exercise will form the Preliminary Business Case required to facilitate moving through Decision Gate 1 of the Public Spending Code			-	5 years	30,000,000	

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

**(continued)**

<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>Projected Lifetime Expenditure</b>	<b>Explanatory Notes</b>
Aille an Eachrais 02023560 & Ard Thoir, Carna	Project subject to legislative permissions and funding approval.				25 years	600,000	
N65 Kilmeen Cross junction improvement scheme	To prioritise the national road through this junction to enhance and upgrade accessibility between the urban centres of Loughrea and Portumna.			2,208	unknown	2,200,000	
N59 Oughterard Bridge	An improved road alignment for the N59 over the Owen riff river in the town of Oughterard.				2026	3,000,000	
N17 Milltown to Gortnagunnad Realignment 02293290 CAP	This project involves the widening and realignment of approximately 3km length of the existing N17 mainline.			198,824	2025	19,000,000	
N59 Kentfield	This is a safety scheme. It is a proposed realignment and widening of the existing N59 road commencing in the townland of Kentfield in the north and extending approximately 0.9km south where it ties in at the Galway City 50kph speed limits. Application to ABP is being prepared.			19,871	2026	1,000,000	
AT-N67 South of Ballindereen cycleway	The scheme proposes to provide a dedicated 2.5m wide combined cycleway and pedestrian walkway facility of 750m in length from south of Ballindereen village, in order to complete the connectivity for recreational cyclists and pedestrians from Ballindereen to just north of Kinvara.			8,264	2025	530,000	
N84 Galway to Curraghmore	On line upgrade of the N84 between the junction with the proposed N6 Galway City Ring Road and Cloonbo.			287,111	unknown	120,000,000	
Connemara-Derrygimlagh-Clifden-Kylemore Abbey Greenway	An off-road walking & cycling route between Derrygimlagh and Kylemore Abbey.			59,947	unknown	550,000	
Athenry to Milltown Greenway	An off-road walking & cycling route between Athenry and Milltown.			93,853	unknown	16,000,000	
N63 Liss to Abbey	The scheme is to provide an improved link for regional traffic to the M17 motorway and reduce traffic congestion at the Liss Bridge and community facilities. The proposed road development will assist in the alleviation of the traffic congestion issues in the vicinity of Liss Bridge while improving safety for both motorised and non motorised users.			8,776	2024	25,000,000	
NCN Galway to Athlone cycleway	A segregated cycling and walking route linking Ballyloughnane beach in Galway City to Athlone Castle.			155,215	unknown	83,000,000	
Connemara Greenway Galway to Oughterard 06040705	An off-road walking and cycling route between Galway and Oughterard.			308,531	2026	50,000,000	
URDF-Call 2-Development at Oranmore Station	Railway Infrastructure Upgrades to include a passing railway loop at existing Oranmore Train Station including additional platform and associated infrastructure. Design of a local centre and lands south of the train station to include a detailed design of the local centre; associated car park (existing) (architectural/structural engineering detail) and lands capping plan (for public use). A study on the Design of typologies to implement the Urban Framework Plan.				2027	16,664,954	

**Total**

**1,665,204**

**585,033,148**

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 Units		6,005,756						Per AFS 2023
A02 - Housing Assessment, Allocation and Transfer		864,531						Per AFS 2023
A03 - Housing Rent and Tenant Purchase Administration		1,054,424						Per AFS 2023
A05 - Administration of Homeless Service		2,531,785						Per AFS 2023
A06 - Support to Housing Capital Prog.		2,328,441						Per AFS 2023
A07 - RAS and Leasing Programme		6,829,185						Per AFS 2023
A08 - Housing Loans		1,157,467						Per AFS 2023
A09 - Housing Grants		624,024						Per AFS 2023
B01 - NP Road - Maintenance and Improvement		1,347,347						Per AFS 2023
B02 - NS Road - Maintenance and Improvement		2,303,055						Per AFS 2023
B03 - Regional Road - Maintenance and Improvement		12,222,196						Per AFS 2023
B04 - Local Road - Maintenance and Improvement		38,708,937						Per AFS 2023
B05 - Public Lighting		2,157,062						Per AFS 2023
B06 - Traffic Management Improvement		571,256						Per AFS 2023
B07 - Road Safety Engineering Improvement		632,538						Per AFS 2023
B09 - Car Parking		1,003,755						Per AFS 2023
B10 - Support to Roads Capital Prog		1,011,112						Per AFS 2023
C01 - Water Supply		5,796,543						Per AFS 2023
C02 - Waste Water Treatment		2,330,519						Per AFS 2023
C04 - Public Conveniences		564,468						Per AFS 2023
C05 - Admin of Group and Private Installations		6,162,150						Per AFS 2023
C06 - Support to Water Capital Programme		1,280,668						Per AFS 2023
D01 - Forward Planning		1,063,819						Per AFS 2023
D02 - Development Management		3,103,980						Per AFS 2023
D03 - Enforcement		780,447						Per AFS 2023
D06 - Community and Enterprise Function		4,836,787						Per AFS 2023
D09 - Economic Development and Promotion		4,070,812						Per AFS 2023
D11 - Heritage and Conservation Services		1,541,753						Per AFS 2023
E02 - Recovery & Recycling Facilities Operations		773,779						Per AFS 2023
E04 - Provision of Waste to Collection Services		1,562,659						Per AFS 2023

Expenditure being Incurred - Greater than €0.5m (Capital and Current)								(continued)
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
E05 - Litter Management		1,545,098						Per AFS 2023
E06 - Street Cleaning		1,438,262						Per AFS 2023
E09 - Maintenance of Burial Grounds		955,314						Per AFS 2023
E10 - Safety of Structures and Places		1,240,514						Per AFS 2023
E11 - Operation of Fire Service		15,215,934						Per AFS 2023
E12 - Fire Prevention		1,018,662						Per AFS 2023
F02 - Operation of Library and Archival Service		5,997,267						Per AFS 2023
F03 - Outdoor Leisure Areas Operations		898,769						Per AFS 2023
F04 - Community Sport and Recreational Development		712,383						Per AFS 2023
F05 - Operation of Arts Programme		563,831						Per AFS 2023
F06 - Agency & Recoupable Services		1,616,979						Per AFS 2023
G01 - Land Drainage Costs		767,500						Per AFS 2023
G02 - Operation and Maintenance of Piers and Harbours		2,119,592						Per AFS 2023
G04 - Veterinary Service		658,187						Per AFS 2023
H01 - Profit & Loss Machinery Account		1,166,630						Per AFS 2023
H03 - Administration of Rates		6,934,555						Per AFS 2023
H05 - Operation of Morgue and Coroner Expenses		616,063						Per AFS 2023
H09 - Local Representation & Civic Leadership		1,865,608						Per AFS 2023
H10 - Motor Taxation		1,681,560						Per AFS 2023
H11 - Agency & Recoupable Services		3,145,329						Per AFS 2023
Gort	Cat 2 Project - Two projects to develop plans to redesign the Market Square and town centre streets and reinvigorate Canon Quinn Park, a greenspace on the town centre, and to reimagine the centre of Gort to ensure future economic success of the town.			359,255	2026	359,255	1,098,230	
RF0091 Regeneration Loughrea	Cat 1 Project - Redevelop the historic town hall to deliver a state of the art venue for the theatre and arts, a remote working space for entrepreneurs and a new educational space for the community. Purchase neighbouring derelict dwelling and site to enable works.			84,655	2024	99,587	2,171,839	
RF0117 Portumna Vision 2030	Cat 2 Project - Renovation of the Old Courthouse, public realm interventions, the design of a sculpture/public art park & trail, wayfinding, and interpretation as well as the regeneration plans for the town centre.			330,771	2024	330,771	1,590,473	
RF0148 Portumna Courthouse	Cat 1 Project - Redevelop the historic courthouse building and courtyard in Portumna to deliver a state-of-the-art venue for the arts and culture, a remote working space for entrepreneurs and a new meeting and social space for the community.			153,180	2024	153,180	2,835,899	



Expenditure being Incurred - Greater than €0.5m (Capital and Current)								(continued)
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
RF0116 Clifden Regeneration	Cat 2 Project - The project comprises of enhancing and revitalising the Clifden Public Realm, redesigning the Clifden Harbour Park and public realm interventions along Beach Road Quay as well as the development of a remote working hub.			286,419	2024	356,561	1,056,039	
Cappahoosh Trail	Upgrade of 10km way marked trail to a width of 3 meters. Four project sites in total make up this application. The proposed projects will add value to existing trails within the Connemara/Galway area.			381,970	2024	381,969	550,000	
Kilconnell Landfill	Operating of Landfill at Kilconnell since August 2016, landfill ceased acceptance of MSW in Dec 2019, recovery waste in Mar 2020, capping works completed in Dec 2020. Landfill after care from 2021 onwards.			670,050	2022-2049	52,309,998	59,000,000	
CAP- Atherry Fire Station	This project involves the construction of a new fire station in Atherry on a greenfield site at Prospect, Atherry adjacent to the M6 Motorway.			1,406,184	2024	1,570,511	2,600,000	
01020335 CAP - Gort na gCloch, Clifden	Construct 26 units incl. conservation works.			1,359,631	2024	8,521,076	8,917,062	
01020336 CAP - Bridge Court, Ahascragh	Demolish 10, construct 12, refurbish 6 units.			2,399,387	2024	3,745,153	3,747,209	
01020338 CAP - Caisleain Raitin, Ardrahan	Construct 10 units			46,591	2025	166,778	3,322,418	
01020339 CAP - Cartron, Kinvara	Construct 10 units			280,350	2024	2,961,637	3,359,051	
01020344 CAP - Gort Ui Lochlainn. Mountain Road	Construct 24 units			30,291	2027	384,804	6,939,413	
01119169 Land - Cosmona, Loughrea. Land, Social (01119370 Construct 35 Houses) and Affordable Units (01031054 Construct 40 affordable)	Construct 70 (35 social applicable, 35 affordable n/a)			58,650	2025	3,702,525	13,912,216	
01119365 Land - Droim na Gaoithe, Claregalway	Construct 45 (45 social applicable)			10,960	2024	1,673,550	10,893,936	
01020279 CAP - Baile an Teampaill, Weir Road, Tuam -	Construct 30 units			4,411,845	2024	5,825,370	8,108,497	
CAP - Turnkey N7-2-342 Tubber Road, Gort - 62 UNITS 01119381	Construction/Turnkey			1,326,351	2 years	1,326,351	17,674,925	
CAP - Turnkey 31 units Tubber Road N7/2/305 01020359	Construction/Turnkey			78,104	2 years	7,608,572	7,776,692	
CAP Part V - 12 units The Willows, Atherry - HS 263 01119149	Part V			753,777	2024	2,682,307	2,698,927	
Ballymoe 01119366	CONSTRUCTION - 8 UNITS			73,327	2027	73,326	2,283,182	
Circular Road, Tuam 01119382 - Merged with EBIncurring 26	2 units Turnkey/Acquisition			323,421	2027	327,664	3,251,206	
01119378 Woodford	Demolish & re-construct 2 units			12,530	2025	16,941	611,574	
Esker Fields & Garbally Drive 01020273	Construction 12 units			100	2024	1,933,662	2,311,042	
CAP 01021508 - Mountbellew Voluntary Project - CA11000011	Construct 5 Units			100	2 years	65,441	1,780,754	
CAP 01021514 Letterfrack Phase 2 - CA16000245	Construct 11 Units			386,794	2024	3,571,716	3,588,273	
CAP 01021511 - Rosaveel, 8 units - CA15000092	Construction			100	2 years	861,237	1,175,828	
Dunlo Hill, Ballinasloe 01119363	AHB - 38 units			2,964,600	2024	2,964,600	3,078,000	
Vicarschoral, Tuam Job Code (901021531) Op Code C937. CALF	Turnkey 22 units			1,459,645	2024	1,459,645	1,459,645	
Oranhill, Oranmore 01119196 Tobair Orain	Part Vs 8 units			1,229,623	2024	1,229,623	2,480,000	
Bun na Coille, Moycullen 01119177 and 01119205	Part Vs 5 units plus part V 7 units plus turnkey 1 unit			1,470,495	2024	1,470,495	2,480,000	

Expenditure being Incurred - Greater than €0.5m (Capital and Current) (continued)								
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
Dunlo Hill, Ballinasloe 01119367	Construction 13 units			101,644	2 years	101,644	4,234,706	
St Josephs, Ballinasloe 01119384	Construction 8 units			69,000	2 years	69,000	2,339,769	
Lakeview, Glenamaddy No Job Code	Turnkey & Part V - 22			3,447,262	1 year	3,447,262	6,190,000	
Vicarschoral, Tuam Job Code (901021531) Op Code C937. CALF	Turnkey 22 units			1,000	2 years		9,450,000	
Oranhill, Oranmore 01119196 Tobair Orain	Part Vs 8 units			1,000	2 years		2,480,000	
Bun na Coille, Moycullen 01119177	Part Vs 8 units			1,046	1 year		2,480,000	
Lakeview, Glenamaddy No Job Code	Turnkey & Part V - 22			1,000	1 year		7,000,000	
Vicars Street Tuam	2 X 1 bed units			125,000		125,000	505,567	
Plas an Chruiceid, Dunmore Road, Tuam	8 units			571,376	2024	571,376	571,376	
Eanach Meain, Lettermore	13 units			100		780,000	1,780,569	
Periodic Inspection Report for Electrical works & Fire Alarms	PIR for existing stock on a rolling basis			489,730	unknown	489,730	2,833,670	
Housing Grants for Older Persons (HAOP), Mobility Aids (MAGs) and persons with a disability (HAG)	Rolling grant scheme with % funding from Dept each year which has to be matched.			3,728,727	unknown	3,728,727	5,967,357	
N83 Claregalway Traffic Calming & pavement restoration	Pavement and traffic calming scheme. Land acquisition is underway at present			370,604	2025	370,604	1,300,000	
Connemara-Clifden to Recess 06040709	An off-road walking & cycling route between Clifden and Recess.			1,338,817	2025	3,376,709	4,200,000	
Active Travel Projects (NTA)	In 2023, Galway County Council secured €3m under the Active Travel fund for works including; footpath improvements, cycle parking, light segregation cycle schemes, low cost junction tightening/pedestrian crossings, low cost permeability measures, safety interventions, bus stops and Local Transport Plans for Athenry, Loughrea & Gort.			2,234,167	2025	9,448,423	17,448,423	
Galway City Bypass	Construction of approximately 6km of single carriageway from the western side of Bearna as far as Ballymoneen rd and approximately 12km of dual carriageway from Ballymoneen rd to the existing N6 at Coolagh Briarhill.			1,208,487	unknown	22,971,489	593,000,000	
CAP-SR-LR Athenry Relief Rd - Project Appraisal 02026210				116,203	Unknown	380,159	1,200,000	
07014120 CAP - SOUTH GALWAY/GORT LOWLANDS FLOOD RELIEF SCHEME OPW	Flood relief scheme in conjunction with the OPW			962,073	2030	3,625,270	24,000,000	
CAP Ballinasloe Flood Relief Scheme OPW 07014121	Flood relief scheme in conjunction with the OPW			46,488	2027	244,634	8,350,000	
CAP Clifden Flood Relief Scheme OPW 07014122	Flood relief scheme in conjunction with the OPW			435,408	2027	573,399	5,300,000	
<b>Total</b>		<b>165,379,292</b>	<b>-</b>	<b>35,364,119</b>		<b>158,437,731</b>	<b>883,383,767</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>Capital 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>
01020324 CAP - Cnoc na Carraige, Roundstone	Construct 14 units			195,474	2023	3,758,846	
CAP - Dunlo Hill, Ballinasloe Part V 8 units 01119175, Land (01017010) and 13 Social. (01119367)	Land Purchase, Part V and Construct 13 (incl. conservation work)			11,379,126	2023	12,445,675	
Cullairbaun Phase 1 & 01119372	TURNKEY - 27 units			10,629,426	2023	19,285,000	
Garrai Glas, Athenry 01119379	Turnkey - 7			-	2023	2,144,521	
Garrai Glas, Athenry 01119180	Part V - 5			-	2023	1,435,584	
01119170 CAP - PART V - ORANHILL ORANMORE HS675	Part V			-	2023	1,842,434	
01021688 - CAP - VH176 Ballylee House, Ballyhugh, Gort	AHB - 6 units			88,125	2023	1,060,849	
01020337 CAP - Plás an Iarla, Barrack St., Loughrea	Demolish 2 offices, construct 5 units			40,913	2023	1,089,342	
01020358 CAP - Fána Bhuí, Tuam	Construct 49 units			987,338	2023	11,043,318	
RF0021 BIA Innovator Campus	Category 1: Construction of Regional Food Innovation Campus Style Hub, over three buildings with High Performance Kitchen Units, Food Demo Areas and Training Suites. (BIA OBAIR and BIA BLAS).			702,554	2023	2,927,310	
N59 Derrynacleigh	Pavement overlay, road lining and draining, milling and reinstatement 3.3km west of Leenaun on N59 for 1.78km.			607,896	2023	657,876	
N65 Killimor to Ramore Cross	Pavement overlay, road lining and draining in two sections, 1km north, and 2km north of Mountbellew on N63.			1,422,974	2023	1,553,440	
N63 Ballinahowa to Ballinlass	The N63 Ballynahowa to Ballinlass project was broken into 2 schemes, scheme 1 was approximately 1Km North of Mountbellew and the second scheme was approximately 2Km North of Mountbellew on the N63. The works where approximately 2.6 Km in total. Works carried out new Pavement overlay, Road lining, Drainage and Accommodation works.			-	2023	1,254,099	
N17 Mountpotter to Gardenfield cross	The works are located north of Tuam and is 0.9km long in total, the works include pavement overlay, milling and reinstatement and road reconstruction, road markings, accommodation works and traffic management.			56,857	2023	542,738	
07014115 CAP - DUNKELLIN RIVER & AGGARD STREAM FLOOD RELIEF	Flood relief scheme in conjunction with the OPW.			20,086	2023	3,660,000	
N59 Moycullen Bypass	The proposed N59 Maigh Cuilinn (Moycullen) Bypass Road development comprises of the construction of a 4.3km standard single carriageway road bypass of Maigh Cuilinn (Moycullen)village, County Galway, and all ancillary works.			29,975,847	2023	72,000,000	
<b>Total</b>				<b>56,106,616</b>		<b>136,701,031</b>	

## Appendix 2 – 2023 Checklists

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

General Obligations not specific to individual projects/programmes.		Self-Assessed Compliance Rating: 1 - 3	Comment/Action Required
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)?	2	Yes, relevant staff are notified of their obligations under the PSC, via Project Management training, liaison with Government funding departments and via internal processes concerning business case approval requirements by Management Team for new Capital Projects. Further roll out of training on the revised PSC requirements to the Local Government sector is anticipated and welcomed.
Q 1.2	Has internal training on the Public Spending Code been provided to relevant staff?	2	The Procurement Officer circulated details of PSC training courses and will continue to engage with staff in relation to this.
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	Governance Guidelines have been produced and are available to all staff on intranet. PSC has been adapted specific to Local Government. Galway County Council use the guidance given on the Public Spending Code (PSC) Quality Assurance Requirements: A Guidance Note for the Local Government Sector, Version 4.
Q 1.4	Has the organisation in its role as Approving Authority satisfied itself that agencies that its funds comply with the Public Spending Code?	N/A	No projects relevant to the PSC currently.
Q 1.5	Have recommendations from previous QA reports (incl. spot checks) been disseminated, where appropriate, within the organisation and to agencies?	3	Yes, spot check reports, internal audit and QA recommendations have been issued and copied to appropriate staff for review and implementation.
Q 1.6	Have recommendations from previous QA reports been acted upon?	2	Yes, 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	Yes
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, with large projects (e.g. Roads and Housing projects) Post project evaluations are integral).
Q 1.10	How many formal evaluations were completed in the year under review? Have they been published in a timely manner?	3	Yes, where required.
Q 1.11	Is there a process in place to follow up on the recommendations of previous evaluations?	2	Yes, where formally required for large scale projects but not completed for all internal projects.
Q 1.12	How have the recommendations of reviews and ex post evaluations informed resource allocation decisions?	2	Lessons learned are noted for similar future projects.

**Checklist 2 – To be completed in respect of capital projects/programmes & capital grant schemes that were under consideration in the year under review.**

<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?	3	Yes, in co-ordination with sanctioning body standards.
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?	3	Yes, in co-ordination with sanctioning body standards.
Q 2.3	Was a Preliminary and Final Business Case, including appropriate financial and economic appraisal, completed for all capital projects and programmes?	3	Yes, in co-ordination with sanctioning body standards.
Q 2.4	Were the proposal objectives SMART and aligned with Government policy including National Planning Framework, Climate Mitigation Plan etc?	3	Yes, in co-ordination with sanctioning body standards.
Q 2.5	Was an appropriate appraisal method and parameters used in respect of capital projects or capital programmes/grant schemes?	3	Yes, in co-ordination with sanctioning body standards.
Q 2.6	Was a financial appraisal carried out on all proposals and was there appropriate consideration of affordability?	3	Yes, where applicable
Q 2.7	Was the appraisal process commenced at an early enough stage to inform decision making?	3	Yes, where applicable
Q 2.8	Were sufficient options analysed in the business case for each capital proposal?	3	Yes, where applicable
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?	3	Yes, where applicable
Q 2.10	Was risk considered and a risk mitigation strategy commenced? Was appropriate consideration given to governance and deliverability?	3	Yes, in co-ordination with sanctioning body standards.
Q 2.11	Has the Preliminary Business Case been sent for review by the External Assurance Process and Major Project Advisory Group for projects estimated to cost over €200m?	n/a	No projects estimated to cost over €200m.
Q 2.12	Was a detailed project brief including design brief and procurement strategy prepared for all investment projects?	3	Yes, in co-ordination with sanctioning body standards.
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, where applicable
Q 2.15	Were State Aid rules checked for all support?	3	Yes, where applicable
Q 2.16	Was approval sought from the Approving Authority at all decision gates?	3	Yes, where applicable
Q 2.17	Was Value for Money assessed and confirmed at each decision gate by Sponsoring Agency and Approving Authority?	3	Yes, where applicable
Q 2.18	Was consent sought from Government through a Memorandum for Government to approve projects estimated to cost over €200m at the appropriate approval gates?	n/a3	No projects estimated to cost over €200m.

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

<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?	3	Yes – Projects/programmes have clear objectives and are agreed as part of the Annual Service Delivery Plan and the Annual Budget Process.
Q 3.2	Are objectives measurable in quantitative terms?	3	Yes – where applicable - in accordance with the relevant Approving Authority guidelines and requirements.
Q 3.3	Was a business case, incorporating financial and economic appraisal, prepared for new current expenditure proposals?	3	Yes – this is considered as part of Annual Statutory Budgetary Process.
Q 3.4	Was an appropriate appraisal method used?	3	Yes – where applicable - appraised based on competing priorities in the Budgetary Process.
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	not applicable
Q 3.6	Did the business case include a section on piloting?	N/A	not applicable
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	not applicable
Q 3.8	Have the methodology and data collection requirements for the pilot been agreed at the outset of the scheme?	N/A	not applicable
Q 3.9	Was the pilot formally evaluated and submitted for approval to the relevant Vote Section in DPER?	N/A	not applicable
Q 3.10	Has an assessment of likely demand for the new scheme/scheme extension been estimated based on empirical evidence?	N/A	not applicable
Q 3.11	Was the required approval granted?	3	Yes - approved by Council under statutory Annual Budget Process.
Q 3.12	Has a sunset clause been set?	N/A	not applicable
Q 3.13	If outsourcing was involved were both EU and National procurement rules complied with?	N/A	not applicable
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	not applicable
Q 3.15	Have steps been put in place to gather performance indicator data?	N/A	not applicable

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

<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	Yes
Q 4.2	Did management boards/steering committees meet regularly as agreed?	3	Yes, relevant teams within Departments met on a regular basis.
Q 4.3	Were programme co-ordinators appointed to co-ordinate implementation?	3	Yes, capital programmes are managed by programme coordinators at a suitably senior level.
Q 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	Yes, capital programmes are managed by programme coordinators at a suitably senior level.
Q 4.5	Were monitoring reports prepared regularly, showing implementation against plan, budget, timescales and quality?	3	Yes, progress reports reviewed at Divisional Mgt Team / Steering Committee Meetings.
Q 4.6	Did projects/programmes/grant schemes keep within their financial budget and time schedule?	2	No, not in all instances. However, where budget over-runs occur, documented explanations are available in progress reports and final reports and sanction from the Approving agency is obtained.
Q 4.7	Did budgets have to be adjusted?	3	Yes, with Departmental Approval.
Q 4.8	Were decisions on changes to budgets / time schedules made promptly?	3	Yes
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	Yes
Q 4.10	If circumstances did warrant questioning the viability of a project/programme/grant scheme was the project subjected to adequate examination?	3	Not applicable
Q 4.11	If costs increased or there were other significant changes to the project was approval received from the Approving Authority?	3	Yes, sanctioning authority approved any increase in budgeted costs.
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	No

**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
Q 5.1	Are there clear objectives for all areas of current expenditure?	3	Yes, as per the Annual Budget and the Corporate Plan.
Q 5.2	Are outputs well defined?	3	Yes, as per National Key Performance Indicator's set out for Local Government.
Q 5.3	Are outputs quantified on a regular basis?	3	Yes, Key Performance Indicators are established each year for specific services. Service delivery plans are reviewed periodically. There are also regular management and progress meetings for projects, along with the Annual Reports and Departmental Returns prepared and submitted.
Q 5.4	Is there a method for monitoring efficiency on an ongoing basis?	3	Yes, as outlined above and budget monitoring and performance, supported by audits and FMS reviews on Budget vs Actual expenditure.
Q 5.5	Are outcomes well defined?	3	Yes, the Annual Service Delivery Plans enhance this measurement. Also, Corporate Plans, Annual Budget, Annual Report, County Development Plan and various meetings with the Department.
Q 5.6	Are outcomes quantified on a regular basis?	3	Yes, as above and also as required.
Q 5.7	Are unit costings compiled for performance monitoring?	3	Yes, the Council complies with National Key Performance Indicators in relation to cost per unit and costing is also carried out by service.
Q 5.8	Are other data compiled to monitor performance?	3	Yes, data is compiled in each service area, monthly expenditure monitoring, Annual Budget and AFS processes facilitate this monitoring.
Q 5.9	Is there a method for monitoring effectiveness on an ongoing basis?	2	Yes, all expenditure is evaluated annually across the service levels as part of the Budget process and Annual Reports, Quarterly Financial Reporting and the monthly Chief Executive Report.
Q 5.10	Has the organisation engaged in any other 'evaluation proofing' of programmes/projects?	3	Yes, in conjunction with LGMA



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

Capital Expenditure Recently Completed		Self-Assessed Compliance Rating: 1 - 3	Comment/Action Required
Q 6.1	How many Project Completion Reports were completed in the year under review?	N/A	Carried out when required by specific funding bodies.
Q 6.2	Were lessons learned from Project Completion Reports incorporated into sectoral guidance and disseminated within the Sponsoring Agency and the Approving Authority?	3	Yes
Q 6.3	How many Project Completion Reports were published in the year under review?	N/A	Carried out when required by specific funding bodies.
Q 6.4	How many Ex-Post Evaluations were completed in the year under review?	N/A	Carried out when required by specific funding bodies.
Q 6.5	How many Ex-Post Evaluations were published in the year under review?	N/A	Carried out when required by specific funding bodies.
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?	3	Staff involved in projects noted lessons learned for incorporation in future projects.
Q 6.7	Were Project Completion Reports and Ex-Post Evaluations carried out by staffing resources independent of project implementation?	N/A	For externally funded projects this is completed by funding agency. Internal reports subject to resources available.
Q 6.8	Were Project Completion Reports and Ex-Post Evaluation Reports for projects over €50m sent to DPER for dissemination?	N/A	No projects over €50m

**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
Q 7.1	Were reviews carried out of current expenditure programmes that matured during the year or were discontinued?	N/A	Not applicable in 2023
Q 7.2	Did those reviews reach conclusions on whether the programmes were efficient?	N/A	Not applicable in 2023
Q 7.3	Did those reviews reach conclusions on whether the programmes were effective?	N/A	Not applicable in 2023
Q 7.4	Have the conclusions reached been taken into account in related areas of expenditure?	N/A	Not applicable in 2023
Q 7.5	Were any programmes discontinued following a review of a current expenditure programme?	N/A	Not applicable in 2023
Q 7.6	Were reviews carried out by staffing resources independent of project implementation?	N/A	Not applicable in 2023
Q 7.7	Were changes made to the organisation's practices in light of lessons learned from reviews?	N/A	Not applicable in 2023

## Appendix 3 – Tabular Summary of 2023 Checklists

Capital Expenditure		CHK 2			CHK 4			CHK 6		
		Expenditure Being Considered			Expenditure Being Incurred			Expenditure Recently Ended		
		Projects	Value	%	Projects	Value	%	Projects	Value	%
A	Housing & Building	35	189,272,194	32%	34	157,682,864	18%	9	54,105,569	40%
B	Road Transportation and Safety	14	372,880,000	64%	8	654,798,423	74%	6	79,668,153	58%
C	Water Services	-	-	-	-	-	-	-	-	-
D	Development Management	4	19,880,954	3%	6	9,302,480	1%	1	2,927,310	2%
E	Environmental Services	-	-	-	2	61,600,000	7%	-	-	-
F	Recreation and Amenity	-	-	-	-	-	-	-	-	-
G	Agriculture, Education, Health and Welfare	-	-	-	-	-	-	-	-	-
H	Miscellaneous Services	2	3,000,000	1%	-	-	-	-	-	-
<b>Total:</b>		<b>55</b>	<b>585,033,148</b>	<b>100%</b>	<b>50</b>	<b>883,383,767</b>	<b>100%</b>	<b>16</b>	<b>136,701,031</b>	<b>100%</b>

Revenue/Current Expenditure		CHK 3			CHK 5			CHK 7		
		Expenditure Being Considered			Expenditure Being Incurred			Expenditure Recently Ended		
		Projects	Value	%	Projects	Value	%	Projects	Value	%
A	Housing & Building	-	-	-	8	21,395,613	13%	-	-	-
B	Road Transportation and Safety	-	-	-	9	59,957,258	36%	-	-	-
C	Water Services	-	-	-	5	16,134,348	10%	-	-	-
D	Development Management	-	-	-	6	15,397,598	9%	-	-	-
E	Environmental Services	-	-	-	8	23,750,222	14%	-	-	-
F	Recreation and Amenity	-	-	-	5	9,789,229	6%	-	-	-
G	Agriculture, Education, Health and Welfare	-	-	-	3	3,545,279	2%	-	-	-
H	Miscellaneous Services	-	-	-	6	15,409,745	9%	-	-	-
<b>Total:</b>		<b>0</b>	<b>0</b>	<b>0%</b>	<b>50</b>	<b>165,379,292</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0%</b>

## Section A - Introduction

### Programme or Project Information

<b>Name</b>	<b>A0501 – Homeless Grants Other Bodies</b>
<b>Detail</b>	Provision of emergency accommodation for people who have been assessed and confirmed as Homeless
<b>Responsible Body</b>	Galway County Council
<b>Current Status</b>	Being Incurred
<b>Start Date</b>	Ongoing
<b>End Date</b>	Ongoing
<b>Overall Cost</b>	€ 1,934,541

## Project Description

The West Regional Homelessness Action Plan (WRHAP) 2020-2023 sets out a strategic framework to address the prevention and reduction of homelessness, provision of services and assistance to those who are homeless and the promotion of effective co-ordination by homeless service authorities and providers in the administrative areas of Galway City and counties Galway, Mayo and Roscommon.

Homeless Services in the west region are provided and facilitated by the Housing Department of the each of the local authorities. Each Local Authority is responsible for delivering the goals of the regional action plan, as applicable in their administrative area through the delivery of operational services. Galway City Council is the designated lead Housing Authority responsible for coordinating the work of the Regional Homelessness Management Group and the Regional Homelessness Consultative Forum.

Housing First initiative is a comprehensive and holistic all-round approach to providing a supported housing solution to clients who are experiencing chronic homelessness and have other significant challenges such as enduring mental health issues, serious addiction issues, behavioural and other challenges. Galway County Council target under Housing First is to provide supported housing for 18 individuals within the 3-year timeframe (2022 – 2024). The Council has to date, housed 16 clients under this initiative. Support services are provided by the Non-Governmental Organisation (NGO) – Galway Simon – who are contracted on a regional basis to provide this service until end of 2024. The supports provided are based on the needs of the clients and vary according to that need on an ongoing basis. This contract is likely to be retendered by the Department a new Housing for All service for 2025 onwards.

The Homeless Action Team (HAT) meets every 6 weeks to discuss individual clients and to decide on the most appropriate housing solution for them. The members of HAT include relevant GCC staff, mental health team in HSE, social inclusion officer HSE, staff from homeless service providers - Galway Simon and COPE Galway with staff from other organisations attending as deemed necessary, e.g. Garda Síochána. Action Plans are prepared with the client by the NGO and approved at the HAT. Progress reports are provided prior to these meetings, with interventions discussed and acted upon as necessary.

Homeless service provision include:

**Tenancy Sustainment/Resettlement Services** – Housing supports for households who have resettled from homeless services to ensure successful integrated tenancies.

**Intensive supported housing services for clients with complex needs** - These clients have experienced chronic homelessness with many failed tenancies for individual households resulting in ongoing rough sleeping and anti-social behavioural issues in the town. Decision to provide tenancies to these households and provide each with individual supports to ensure security of tenure and successful integration of families into the communities. Supports include regular visiting supports, educational and employment supports.

**Galway County Youth Service** - Targeted supported short-term shared housing for young people aged between 18 and 25 who are homeless or at risk of homelessness. This measure is to help prevent a move into emergency accommodation. Many of those who avail of this housing will have moved from the care system, however the service is not limited to them. There is a requirement for the clients to engage in meaningful occupation, education or employment. A minimum of 2 clients share, with an independent bedroom and shared communal facilities. Supports will work with TUSLA to ensure needs of the clients are met and will offer multi-disciplinary supports including psychological, occupational, educational, employment, accommodation seeking etc. There are currently 3 houses at year end 31/12/2023 allocated as youth housing.

**Galway County CBH Tenancy Sustainment** - Supported housing services to provide alternative accommodation for individuals in need of emergency accommodation. The accommodation consists of shared housing with visiting supports which is licenced to Galway Simon. A minimum of 2 people share accommodation, with an independent

bedroom and shared communal facilities. Visiting support focuses on the welfare, physical and mental health of the occupants. GCC currently have 5 houses as Community Based Housing at year end 31/12/2023.

**B&B accommodation** - provision of homeless Private Emergency Accommodation for Galway County Council clients. All PEA is located in Galway City and is sourced and allocated on a needs and availability basis by COPE Galway. It is a joint service with Galway City Council and specific number of beds available is not ringfenced for either Local Authority.

**Day Services** - Galway Simon Bridge Resource Centre Ballinasloe is a scheduled drop-in day centre offering housing supports including accommodation clinics, food packs, shower facilities, laundry facilities, advocacy and other advice. This property was previously used by Ballinasloe Town Council and was made available to Galway Simon several years ago at a time when there was significant homelessness in the town. A Section 183 has been processed to dispose of the property to Galway Simon.

**Delivery of Homeless Prevention and Tenancy Support** – Ongoing supports provided to clients with complex needs who have been allocated LA, AHB or HAP housing to ensure tenancy sustainment. Services available include key-working, psychology, occupational, addiction counselling etc.

On an annual basis the local authority must prepare a submission, outlining proposed funding requirements for the year ahead under various categories.

These submissions are reviewed by the Senior Management Group which consists of the Director of Services for each Local Authority within the region. The agreed submissions are compiled on a regional basis and submitted to the Department of Housing for annual funding. The approved budget allocation for 2023 is outline in the table below:

Description	Budget 2023
<b>Category 1 – Homeless Prevention, Tenancy Sustainment and Resettlement Supports</b>	
Tenancy Sustainment/Resettlement Services – COPE Galway	€ 55,000
Tenancy Sustainment – Peter McVerry Trust	€ 94,000
Galway County CBH TS – Galway Simon	€ 53,262
Galway County Youth Service – Galway Simon	€148,159
Galway County CBH Tenancy Sustainment – Galway Simon	€99,547
<b>Category 2 – Unscheduled – Emergency Accommodation including Commercial Hotels and B&amp;B’s</b>	
B&B accommodation	€ 1,250,000
<b>Category 3 – Long-Term Supported Accommodation</b>	
Cuan Mhuire	€ 100,100
Galway County LTSA – Galway Simon Community	€ 92,564
<b>Category 4 – Day Services</b>	
Galway Simon Bridge Resource Centre Ballinasloe	€99,615
<b>Category 5 – Housing Authority Homeless Services Provision including administration</b>	
HAP Place Finder	€50,000
Tenancy Sustainment Officer	€50,746
Homeless Prevention Outreach Officer	€40,000

## Section B – Step 1: Logic Model Mapping

As part of this In-Depth Check, **Housing Department** have completed a Programme Logic Model (PLM) for the **B0501 – Homeless Grants Other Bodies**

Objectives	Inputs	Activities	Outputs	Outcomes
Private Emergency Accommodation	Funding from Dept. of Housing	Provision of emergency accommodation to persons who are		Emergency Accommodation provided as necessary – a waiting list to access services in place
Housing First – Supporting housing clients with complex needs	Action Plan Provision of housing with supports.	Provision of 1 or 2 bed properties in suitable locations for clients who require HF supports. Ongoing management of properties and clients with HAT.	Housing allocations for individuals who would not have been allocated tenancies in accordance with the Housing Allocations Scheme.	Sustained tenancies for individuals who would not have been allocated tenancies in accordance with the Housing Allocations Scheme.
Community Based Housing/Tenancy Sustainment	Allocation of specific housing for co-living by 2 clients.	Provision of 1 or 2 bed properties in suitable locations for clients who require supported housing alternative to homeless accommodation. Ongoing management of properties and occupants with NGO.	Licensed temporary housing for individuals who have complex needs who would be awaiting access to emergency accommodation.	Supported temporary housing alternative to private emergency accommodation.
Youth Housing	Provision of specific housing for short-term occupation by young clients experiencing homelessness.	Provision of 1 or 2 bed properties in suitable locations for young people, aged 18 – 25, who require short-term supported housing alternative to homeless accommodation. Ongoing management of properties and occupants with NGO.	Licensed temporary housing with specific supports for young people, aged 18 – 25, to prevent homelessness or access to hostel type accommodation. Ongoing management of properties and occupants with NGO.	Supported short-term accommodation for young people, aged 18 –25 to enable them to stabilise and plan for the future.
Supported housing for households within an extended family	Provision of licenced accommodation for households within an extended households who have experienced chronic homelessness.	Provision of suitable accommodation on licence to NGO for supported housing for specific household as a solution to chronic homelessness. Ongoing management of properties and occupants with NGO.	Housing allocations for individuals who would not have been allocated tenancies in accordance with the Housing Allocations Scheme.	Sustained tenancies for individuals who would not have been allocated tenancies in accordance with the Housing Allocations Scheme.

## Description of Programme Logic Model

### Objectives:

Private Emergency Accommodation (PEA) – provision of unscheduled emergency accommodation to clients who present to Homeless Services who have no alternative option of accommodation.

Housing First – is an internationally recognised, evidence-based solution for clients who have experienced long-term homelessness with complex needs. It's a comprehensive housing-led holistic approach to address homelessness for single people who experience mental and/or physical health challenges, substance misuse, behavioural and other challenges.

Community Based Housing (CBH)/Tenancy Sustainment (TS) - a supported Housing Service that provides supported shared housing placements in County Galway for clients in need of emergency accommodation instead of placement in Emergency Homeless Services. The length of stay in CBH depends on the client's support needs and move-on options available.

Youth Housing – dedicated supported housing service for vulnerable young clients who are homeless or at risk of homelessness. This is a shared housing option available to eligible housing clients between the ages of 18 and 25. This target group includes but is not limited to young people exiting the care system, who are at risk of long-term homelessness.

Supported Housing for Families – dedicated supported housing service for families with complex needs who are entrenched in homelessness.

### Inputs:

Financial & Human Resources - Annual Funding provision from the Department of Housing, Local Government & Heritage. The amount per annum varies, depending on submission through regional lead.

The WRHAP & Housing First sets out the approach to deal with clients of varying needs. The Homeless Action Team meet on a regular basis to assess clients needs and decide on the appropriate solution.

Non-Governmental Organisations provide support services to clients and inter-agency collaboration to supports individual client's needs.

### Activities:

Sourcing/Provision of private emergency accommodation through our services providers.

Provision of suitable accommodation on license to NGO's for supported housing to clients to combat chronic homelessness.

Interagency collaboration in order to source the best solution for clients.

### Outcomes:

Provision of private emergency accommodation as necessary.

Housing Allocations to clients who may not have met the criteria as per Housing Allocations Scheme

Supported temporary accommodation to meet the needs of clients and as an alternative to homeless accommodation.

Supported accommodation for youth, to enable stability and future planning.

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

The following section tracks the **B0501 – Homeless Grants Other Bodies** from inception to conclusion in terms of major project/programme milestones.

Period/Year	Description
Ongoing	Provision of emergency accommodation (B & B) to homeless County clients.
2022 onwards	Community Based Housing – 10 clients housed
	Housing in County town 2022 onwards – 7 households housed
	Housing First Initiative (2022-2024) – 16 clients housed
2023 onwards	Youth Housing – 6 clients housed

## Section B – Step 3 – Analysis of Key Documents

The following section reviews the key documentation relating to appraisal, analysis and evaluation of the **B0501 – Homeless Grants Other Bodies**

Project/Programme Key Documents	
Title	Details
Homeless Service Action Plan 2020 - 2023	Plan for homeless services delivery
Housing First National Implementation Plan	Housing-led approach that enables people with a history of rough sleeping or long-term use of emergency accommodation, and with complex needs, to obtain permanent secure accommodation, with the provision of intensive supports to help them to maintain their tenancies.
Housing First Manual for Ireland – National Policy	Procedure Manual
Licence Agreements	Agreements with Non-Governmental Organisations
Funding submissions	Funding application to Department
Quarterly Returns 1 – 4 2023	Regional Reporting/monitoring
Homeless Assessment Form	Application for Homeless services
Homeless Procedure – Counter	Internal workflow processes
Homeless Action Team Procedure	Internal workflow processes



## Section B – Step 4: Data Audit

The following section details the data audit that was carried out for the **B0501 – Homeless Grants Other Bodies**

It evaluates whether appropriate data is available for the future evaluation of the project/programme.

Data Required	Use	Availability Y / N
Homeless Service Action Plan	Policy document	Y
Project Proposal Submission/Application form	Application for funding	Y
Quarterly Return for 2023 – Q1-4	Returns to Dept Housing / KPI	Y
Agreements with the three Service Providers	Contractual Agreement	Y
Chief Executive order for each agreement	CE approval of Service providers	Y
Template Application form for client seeking homeless service and/or information pack for homeless services	Application form & Process/Procedure	Y
In-house procedure manual for clients presenting homeless to the Counter	Process/Procedure	Y
Recoupment procedure – recoup expenditure form funding authority	Process/Procedure	N
Recoupment claims/declarations	Claim to Department for funding	Y
Software Application Used - password protected/limited access	PASS/iHouse	Y – restricted access

## Section B – Step 5: Key Evaluation Questions

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

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

Yes – the programme is being delivered in line with regional action plan and national initiatives.

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

Yes – requested documentary evidence was provided. Internal Audit is satisfied that the necessary data and information is available should it be subjected to a full evaluation at a later date.

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

There are procedure manuals in place, however there is no version control on them. It would be advised to review procedure manuals to include version control and to review on a regular basis.

## Quality Assurance – In Depth Check

### Section A - Introduction

#### Programme or Project Information

<b>Name</b>	<b>06040711 – Athenry to Milltown Greenway Project</b>	
<b>Detail</b>	Off-road walking/cycling route between Athenry and Milltown	
<b>Responsible Body</b>	TII	
<b>Current Status</b>	Being Considered	
<b>Start Date</b>	July 2020	
<b>End Date</b>	Ongoing	
<b>Overall Cost</b>	Projected Cost:	€ 16,000,000
	Expenditure to date:	€ 101,088

## Project Description

The Athenry to Milltown Greenway is a proposal to develop a cycling/walking greenway route of a minimum surface width of 3m of approximately 45km length from the medieval walled town of Athenry northwards, crossing through Tuam and onwards towards Milltown, with the potential to connect onto Mayo & Sligo greenways.

The Athenry to Milltown Greenway is a high-capacity flagship route with the potential to appeal to overseas and domestic visitors as well as locals. The area between Athenry and Milltown offers attractive scenery and has scope for the development of local tourism-based industry in the area.

The project will seek to provide both long and short-distance recreational users and commuters with safe, convenient opportunities to travel between areas along the route. It's anticipated that the provision of a greenway in this location has the potential to provide enhanced access to Athenry, Tuam, Milltown and townlands in between, and has the potential to entice users to explore these towns, villages, and unspoilt countryside.

This will have a positive impact upon rural economies and will provide the momentum needed for new enterprise and rural regeneration throughout the region. Furthermore, a resultant increase in walking and cycling activity will improve the health and general wellbeing of users and will lead to reduced car usage and the associated carbon emission levels.

The TII publication PE-PMG-02047 – Project Manager’s manual for Greenway Projects outlines the phases of the development of a greenway project, with this proposed project for the Athenry to Milltown Greenway currently at Phase 1 – Concept and Feasibility.

The feasibility study has been submitted to the TII for review and it recommends that Phase 2 of TII PMGs does not commence until the All-Island Strategic Rail Review is published and its impacts, if any, on this project are reviewed.

Galway NRPO is currently awaiting the publication of the All-Island Strategic Rail Review. Once published, the Gate Statement for Phase 1 can then be issued to TII, which will then allow for a fully informed decision being made on progression of the scheme.



Figure 1 Project Phases

## Section B – Step 1: Logic Model Mapping

As part of this In-Depth Check, **NRPO – Greenway Team** have completed a Programme Logic Model (PLM) for the **Athenry to Milltown Greenway Project**

Objectives	Inputs	Activities	Outputs	Outcomes
Develop a Greenway from Athenry to Milltown.	Initial funding of approx. €101,087 to carry out Phase 0 and Phase 1	Strategic Assessment Report (SAR) in Phase 0	45 Km greenway consisting of 3m wide pavement with 1m recess each side	A Greenway for local residents and tourists to cycle or walk from Athenry to Milltown
Initially undertake a detailed feasibility study to assess if the scheme is viable.	Professional & technical resources to progress scheme through the various phases	Feasibility Report in Phase 1	Connection points to local scenic amenities, villages & towns	Improve Health & wellbeing of user
Scenic route selection to attract user and enhance user experience.	Land – either state owned or private acquisition by agreement	Design & selected preferred route	Greenway that is scenic, safe and substantially segregated from vehicular access	Environmental benefits such as reduce Carbon footprint
Ensure that construction and operation of the Greenway is consistent with the sustainability brand.	Capital Funding of €16M	Progression from Phase 1 through to 5, subject to approval of each phase. <b>Status:</b> Phase 1 pending Gate 1 submission to TII		Economic benefits: Greenways provide countless opportunities for economic renewal and growth, particularly for rural areas.
Strategic - link effectively to other tourist and transport facilities e.g. potential to link to the proposed Western Rail Trail, through Mayo and Sligo		Land Acquisition – dependent on route option selected		
Socially Inclusive - attractive to people of all age groups and abilities, with multiple accesses to the route allowing use for long or short distances.				
Safe / Substantially segregated: Greenways must be substantially segregated from vehicular traffic.				

## Description of Programme Logic Model

### Objectives:

The objectives of the Project are to develop a Greenway from Athenry to Milltown. The Greenway will assist in bringing additional visitors into the area which will help drive local and community-based tourism initiatives.

Scenic: It will be an objective to route through the more scenic areas where possible, while also providing a variety of landscapes for the user including boglands, pasturelands, woodland areas and water crossings.

Sustainable: Ensure that construction and operation of the Greenway is consistent with the sustainability brand. Provide opportunities for the development of local businesses and economies in the area. Promote cycle tourism which contributes to a reduction of carbon and transport emissions and promotes healthy lifestyles.

Strategic: The proposed project to link effectively to other tourist and transport facilities, with the potential to connect to the proposed Western Rail Trail, through Mayo and Sligo, which links to Eurovelo 1, traversing the west coast of Ireland, which in turn links to the proposed Galway to Dublin Greenway.

Safe / Substantially segregated: Greenways must be substantially segregated from vehicular traffic. This requirement is key to providing a good quality of service that ensures Greenway users have a safe and enjoyable experience.

Socially Inclusive: To be attractive to people of all age groups and abilities, with multiple accesses to the route allowing use for long or short distances.

To benefit local communities through enhancing existing amenities and providing new linkages to adjacent town and village centres. To be accessible to users arriving by public transport and allow connectivity to other tourist activities or attractions, cycleways within the area which will enhance the local economy.

### Inputs:

The primary input is the capital funding provided through TII. This consists of approximately €16,000,000 for the entire scheme. To date for Phases 0 and 1, funding of €101,087 has been provided.

This Project was initiated through the Athenry/Oranmore Municipal District but has since been incorporated under the NRPO Greenway Team for Galway County.

The Project shall use state-owned land where possible.

### Activities:

The main activity of the Project is to progress it through the 7 Phases. This includes but is not limited to, analysis of route options, design of preferred route, preparation of reports, many environmental and technical surveys, landowner liaison with stakeholders, Public Consultation Events, land acquisition, tendering for Contractors to carry out construction works.

Phase	Description	Status
0/1	Scope and pre-appraisal	<b>Complete</b>
1	Concept and Feasibility	<b>Complete</b> – pending Gate 1 submission
2	Option Selection	Subject to Gate 1 Approval
3	Design and Environmental Evaluation	Subject to Gate 2 Approval
4	Statutory Processes including submission to An Bord Pleanála	Subject to Gate 3 Approval
5-7	Construction and Implementation	Subject to Gate 4 Approval

## **Outputs & Outcomes:**

The envisaged outcome of the project will be a 45km Greenway for cyclists and walkers, both local residents and tourists, to traverse from Athenry to Milltown and view the beautiful countryside along the way.

### **Promoting Healthy Living:**

Walking and cycling tracks improve mental and physical health of the populations. Cycling is now recognised as an important element in strategies to improve public health. Greenways provide a safe, inexpensive avenue for regular exercise for people living in rural, urban and suburban areas.

### **Connectivity:**

Greenways can provide strategic, sustainable and safe connectivity between towns, villages, settlements, communities, community facilities, tourist attractions/facilities, and transport nodes (e.g., railway stations, bus stations, airports, etc).

### **Economic Benefits:**

Greenways provide countless opportunities for economic renewal and growth, particularly for rural areas. They provide incentive for people to visit scenic rural areas and can help attract tourism. Hikers and cyclists will use local businesses generating local trade and offering particular opportunities for rural businesses and services. There is a greater likelihood that the money visitors spend will stay in the local economy which will help support rural businesses, village shops, pubs, cafes, small scale rural attractions and both urban and rural based providers of accommodation.

### **Environmental Benefits:**

Greenway facilities are environmentally sustainable with minimal impact on the environment and host communities. This is increasingly important as the Ireland works towards a low carbon future by tackling CO2 emissions and reducing global warming. They protect important habitat and provide corridors for people and wildlife. By promoting modal shift away from private car usage, trails and greenways help improve air and water quality. For example, communities with trails provide enjoyable and safe options for transportation, which reduces pollutants released from engines and improves local air pollution.

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

The following section tracks the **Athenry to Milltown Greenway Project** from inception to conclusion in terms of major project/programme milestones.

Period/Year	Description
November 2018	Application for funding under National and Regional Greenway Fund - DTTAS
June 2019	DTTAS project unsuccessful under funding call for Future Development of National and Regional Greenways
July 2020	Funding Approval under Carbon Tax Fund - DTTS
January 2021	RFT – etenders reference 183290 - To Conduct a Feasibility Study and Route Options Assessment for a Greenway Route between Athenry and Milltown, Co. Galway
February 2021	Closing date of Tender 25/02/2021
September 2021	Transfer of Greenway projects from DTTAS to TII Application proposal to TII
September 2021	Contract Award – Appointment of Consultants for Phase 0-1
November 2022	Gate Approval Sought at Phase 0
March 2023	Gate 0 – Statement of completion of phase 0 submitted to TII on 06/03/2023 Phase 1 – Approval to proceed to phase 1 received from TII on 15/03/2023
October 2023	Feasibility Report sent to TII for Review.

## Section B – Step 3 – Analysis of Key Documents

The following section reviews the key documentation relating to appraisal, analysis, and evaluation of the **Athenry to Milltown Greenway Project**

Project/Programme Key Documents	
Title	Details
Application for funding & Project Proposal	Project proposal under the National and Regional Greenway Fund
RFT for consultants & appointment	Procurement process for consultants
Project Briefing document – Tender doc	MGT0604-RPS-00-XX RP-Z-0002 S3 C02 – 5th September 2022 – RPS Group
PISN Project Information Summary Notices	MGT0604-RPS-00-XX RP-Z-0004 S3 C01 - 3rd November 2022 – RPS Group
Funding Approvals – phase 0-1	TII Funding Allocation 2022 - present
Strategic Assessment Report (SAR)	MGT0604-RPS-00-XX RP-Z-0003 S3 C05 - 2nd March 2023 – RPS Group
Feasibility Report	MGT0604-RPS-00-XX RP-Z-0001 S3 C07 - 17th October 2023 – RPS Group

## Section B – Step 4: Data Audit

The following section details the data audit that was carried out for the **Athenry to Milltown Greenway Project**. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

Data Required	Use	Availability Y / N
PE-PMG-02047 – Project Manager’s Manual for Greenway Projects	Procedure Manual – TII website publications	Y
Project Briefing Document / Application for funding	Project Proposal	Y
Grant Allocations to Local Authorities for National Roads, Active Travel and Greenways	Funding Approvals from TII	Y
RFT – appointment of consultants	Procurement of consultants	Y
CEO – Contract award & appointment of consultants	Authorisation of contract award	Y
SAR – Strategic Assessment Report	Programme key document	Y
Feasibility Study	Programme key document	Y

## Section B – Step 5: Key Evaluation Questions

The following section looks at the key evaluation questions for Project Name 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)**

Yes, all documentation provided during the in-depth check was in line with the TII procedures and in compliance with the Appraisal Stage of the PSC.

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

Yes, all documentation requested was provided in electronic format.

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

No Recommendations - The project to date is being progressed in line with the TII publication – Project Manager’s Manual for Greenway Projects and progression of the project is dependent of approval at each phase. There is a clear structure of required documentation set out in the TII manual, which to date is being adhered to and were available upon request.



## Quality Assurance – In Depth Check

### Section A - Introduction

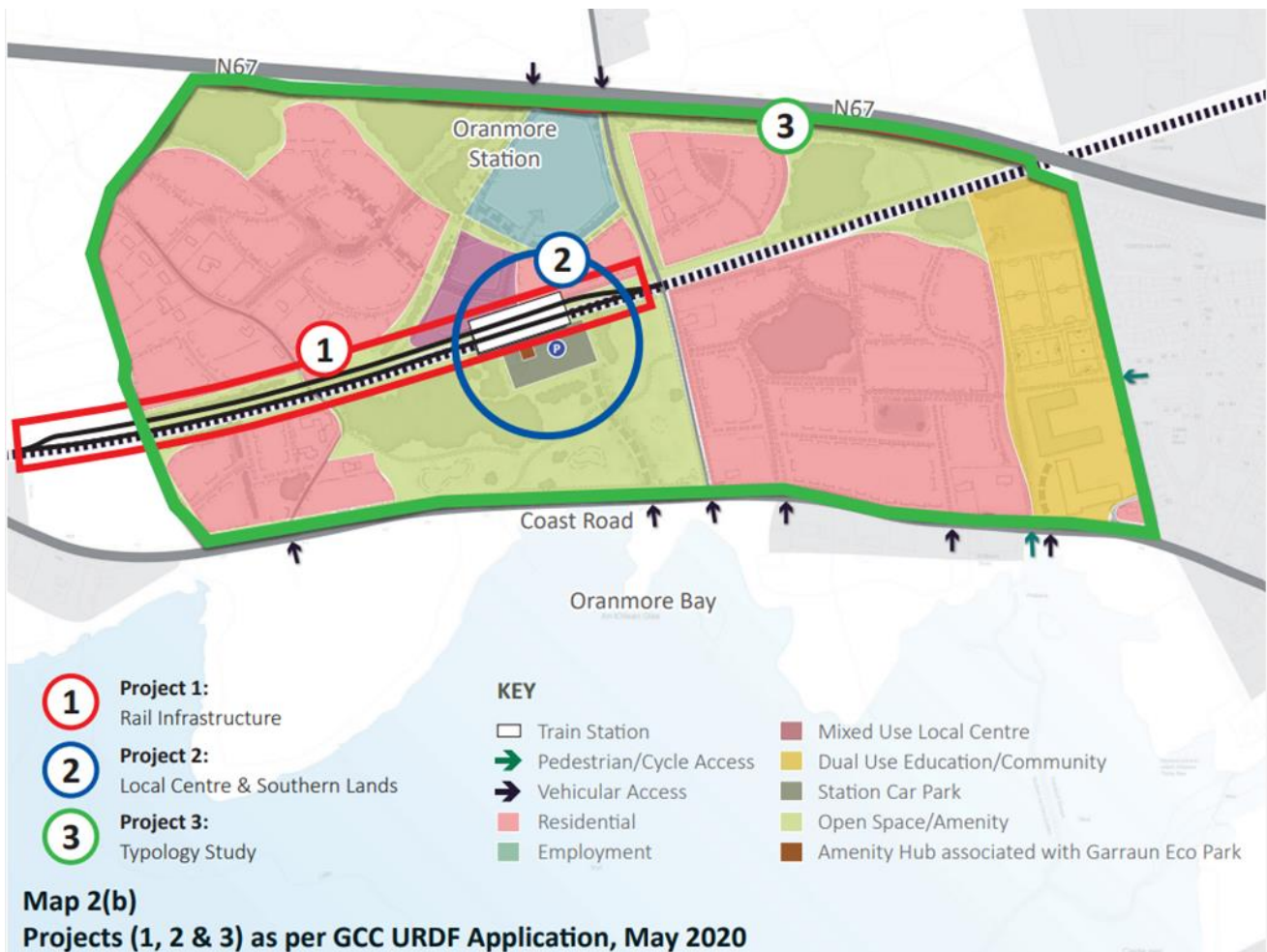
#### Programme or Project Information

<b>Name</b>	<b>Oranmore Railway Station Design &amp; Upgrade 04083026</b>
<b>Detail</b>	The project is centred around the existing train station a Garraun in Oranmore, Co. Galway. The proposal can be segregated into three sections: <ul style="list-style-type: none"> <li>- Railway Infrastructure upgrade to include 1km passing railway loop</li> <li>- Detailed design of the local centre, associated carpark and landscaping</li> <li>- A study on the Design Development of Typologies to implement the Urban Framework Plan</li> </ul>
<b>Responsible Body</b>	Approving Authority – Department of Housing, Planning & Local Government  Sponsoring Authority - Galway County Council  Sponsoring Agency – Iarnród Éireann
<b>Current Status</b>	Being Considered
<b>Start Date</b>	May 2020
<b>End Date</b>	Expected completion date - 2027
<b>Overall Cost</b>	€ 16,664,954 (estimated)

## Project Description

The existing railway at Oranmore is a single track and platform which limits train frequency and is located just west of Oranmore Town. The station is served by a surface carpark on the coastal side of the railway. The project proposal includes three distinct but related projects to promote the sustainable growth around Oranmore Train Station.

1. Railway Infrastructure Upgrade to include a 1km passing railway loop at existing Oranmore Train Station, including additional platform and associated infrastructure. The three key stages to this section include:
  - Feasibility Study
  - Detailed Design
  - Construction
2. Design of Local Centre and Lands south of the Train Station which shall include:
  - Detailed design of the local centre and associated car park structure
  - Landscaping plan (for public use) of the lands south of the train station
3. Study on the Design Development of Typologies to implement the Urban Framework Plan (UFP).



The provision of a passing loop and twin platform station that is integral to the local centre will secure and catalyse the future compact growth of Oranmore that will be well served by sustainable transportation as advocated in the RSES. The design of the Local Centre, and the Landscape Plan are important elements of the project to ensure the

appropriate integration of the infrastructural works within the existing landscape, and in a manner that will also be integrated with the future built development and amenities.

The railway infrastructure upgrades have been identified in close collaboration with Iarnród Éireann (IÉ) and as such, IÉ along with Galway County Council (GCC) are equally committed to this funding project. Galway County Council are leading this project as set out in its entirety with input from IÉ in relation to the Railway Infrastructure Upgrades.

Total project cost estimation currently stands at €16.6m. Funding Approval of €9.2m has been secured under the second call for Urban Regeneration and Development fund (March 2021). The Department of Transport Tourism and Sport have provided written confirmation of their commitment to the project from a Match Funding perspective whereby €3 million will be provided from the Sustainable Mobility Investment Programme.

The status of the Infrastructural upgrade (Project Item 1) is currently at Decision Gate 1 – Approval in Principle. The Preliminary Business Case has been developed taking guidance from the National Transport Authority's (NTA) approval guidelines (2020) and in accordance with the Transport Appraisal Framework – Appraisal Guidelines for Capital Investments in Transport, issued by the Department of Transport in June 2023

A preliminary business case for Iarnród Éireann was submitted in April 2024 and approved by the Department.

The planning application for the major upgrade work (Project item 1) is set to be lodged in Q2 2024, with expected commencement of construction by year end with an estimated completion of 2026.

## Section B – Step 1: Logic Model Mapping

As part of this In-Depth Check, **Planning & Economic Development Unit** have completed a Programme Logic Model (PLM) for the **Oranmore Railway Station Design & Upgrade**

Objectives	Inputs	Activities	Outputs	Outcomes
High quality connectivity to Galway City, as well as national routes – Dublin & Limerick	Professional & Technical Resources	Collaboration between key stakeholders	Relevant documentation to secure funding & comply with national policy and planning	Increase frequency of rail connections at Oranmore Train Station
To provide design details for the surface car park and associated design and particulars of Car park and Nodal Centre	Financial Resources & funding approvals – state funding & own resources	Appointment of Consultants		Economic
Compact growth and integrated sustainability	State-owned lands & existing infrastructure	Feasibility & Design	Upgrade of existing single track platform to twin track platform	Social
Enhanced Regional Accessibility & sustainable mobility	Iarnród Éireann and NTA	Part VIII Planning process	Preparation of Tender documents to be finalised	Reduce Carbon footprint
Strengthened Rural Economies and Communities		Tender documentation & Procurement		
Transition to a Low Carbon and Climate Resilient Society		Progression of project through various phases & approvals of each phase.		
		Construction		

### Description of Programme Logic Model

#### Objectives:

The primary focus of this project is to provide sustainable compact development around an existing piece of public transport infrastructure. With high density compact living, a robust and reliable form of public transport is required and is essential to support this model of development. In addition, it is essential to incorporate a high-quality living environment, which will be achieved with the associated design of the local centre and landscaping area (for public use).

The provision of funding for the railway passing loop and platform at the existing Oranmore Train Station will provide additional rail capacity and frequency for passengers. This is essential for a high-density urban quarter of compact living without reliance on the private car. This type of development will encourage people to choose public transport over the private car, reducing the number of vehicles on the roads each day. This would not be achieved without this critical piece of infrastructure.

**Inputs:**

Current inputs are predominantly professional & technical resources and collaboration in order to progress the project through its initial phase. Financial resources secured for the progression of the project, again subject to Departmental approval for each phase.

**Activities:**

In accordance with Governance structure document, steering committee meet on a regular basis to review and progress the project through the various phases. Business case for Galway County Council's element has been submitted and approved, with Business Case for IÉ currently under review by the Department. Planning application currently being prepared by IÉ for submission in Q2 2024.

**Outputs & Outcomes:**

Subject to progression through the various phases and Departmental approvals, anticipated output for 2024 would be to secure planning permission, procure for contractors to carry out the work with construction to commence towards the end of 2024.

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

The following section tracks the **Oranmore Railway Station Design & Upgrade** from inception to conclusion in terms of major project/programme milestones.

Period/Year	Description
May 2020	Application for funding under the second call for the Urban Regeneration Development Fund (URDF)
March 2021	Publication of successful funding application under the second call for URDF
	First meeting of Steering Committee after funding approval & agreement of next steps
2022-2023	Progressing Plans
March 2023	Business Case submission sent to the Department of Housing, Local Government & Heritage with respect to GCC element sub-project 2
	Approval Gate 1 – Approval Decision Gate 1 - GCC element subproject 2
January 2024	Ongoing work with the preliminary business case for the element relating to Irish Rail. Expected Planning Application to be submitted for works relating to Iarnród Éireann element.
April 2024	Business Case submission sent to the Department of Housing, Local Government & Heritage (16 <sup>th</sup> April 2024) with respect to Iarnród Éireann Infrastructural upgrade – Project 1
	Business case approval Gate 1 - approval in principle received (25 <sup>th</sup> April 2024) under Infrastructure Guidelines for Iarnród Éireann element
Pending	Planning permission for submission by IÉ for infrastructure upgrade

## Section B – Step 3 – Analysis of Key Documents

The following section reviews the key documentation relating to appraisal, analysis and evaluation of the **Oranmore Railway Station Design & Upgrade**

Project/Programme Key Documents	
Title	Details
<b>Urban Regeneration Development Fund (URDF) application</b>	Application outlining proposal
<b>Governance Structure for project</b>	Outlines roles & responsibilities of stakeholders and subcommittees
<b>Steering Committee - Minutes</b>	Project updates & actions
<b>URDF 2021 – Funding Approval</b>	Funding Approval
<b>Preliminary Project Business Case for Galway County Council element – Project 2</b>	Project overview, identification of need, objectives, proposed outcomes
<b>Approval Letter – project 2</b>	PBC – Decision Gate 1
<b>Preliminary Project Business Case for Iarnród Éireann element – Project 1</b>	RPS - PBC – identification of need, objectives, options (3), funding appraisal, procurement strategy
<b>Approval Letter – Project 1</b>	Approval Gate 1 – Approval in principle
<b>Circular URDF 01/2019</b>	URDF – Administration costs allowable & claim form
<b>Transport Appraisal Framework – June 2023</b>	Guidance on evaluating, planning and managing public investment
<b>NTA Approval Guidelines (2020)</b>	Guidance on the development, management and delivery of sustainable mobility projects of all types

## Section B – Step 4: Data Audit

The following section details the data audit that was carried out for the **Oranmore Railway Station Design & Upgrade**. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

Data Required	Use	Availability Y / N
URDF Scheme Outline		Y
Application Form/Project Proposal/Project Appraisal document	Submission outlining project proposal in order to secure funding	Y
URDF Funding approval 2021	Successful applications for URDF	Y
Minutes of meetings of Steering Committee	Progress reporting, monitoring & actions for various stakeholders	Y
Project Business Case - GCC element – department approval	Department Approval process	Y

Project 2 – AG1	Department Approval of Gate 1 – subproject 2	Y
Project Business Case – Iarnród Éireann element	Department Approval Process	Y
Project 1 Iarnród Éireann	Approval in principle	Y
Planning Application	Pending - expected Q2, 2024	

## Section B – Step 5: Key Evaluation Questions

The following section looks at the key evaluation questions for Project Name 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)**

This project is sub-divided into three subprojects. Close attention should be paid to each of the Department approval letters to ensure compliance with T&C's of funding. Approval letters specifically state that URDF funding is limited. Budget monitoring is essential to ensure there are adequate financial resources to complete the project. The department has indicated in their DG1-AIP letter for project 1 that if project increases are encountered, the Sponsoring agency should explore all options for staying within allocated budget and should seek alternative sources of funding before requesting increased URDF support. It's imperative that Galway County Council as the Sponsoring Agency maintain a strict budgetary protocol as the proposed project progresses through the stages. Planning application is pending from Iarnród Éireann with respect to the proposal under project 1.

This proposed project is in the early stages and to date, the required documentation and approvals are 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?**

Yes - key documents were provided upon request and is available should the project be subject to a full evaluation at a later date.

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

Project team to continue to adhere to the NTA project approval guidelines and Transport Appraisal Framework (TAF) as the project moves through the various stages. Documentation to be maintained in a suitable format either electronic or paper for future review. Funding under URDF is limited and project team need to be cognisant of this and ensure adherence with relevant infrastructure guidelines. Next steps as outlined in approval letter for projects 1 & 2 to be reviewed and complied with. Financial review to be undertaken at each stage of the project and in the event of possible funding shortfalls, this should be addressed at the earliest opportunity.

## Quality Assurance – In Depth Check

### Section A - Introduction

#### Programme or Project Information

<b>Name</b>	<b>N59 Maigh Cuilinn (Moycullen) Bypass GC/07/277</b>
<b>Detail</b>	N59 Maigh Cuilinn (Moycullen) Bypass - comprises of the construction of a 4.3km standard single carriageway road bypassing Maigh Cuilinn (Moycullen) village, County Galway, and all associated ancillary works.
<b>Responsible Body</b>	Transport Infrastructure Ireland (TII) - Approving Authority
<b>Current Status</b>	Complete – substantially complete at year end (95%)
<b>Start Date</b>	Scheme proposed initially in 1999 Construction of Bypass in late 2021
<b>End Date</b>	December 2024
<b>Overall Cost</b>	€ 72,000,000



## Project Description

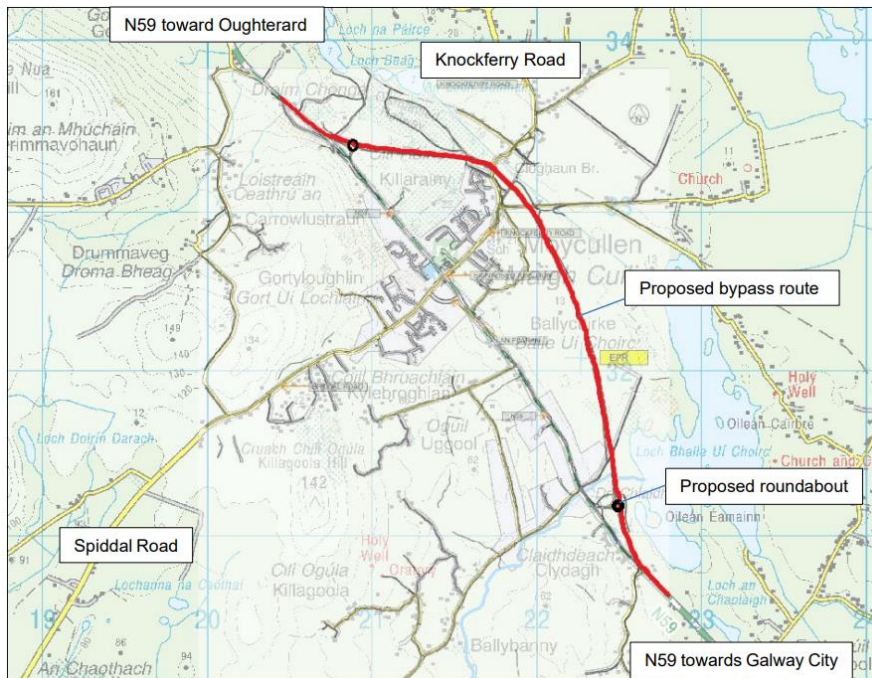
The N59 Moycullen Bypass Road Project comprises the construction of a standard single-carriageway road bypass of Maigh Cuilinn (Moycullen) village and all ancillary works. The project is located entirely within County Galway and extends from the townland of Drimcong approx. 1.5km north-west of Moycullen village to the townland of Clydagh approx. 2km south-east of Moycullen village.

The road cross-section for the proposed N59 (hereinafter called the 'Mainline') is Type 1 Single Carriageway.

The road development proposals include the following principal elements:

4.6km of National Secondary Road to Single Carriageway Type 1 Standard cross-section; a new N59 mainline with an end-to-end length of approximately 4.3km, plus 0.3km realignment of the superseded N59 through Moycullen, to connect to the new National Route at the roundabouts.

- 2 no. at-grade roundabouts including the provision of route lighting;
- the realignment of local road L1313 (known locally as "Church Road" or "the Knockferry Road") over a distance of approx. 850m;
- 1.7km of farm/accommodation roads;
- 8 no. structures comprising 5 bridges, 2 underpasses and 1 Culvert;
- 5.8km of footway/ cycleway;
- Fencing works;
- Drainage works;
- Landscaping works;
- Environmental mitigation measures;
- Utilities and services diversions;
- Accommodation works, and
- All other ancillary works.



## Section B – Step 1: Logic Model Mapping

As part of this In-Depth Check, **Galway NRPO** have completed a Programme Logic Model (PLM) for the **N59 Maigh Cuilinn (Moycullen) Bypass 07/277**

Objectives	Inputs	Activities	Outputs	Outcomes
Promote Economic Growth	TII Funding - €72m	Improve Road Quality	Reduced congestion in the village of Maigh Cuilinn (Moycullen), faster journey times	Local businesses more viable
Improve journey times	NRPO Project Management Team	Provide footpath/cycleway	Journeys more comfortable and reliable	Area more attractive to tourists
To improve road safety statistics	External Consultants	Construction Works	Increased traffic safety - improved visibility, overtaking opportunities, forgiving roadsides	Reduced rural isolation
Support balanced regional development	Works Contractor	Enhanced Public Utility Provision	Road is further from dwellings	Reduced road collisions and fewer casualties
Minimise impact on the environment and to improve human health	Inputs from Engagement with Stakeholders		Segregation of vulnerable road users	Better environment
Reduce social inclusion			Non-motorised journeys more attractive	More cycling & walking

### Description of Programme Logic Model

#### Objectives:

##### Economy

- To improve journey times and journey reliability between Galway City and that part of its hinterland that is served by the N59, at an investment cost that offers good value for money.

##### Safety

- To reduce the overall frequency and severity of road collisions within the study area.

##### Integration

- To support the policy of balanced regional development by increasing the perceived attractiveness of the Galway City-region as a place to live and work.

##### Environment

- To minimise impact on the natural environment within the study area by a process of avoiding sensitive receptors where possible, choosing options that minimise impact, and mitigating any remaining impact.

- To improve the human environment in Moycullen village centre by reducing noise, vehicular emissions and severance.

#### Accessibility & Social Inclusion

- To reduce social exclusion by improving accessibility from deprived rural areas in Connemara to the regional Gateway in Galway City.

### Inputs:

Primary inputs into the project are TII Funding of €72m and NRPO Project Management Team. Inputs from Engagement with Stakeholders to integrate their requirements into the Scheme Requirements.

### Activities:

Completion of tasks and deliverables as required under TII's Project Manager Guidelines. Appointment of consultants to undertake the requirements of the various TII phases –

- Constraints Study
- Route Selection and Public Consultation
- Preliminary Design
- EIS preparation, publication and approval
- CPO preparation, publication and approval
- Land Acquisition, agreement of compensation and accommodation works
- Final Scheme Design
- Enabling Works Contracts Procurement and Project Management
- Main Works Contract Procurement and Appt of Main Contractor
- Scheme Construction
- Monthly Site Progress Meetings between GCC/Site Supervision Team/Contractor
- Monthly Steering Committee Meetings with TII/GCC/Consultants
- Contract Administration Requirements
- Scheme Official Opening
- Agreement of Final Account, Receipt of Safety File and Project Close-out

### Outputs & Outcomes:

The Maigh Cuilinn Bypass officially opened to the public on 11<sup>th</sup> December 2023. TII in conjunction with Galway County Council delivered:

- 4.6km of National Secondary Road to Single Carriageway Type 1 Standard cross-section; a new N59 mainline with an end-to-end length of approximately 4.3km, plus 0.3km realignment of the superseded N59 through Moycullen;
- 0.85km of Realigned Local Secondary within village to DMURs;
- Improved journey times to and through Maigh Cuilinn
- Provision of shared footpath/cycleway facilities;
- Improvement provision of local utility services such as enhanced water services infrastructure, broadband, public lighting, etc;
- Improved human health with reduced noise and improved air quality parameters in the vicinity of the village;
- New road alignment conforms to a standard and will enhance safety for road users.

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

The following section tracks the **N59 Maigh Cuilinn (Moycullen) Bypass 07/277** from inception to conclusion in terms of major project/programme milestones.

Period/Year	Description
2000	Constraints Study Report Completed
2000/2001	Route Selection Study Completed
2009	Roscommon NRDO Engaged for Phases 2-4
2010/2011	Route Selection Study Update
2010/2011	Development of Preliminary Design
2012	Publication of CPO and EIS
2012	Scheme Approval by An Bord Pleanála CPO Approved by An Bord Pleanála
2013	Notice to Treat and Notice of Entry
2014	Halcrow Barry Consultants Appointed for Phases 5-7 for Phase 1 of the Scheme - Online improvement of N59 in Maigh Cuilinn village
2014-2016	Wills Bros Appointed to Construct Phase 1 of the Scheme. Works completed in 2016.
2018	RPS Consultants Appointed for Phases 5-7 for Phase 2 of the Scheme – the Maigh Cuilinn Bypass
2020 - June	Restricted process RFQ – etenders (171691) & OJEU - Pre-Qualification Questionnaire
2021 – April	TII Approval to proceed to tender for Main Contract
2021 – June	RFT closing - Restricted 5 shortlisted from Pre-Qual.
2021 - September	TII Approval – Contract awarded to Wills Bros Construct Phase 2 of the Schemes.
2021 – October	Letter of Acceptance signed 6 <sup>th</sup> October 2021
2023	Substantial Completion achieved in Dec 2023
2024	Works to finish April 2024 Dec 2024 – Anticipated Date of Project Close-Out

## Section B – Step 3 – Analysis of Key Documents

The following section reviews the key documentation relating to appraisal, analysis and evaluation of the **N59 Maigh Cuilinn (Moycullen) Bypass 07/277**

<b>Project/Programme Key Documents</b>	
<b>Title</b>	<b>Details</b>
<b>Project Appraisal Plan (PAP)</b>	Sets out the appraisal processes required for the scheme
<b>Phase 0 Gate Review Statement</b>	Deliverables required for Phase 0 are finalised and issued to TII.
<b>Project Execution Plan &amp; updates</b>	Core document for managing a project which states the policies and procedures for Project delivery.
<b>Feasibility Report</b>	Verify or establish Project need
<b>Phase 1 Gate Review Statement</b>	Deliverables required for Phase 1 are finalised and issued to TII.
<b>Options Report</b>	Report outlining the various options considered.
<b>Options Selection Review Report</b>	Report reviewing the options selection process.
<b>Phase 2 Gate Review Statement</b>	Deliverables required for Phase 2 are finalised and issued to TII.
<b>Environmental Evaluation Documentation</b>	Environmental Impact Statement and Drawings, Natura Impact Statement
<b>Design Report &amp; Environmental Deliverables</b>	Summary of design principles, design drawings, environmental evaluation drawings and land acquisition documentation
<b>Signed Design report &amp; Peer review report</b>	Review of Design Report with the Approving Authority.
<b>Land Acquisition documentation</b>	Land Database containing all details and status of land acquisition and payments
<b>Target Cost 1 and Total Scheme Budget</b>	Design Stage Cost Estimate of Scheme
<b>Preliminary Business Case</b>	Documenting the rationale behind, and justification for the Project.
<b>Phase 3 Gate Review Statement</b>	Deliverables required for Phase 3 are finalised and issued to TII.
<b>ABP/Competent Authority Decision</b>	Scheme EIS and CPO Approvals by ABP
<b>Target Cost 2 and Total Scheme Budget</b>	Pre-Tender Cost Estimate of Scheme.
<b>Updated Preliminary Business Case</b>	Updating the documenting the rationale behind, and justification for the Project.
<b>Lessons Learned Register</b>	Part of the post project review process to record lessons learnt for future projects.
<b>Phase 4 Gate Review Statement</b>	Deliverables required for Phase 4 are finalised and issued to TII.
<b>Tender Approval Report (TAR) main contract &amp; TARs for enabling contracts, including CE Orders</b>	Tender Report outlining tender process, evaluation and conclusion with recommendation to appoint. TARs is the award recommendation sheet signed off by Sponsoring Agency and Approving Authority staff.

<b>Detailed Project Brief &amp; Procurement Strategy</b>	How it is proposed to procure the main contracts.
<b>Tender &amp; Contract Documents</b>	Documents used when appointing the Main Contractor outlining the works requirements and agreed pricing document.
<b>Final Business Case</b>	
<b>Phase 5 Gate Review Statement</b>	Deliverables required for Phase 5 are finalised and issued to TII.
<b>Project Execution Plan – Construction phase</b>	Update of Plan to take account of Construction and Implementation

## Section B – Step 4: Data Audit

The following section details the data audit that was carried out for the **N59 Maigh Cuilinn (Moycullen) Bypass 07/277**. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

<b>Data Required</b>	<b>Use</b>	<b>Availability Y / N</b>
Detailed Project Brief	Defines the requirements of the Project	Y
Project Execution Plan (PEP)	Implementation	Y
Procurement Strategy	Implementation	Y
Land Acquisition Register	Lands – temp & permanent acquisitions	Y
Road Safety Audit Stage 2	Implementation	Y
Tender RFT – Etenders & OJEU – advertisement – Contract notices	Procurement	Y
Tender Report & Contract Award Report – including tender evaluation, scoring matrix, letters to successful & unsuccessful tenderers	Procurement	Y
TII Approval to award contract	Contract Award Approval	Y
Letter of Acceptance – successful tenderer	Procurement	Y
CE order for contract award	Procurement	Y
Contract signing & publicity requirements	Commencement of works	Y
Target Cost and Total Budget & ongoing budgetary monitoring reports	Financial monitoring	Y
Monthly reports on project for 2023 - Steering group minutes	Progress reporting	Y
Submission of Gate 5 requirements to TII	Approval process	Y
Appointment of PSDP & PSCS	Project Supervision	Y
Copy of claims to TII - 2023 – March, Sept 2023 (backup) & Screenshot of PRS for full year	Funding recoupment	Y
Final Account / Post Project Evaluation	Financial/Review on completion	N
Lessons Learned		Y

## Section B – Step 5: Key Evaluation Questions

The following section looks at the key evaluation questions for Project Name 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)**

Yes, the project was substantially complete in November 2023. All documentation viewed in line with relevant guidelines.

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

Yes, data request during the review was in respect to phases 5-7. A large quantity of documentation was provided by the project manager, along with additional key documents from earlier phases.

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

None, all documentation was provided upon request. Initial contract amount increased due to inflation. All expenditure incurred was fully recouped from the TII. Good records of approval documentation from TII for each phase. Final account is still pending, therefore post project evaluation is not complete yet. Final Account is expected from the contractor once all snagging is complete, mid 2024. Draft Lessons learned document provided at time of review, this would need to be completed in full.