

# Public Spending Code Quality Assurance Report 2023

## Cork County Council



For submission to the National Oversight and Audit Commission in compliance with the Public Spending Code



## Certification

The Annual Quality Assurance Report reflects Cork County Council's assessment of its' Public Spending Code compliance based on the best available financial, organisational and performance related information relating to the organisation's various areas of responsibility.

Signature of Accounting Officer: -

Date:

A handwritten signature in blue ink, appearing to read 'Valerie O'Sullivan', written over a horizontal line.

29/05/2024

**Valerie O'Sullivan**

**Chief Executive**



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## 1. Introduction

Cork County Council has completed this Quality Assurance Report as part of its on-going Public Spending Code compliance.

The Public Spending Code endeavors to ensure that the state achieves value for money in the use of all public funds. This Quality Assurance Report provides an overview of how Cork County Council seeks to apply Public Spending Code principles with both capital and current expenditure.

This Quality Assurance process contains 5 steps:

1. An inventory of projects/programmes at the different stages of the Project Life Cycle.
2. Online publication of procurement information relative to projects greater than €10 million.  
Specifically, those in progress or completed in the year under review.
3. Complete checklists relative to different capital and current expenditure programs stages.
4. In-depth check on a number of projects/programmes.
5. Summary Report.



## 2. Expenditure Analysis

### 2.1 Project/Programme Inventory

This section details the inventory drawn up by Cork County Council in accordance with the guidance on the Quality Assurance process. The inventory lists all of the Council's projects and programmes at various stages of the project life cycle which amount to more than €0.5m. This inventory is divided between current and capital projects and across three stages:

- A) Expenditure being considered
- B) Expenditure being incurred
- C) Expenditure that has recently ended

- Cork County Council's (CCC) Annual Capital Programme, Annual Budget and AFS inform this inventory.
- The capital projects listed are from the 2021-2023 Capital Programme.
- All current (revenue) expenditure includes pay.
- Certain current revenue and capital projects are aggregates of numerous smaller projects or multiyear projects. These are included in the inventory because the overall project exceeds €0.5m even though some spending falls outside the reporting period.
- The inventory excludes water capital projects as Uisce Éireann oversees same (albeit with CCC as an agent).

The full inventory can be found in **Appendix 1** of this report.



## 2.2 Summary Information of Procurement > €10m

As part of the Quality Assurance process, Internal Audit was advised by the Procurement Section that 4 no. procurement contracts, in excess of €10m, were advertised by Cork County Council in the year ended December 2023.

The website link to these published Contracts is: - [www.corkcoco.ie](http://www.corkcoco.ie)

Procurement contract where value exceeds €10m:

Project Details:	
Year:	2023
Parent Department:	Roads & Transportation
Name of Contracting Body:	Cork County Council
Name of Project/Description:	N22 Baile Bhuirne Macroom Road Development
Procurement Details:	
Advertisement Date:	27/04/2018
Tender advertised in:	ETenders & OJEU
Awarded to:	Jons Civil Engineering – John Craddock JV Ltd
EU contract award notice date:	17/10/2019
Contract Price:	€185,990,000.02 excl VAT
Progress:	
Start Date:	Q1 2020
Expected Date of Completion per Contract:	Q1 2024
Spend in Year under Review:	€43,819,851.52 excl VAT
Cumulative Spend to End Year:	€215,092,028,.07 excl VAT
Projected Final Cost:	€224,295,310.12 excl VAT
Value of Contract Variations:	€38,305,310.10 excl VAT
Date of Completion:	Ongoing
Outputs:	
Expected Output on completion:	Approx. 22km
Output achieved to date:	Approx. 22 km

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### Procurement contract where value exceeds €10m:

Project Details:	
Year:	2023
Parent Department:	Roads & Transportation
Name of Contracting Body:	Cork County Council
Name of Project/Description:	Public Lighting Energy Efficiency Project – South West Region
Procurement Details:	
Advertisement Date:	01/10/2020
Tender advertised in:	ETenders & OJEU
Awarded to:	Le Cheile Consortium
EU contract award notice date:	28/01/2022
Contract Price:	€27,913,487 excl VAT
Progress:	
Start Date:	25/04/2022
Expected Date of Completion per Contract:	31/07/2024
Spend in Year under Review:	€8,549,518.98 excl VAT
Cumulative Spend to End Year:	€11,257,272.27 excl VAT
Projected Final Cost:	€28,627,834.25 excl VAT
Value of Contract Variations:	€714,346.91 excl VAT
Date of Completion:	Ongoing
Outputs:	
Expected Output on completion:	Approx. 77,162 reduced to 60,000 luminaries across 24 Municipal Districts in 5 Local Authorities
Output achieved to date:	Designs completed: 7,947 designs accepted out of 77,162 Luminaires retrofitted 3,549 retrofitted out of 60,000 approx.

### Procurement contract where value exceeds €10m:

Project Details:	
Year:	2023
Parent Department:	Roads & Transportation
Name of Contracting Body:	Cork County Council
Name of Project/Description:	M28 Cork to Ringaskiddy Project - Technical Advisory Services Phase 5, Phase 6 and Phase 7
Procurement Details:	

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Advertisement Date:	13 <sup>th</sup> December, 2022
Tender advertised in:	ETenders & OJEU
Awarded to:	Jacobs Engineering Ltd
EU contract award notice date:	27 <sup>th</sup> September 2023
Contract Price:	€16,045,459 excl VAT
<b>Progress:</b>	
Start Date:	October 2023
Expected Date of Completion per Contract:	October 2032
Spend in Year under Review:	€914,674.44 excl VAT
Cumulative Spend to End Year:	€916,674.44 excl VAT
Projected Final Cost:	€16,045,459 excl VAT
Value of Contract Variations:	€0
Date of Completion:	Ongoing
<b>Outputs:</b>	
Expected Output on completion:	The TA shall perform all duties applicable and undertake all obligations of the Tender Process in relation to all Contracts. The TA shall undertake detailed design and preparation of contract documents for all advance works contracts and the Main Works Contract, Tender Assessments, Project Review and Contract Award. The TA shall act as PSDP during the multiple advance works contracts and shall advise the Client in the fulfillment of their duties under the Safety, Health and welfare at Work at Act 2005.
Output achieved to date:	Phase 5 services nearing completion. Progressing with Phase 6 services which will be ongoing for the next 4/5 years.

Procurement contract where value exceeds €10m:

<b>Project Details:</b>	
Year:	2023
Parent Department:	Roads & Transportation
Name of Contracting Body:	Cork County Council
Name of Project/Description:	N73 Annakisha Road Improvement Scheme
<b>Procurement Details:</b>	
Advertisement Date:	10 <sup>th</sup> February, 2023



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Tender advertised in:	Procured under Cork County Council's Civil Works Framework 2020 – 2024)
Awarded to:	Sorensen Civil Engineering Ltd
EU contract award notice date:	n/a (advertised under a framework)
Contract Price:	€15,320,279 excl VAT
<b>Progress:</b>	
Start Date:	June 2023
Expected Date of Completion per Contract:	December 2024
Spend in Year under Review:	€2,304,448.50 excl VAT
Cumulative Spend to End Year:	€2,304,448.50 excl VAT
Projected Final Cost:	€15,320,279 excl VAT
Value of Contract Variations:	€0
Date of Completion:	Ongoing
<b>Outputs:</b>	
Expected Output on completion:	<p>Modification of existing junctions and removal of unsafe bends on the existing National Secondary Road.</p> <p>This segment spans approximately 3.65km.</p> <p>The scope of works of this contract involves :</p> <ul style="list-style-type: none"> <li>➤ Realignment of National Secondary road to a Type 2 single carriageway in accordance with TII DN-GEO-03036.</li> <li>➤ Site Clearance;</li> <li>➤ Fencing, Boundary Treatments and Accommodation Works;</li> <li>➤ Road Restraint Systems;</li> <li>➤ Drainage;</li> <li>➤ Earthworks;</li> <li>➤ Pavements, Kerbs, Footways and Paved Areas;</li> <li>➤ Traffic Signs and Road Markings;</li> <li>➤ Public Lighting;</li> <li>➤ CCTV survey of pipes and drains;</li> <li>➤ Landscaping and Environmental Mitigation;</li> <li>➤ Contractor Designed Structures;</li> <li>➤ Services ducts for Utilities and Watermain works including diversions;</li> <li>➤ Noise barriers</li> <li>➤ Footpath works</li> </ul>
Output achieved to date:	<ul style="list-style-type: none"> <li>➤ 70% site clearance</li> <li>➤ 90% fencing</li> <li>➤ 30% contractor designed structures</li> <li>➤ 30% earthworks</li> <li>➤ 20% accommodation works</li> </ul>

### 3. Assessment of Compliance

#### 3.1 Public Spending Code Checklists

These checklists summarise Cork County Council’s PSC compliance.

The Checklist scoring mechanism is as follows:

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

In some cases, fields are marked as N/A and information is included in the comment box.

The completed checklists show the extent to which practitioners in Cork County Council believe they comply with the Public Spending Code. They show the result of a self-assessment exercise completed by the project owners within the various Directorates and Departments of the Council. Overall, the checklists show that directorates believe that there is a good level of compliance with the Code.

The median scores from completed checklists are set out in **Appendix 2** of this report.

#### 3.2 In-depth checks Summary

Cork County Council has carried out In-Depth checks required under Step 4 of the Quality Assurance process. For 2023, the following projects/ programmes were selected.

Review Area	Current Expenditure	Capital Expenditure	Value € million
Public Lighting	Yes (Under Progress)	No	€5.06m
Energy Efficiency, North, South, West	No	Yes. Capital Expenditure being Incurred	€5.34m

M28 Ringaskiddy	No	Yes. Capital Expenditure being Incurred	€40.773m
Dunkettle to Carrigtwohill Cycleway Scheme	No	Yes. Capital Expenditure being incurred	€18.236m
Buttevant Street Design	No	Yes. Capital Expenditure completed	€6.129m

These reviews cover approximately 5.63% of Cork County Council’s total capital expenditure of €1,249,983,375 and 1.12% of its’ current expenditure of €448,536,828 for 2023.

The set of completed In-depth check reports are contained in **Appendix 3** of this report.

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### **1. In-Depth Check Summary: Roads - Public Lighting Service**

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The following section presents a summary of the outcomes of the In-Depth check on the **Public Lighting Service**.

The objective is to operate and maintain public lighting within the County to a high level in accordance with design standard together with a reduction in energy consumption with the use of lower energy LED lighting and solar powered lights. This is accomplished by monitoring, regular testing and carrying out required works on the public lighting networks.

Internal Audit carried out an in-depth check on the Public Lighting Service in Cork County Council. Internal Audit liaised with staff in the Roads Directorate, Public Lighting Services, Energy Efficiency Team and Finance Directorate and received reports and details on operations, management, and financial aspects of the programme of operation. Overall, the actual expenditure was in line with budgeted expenditure and the service was managed effectively.

The in-depth review of Public Lighting indicates that the management of this Revenue budget demonstrates broad compliance with the Public Spending Code.

Further detail can be found in Appendix 3

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## **2. In-Depth Check Summary: Housing Annual Programme - Energy Efficiency – North, South, West**

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The following section presents a summary of the outcomes of the In-Depth check on the **Energy Efficiency North, South, West**.

The objective of the housing project **Housing Energy Efficiency North, South, West** for 2023 was the retrofit of 195 Council owned housing units which will be used by tenants on the social housing list or already tenanted properties. The project aims to ensure value for money is achieved.

Internal Audit carried out an in-depth check on the Housing Energy Efficiency North, South, West and liaised with staff in the Housing Directorate and Finance Directorate and received reports and details on operations, management, and financial aspects of the Scheme.

The in-depth review of the Housing Energy Efficiency Project North, South, West, indicates that the project is broadly compliant with the requirements of the Public Spending Code.

Further detail can be found in Appendix 3

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## **3. In-Depth Check summary: Roads - M28 Ringaskiddy Scheme**

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The following section presents a summary of the outcomes of this In-Depth check on the **Roads – M28 Ringaskiddy**

The objectives of the scheme are to facilitate strategic development at the Port of Cork facilities at Ringaskiddy by improving access for port-related traffic along the N28 corridor. To reduce peak-hour congestion and travel delays along the N28 corridor, to facilitate general economic development within the Cork Gateway and the Ringaskiddy Strategic Employment Zone by improving journey time reliability on the N28 corridor at an investment cost that offers good value for money.

Internal Audit carried out an in-depth check on the M28 Ringaskiddy Scheme and liaised with staff in the Roads Directorate, M28 Ringaskiddy Section, and Finance

Directorate and received reports and details on operations, management, and financial aspects of the Scheme.

The in-depth review of the **M28 Ringaskiddy Scheme** indicates that the project is broadly compliant with the requirements of the Public Spending Code.

Further detail can be found in Appendix 3

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#### **4. In-Depth Check Summary: Dunkettle to Carrigwohill Cycleway Scheme**

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The following section presents a summary of the outcomes from this In-Depth check on the **Dunkettle to Carrigwohill Cycleway Scheme**.

The objectives of the Dunkettle to Carrigwohill Cycleway scheme are to enhance cycle connectivity between Cork City, Glounthaune, Little Island and Carrigwohill. Both Carrigwohill and Little Island are significant employers within the East Cork region and are adjacent to the Cork Midleton rail line.

The scheme seeks to provide an environment which would encourage modal shift to sustainable forms of transport for school goers, employees, and social cyclists. The scheme is separated from the road network by a pollinator wildflower corridor thereby enhancing safety of users of the cycleway.

The scheme aims to improve the quality of life for residents in the area by reducing congestion and traffic volumes on the adjoining road network thereby enhancing safety for vulnerable road users and reducing emissions by offering commuters an alternative to the private car.

Internal Audit carried out an in-depth check on the Dunkettle to Carrigwohill Cycleway Scheme and liaised with staff in the Roads Directorate, Sustainable Transport Section and Finance Directorate and received reports and details on operations, management, and financial aspects of the Scheme. Overall, the actual expenditure was in line with budgeted expenditure and the Scheme is managed effectively.

The in-depth review of the **Dunkettle to Carrigwohill Cycleway Scheme** indicates that the project is broadly compliant with the requirements of the Public Spending Code.

Further detail can be found in Appendix 3

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## 5. In-Depth Check Summary: Buttevant Street Design Project

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The following section presents a summary of the outcomes from this In-Depth check on the Buttevant Street Design Project.

The objectives of the Scheme were to enhance the economic environment of the town, upgrade the visual streetscape of the town while minimizing the environmental impact of the scheme on its surroundings, provide a safe environment for all users, improve access to key facilities such as the town centre, employment centres, schools, social and cultural heritage sites.

Internal Audit carried out an in-depth check on the Buttevant Street Design Project in Cork County Council and liaised with staff in the Roads Directorate, Cork National Roads Office Finance Directorate and received reports and details on operations, management, and financial aspects of the Project.

The in-depth review of the **Buttevant Street Design Project** indicates that the project is broadly compliant with the requirements of the Public Spending Code.

Further detail can be found in Appendix 3

## 4. Summary Report & Conclusion

Cork County Council considers that it broadly complies with Public Spending Code requirements.

In terms of future progress within Cork County Council, the Council has commenced a project that will deliver a new Financial Management System (FMS). As part of this project processes will be reviewed with the objective of further development and integration of core components and principles of the PSC into revised processes.

The process of completing the Public Spending Code Return continues to lead to increased awareness of same across the organisation.

**Appendix 1**  
**Inventory of Projects and Programmes above €0.5m**  
**(See attached Excel Sheets)**

## **Appendix 2**

### **Public Spending Code Checklists**



## Appendix 2 – Public Spending Code 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
1	1	Does the organization ensure, on an ongoing basis, that appropriate people within the organization and its agencies are aware of their requirements under the Public Spending Code (incl. through training)?	2	
1	2	Has internal training on the Public Spending Code been provided to relevant staff?	2	
1	3	Has the Public Spending Code been adapted for the type of project/programme that your organization is responsible for, i.e., have adapted sectoral guidelines been developed?	2	
1	4	Has the organization in its role as Approving Authority satisfied itself that agencies that it funds comply with the Public Spending Code?	3	
1	5	Have recommendations from previous QA reports (incl. spot checks) been disseminated, where appropriate, within the organization and to agencies?	3	
1	6	Have recommendations from previous QA reports been acted upon?	3	
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	
1	8	Was the required sample of projects/programmes subjected to in-depth checking as per step 4 of the QAP?	3	
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.	2 3	
1	10	How many formal evaluations were completed in the year under review? Have they been published in a timely manner?	2	
1	11	Is there a process to follow up on the recommendations of previous evaluations?	2	
1	12	How have the recommendations of reviews and ex post evaluations informed resource allocation decisions?	3	
<b>Checklist 2 – To be completed in respect of capital projects/programmes &amp; capital grant schemes that were under consideration in the past year.</b>				

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Capital Expenditure being Considered – Appraisal and Approval			Self-Assessed Compliance Rating: 1 – 3	Comment/Action Required
2	1	Was a Strategic Assessment Report (SAR) completed for all capital projects and programmes over €10m? REMOVED		REMOVED – N/A
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  0	
2	3	Was a Preliminary and Final Business Case, including appropriate financial and economic appraisal, completed for all capital projects and programmes?	2	
2	4	Were the proposal objectives SMART and aligned with Government policy including National Planning Framework, Climate Mitigation Plan etc?	2	
2	5	Was an appropriate appraisal method and parameters used in respect of capital projects or capital programmes/grant schemes?	3	
2	6	Was a financial appraisal carried out on all proposals and was there appropriate consideration of affordability?	3	
2	7	Was the appraisal process commenced at an early enough stage to inform decision making?	3	
2	8	Were sufficient options analysed in the business case for each capital proposal?	3	
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  3  3	
2	10	Was risk considered and a risk mitigation strategy commenced?  Was appropriate consideration given to governance and deliverability?	0  3	
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?	0	
2	12	Was a detailed project brief including design brief and procurement strategy prepared for all investment projects?	3	
2	13	Were procurement rules (both National and EU) complied with?	3	
2	14	Was the Capital Works Management Framework (CWMF) properly implemented?	3	
2	15	Were State Aid rules checked for all support?	3	

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2	16	Was approval sought from the Approving Authority at all decision gates?	3	
2	17	Was Value for Money assessed and confirmed at each decision gate by Sponsoring Agency and Approving Authority?	3	
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?	3	

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

Q	No.	Current Expenditure being Considered – Appraisal and Approval	Self-Assessed Compliance Rating: 1 - 3	Comment/Action Required
3	1	Were objectives clearly set out?	3	
3	2	Are objectives measurable in quantitative terms?	3	
3	3	Was a business case, incorporating financial and economic appraisal, prepared for new current expenditure proposals?	2	
3	4	Was an appropriate appraisal method used?	2	
3	5	Was an economic appraisal completed for all projects/programmes exceeding €20m or an annual spend of €5m over 4 years?	2	
3	6	Did the business case include a section on piloting?	0	
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?	0	
3	8	Have the methodology and data collection requirements for the pilot been agreed at the outset of the scheme?	N/a	
3	9	Was the pilot formally evaluated and submitted for approval to the relevant Vote Section in DPER?	0	
3	10	Has an assessment of likely demand for the new scheme/scheme extension been estimated based on empirical evidence?	0	
3	11	Was the required approval granted?	2	
3	12	Has a sunset clause been set?	3	
3	13	If outsourcing was involved were both EU and National procurement rules complied with?	3	
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?	3	
3	15	Have steps been put in place to gather performance indicator data?	2	

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<b>Checklist 4 – To be completed in respect of capital projects/programmes &amp; capital grants schemes incurring expenditure in the year under review.</b>				
<b>Q</b>	<b>No.</b>	<b>Incurring Capital Expenditure</b>	<b>Self- Assessed Compliance Rating: 1 - 3</b>	<b>Comment/Action Required</b>
4	1	Was a contract signed and was it in line with the Approval given at each Decision Gate?	3	
4	2	Did management boards/steering committees meet regularly as agreed?	3	
4	3	Were programme co-ordinators appointed to co-ordinate implementation?	3	
4	4	Were project managers, responsible for delivery, appointed and were the project managers at a suitably senior level for the scale of the project?	3	
4	5	Were monitoring reports prepared regularly, showing implementation against plan, budget, timescales and quality?	3	
4	6	Did projects/programmes/grant schemes keep within their financial budget and time schedule?	2	
4	7	Did budgets have to be adjusted?	2	
4	8	Were decisions on changes to budgets / time schedules made promptly?	2	
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	
4	10	If circumstances did warrant questioning the viability of a project/programme/grant scheme was the project subjected to adequate examination?	3	
4	11	If costs increased or there were other significant changes to the project was approval received from the Approving Authority?	3	
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	

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

Q	No.	Incurring Current Expenditure	Self-Assessed Compliance Rating: 1 -3	Comment/Action Required
5	1	Are there clear objectives for all areas of current expenditure?	3	
5	2	Are outputs well defined?	3	
5	3	Are outputs quantified on a regular basis?	3	
5	4	Is there a method for monitoring efficiency on an ongoing basis?	2	
5	5	Are outcomes well defined?	2	
5	6	Are outcomes quantified on a regular basis?	2	
5	7	Are unit costings compiled for performance monitoring?	2	
5	8	Are other data compiled to monitor performance?	2	
5	9	Is there a method for monitoring effectiveness on an ongoing basis?	2	
5	10	Has the organisation engaged in any other 'evaluation proofing' of programmes/projects?	2	

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

Q	No.	Capital Expenditure Recently Completed	Self-Assessed Compliance Rating: 1 - 3	Comment/Action Required
6	1	How many Project Completion Reports were completed in the year under review?	2	
6	2	Were lessons learned from Project Completion Reports incorporated into sectoral guidance and disseminated within the Sponsoring Agency and the Approving Authority?	2	
6	3	How many Project Completion Reports were published in the year under review?	2	
6	4	How many Ex-Post Evaluations were completed in the year under review?	1	
6	5	How many Ex-Post Evaluations were published in the year under review?	2	

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6	6	Were lessons learned from Ex-Post Evaluation reports incorporated into sectoral guidance and disseminated within the Sponsoring Agency and the Approving Authority?	0	
6	7	Were Project Completion Reports and Ex-Post Evaluations carried out by staffing resources independent of project implementation?	2	
6	8	Were Project Completion Reports and Ex-Post Evaluation Reports for projects over €50m sent to DPER for dissemination?	1	

**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.**

Q	No.	Current Expenditure that (i) reached the end of its planned timeframe or (ii) was discontinued	Self-Assessed Compliance Rating: 1 - 3	Comment/Action Required
7	1	Were reviews carried out of current expenditure programmes that matured during the year or were discontinued?	2	
7	2	Did those reviews reach conclusions on whether the programmes were efficient?	2	
7	3	Did those reviews reach conclusions on whether the programmes were effective?	3	
7	4	Have the conclusions reached been taken into account in related areas of expenditure?	3	
7	5	Were any programmes discontinued following a review of a current expenditure programme?	3	
7	6	Were reviews carried out by staffing resources independent of project implementation?	3	
7	7	Were changes made to the organisation's practices in light of lessons learned from reviews?	2	

**Appendix 3**  
**In-Depth Checks Detailed Reports 2023**

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**Section A: Introduction**


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## Section A: Introduction

<b>Programme or Project Information</b>	
Name	<b>Revenue Budget - Public Lighting Section</b>
Detail	Cork County Council Public Lighting Revenue Budget 2023
Responsible Body	Cork County Council
Current Status	Revenue Budget Public Lighting Maintenance
Start Date	Jan 2023
End Date	Dec 2023
Overall Cost	<b>€5.063579 million</b>



## **Introduction – Roads Directorate**

The Roads Directorate covers a range of functions including maintenance of the public lighting system, energy usage in public lighting and the installation of new public lighting schemes.

### **Public lighting**

The public lighting section manages the maintenance of public lighting throughout the county with a total of 36,000 lights spread across a network of national, regional and local roads. The exception from a maintenance point of view is the maintenance of lights on high-speed roads which is undertaken by the TII MMarc contractor, for which the Council's only involvement is to pay the energy cost on these lights. The maintenance of public lighting involves the recording of fault reports and visiting each location to determine the issue. Such issues may be as simple as requiring a bulb change or at the more extreme end dealing with cable faults, which require excavation and relaying of cables etc. The sector is heavily regulated by the ESB and Health and Safety of the operatives is a high priority.

Under the new lights programme the public lighting team install on average 150 new lights annually under the public lighting capital programme, the funding, €350,000 in 2023, which is taken from the public lighting revenue budget. The new works programme aims to install infill lighting throughout towns and villages in locations which would otherwise be deemed dark and unsafe.

Each year Cork County Council is required to take in charge a number of new housing estates all of which have an element of public lighting. The lighting schemes are inspected in advance and any shortcomings are required to be dealt with the developer before the Council take the lights in charge.

97% of public lighting energy is based on an unmetered tariff which means that it is a theoretical calculation of the annual usage based on variable nighttime hours. Each connection has an individual MPRN associated with it and these are grouped together in different categories to generate monthly bills. The Council is endeavouring to reduce the level of usage and expenditure in public lighting by a separate project which is being undertaken to retrofit all of the lighting to low energy LED lighting. This project is known as the public lighting energy efficient project (PLEEP) and should result in a reduction of at least 50% in energy costs upon completion by mid-2025. Currently 30% of the lighting stock is already LED.

### **Public lighting maintenance contract**

The maintenance of public lighting is carried out under a contract which is tendered every two to three years, which is on E-Tenders and EU journal, and this generates rates for public lighting maintenance and new works projects. This contract is tendered jointly with Kerry County Council for the benefits of scale and the last iteration of this contract was in 2021. Cork County Council is currently in the process of tendering the 2024 to 2026 contract, having updated the contract documents to the latest standards recently. The value of the current contract for the 3-year period 2021 to 2024 was €3.1m excluding VAT. There is a limited pool of specialist public lighting contractors in Ireland. There is a requirement under the contract to keep 98.5% of all lights working at any one time and failure to achieve this target results in significant penalties being applied. The cost of maintaining the lights on regional local roads is distributed as follows:

The element of the budget allocated annually for public lighting maintenance is €800,000 for regional and local roads.

There is a further allocation of €61,500 towards non-contract public lighting operating costs which covers the annual cost of maintaining a database by an outside service provider.

### **Energy Costs**

The energy costs associated with public lighting amounts to approximately €3m annually. Tarriff costs for energy are tendered periodically by the Office of Government Procurement (OGP) on a competitive basis. Hedging of costs is a significant feature of this procurement and has served local authorities well over the last few years. Billing of public lighting energy is managed by the unmetered registry (UMR) which is a sub dept of the ESB and is based on an accumulation of MPRN's associated with public lighting. Cork County Council's technician ensures the ongoing accuracy of MPRN association with particular lights.

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## **Section B - Step 1: Logic Model Mapping**

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### **Section B - Step 1: Logic Model Mapping**

As part of this In-Depth check, the Public Lighting Team of Cork County Council has completed a Programme Logic Model (PLM) for public lighting. A PLM is a standard evaluation tool and further information on their nature is available in the Public Spending Code.

Objectives	Inputs	Activities	Outputs	Outcomes
<p>Operate and maintain public lighting within the county to a high level in accordance with design standards</p> <p>Complete an annual programme of new lights installation (150 pa)</p> <p>Reduction in energy consumption due to lower energy LED lighting and solar powered lights</p> <p>Management of energy costs to an appropriate and an accurate quantification of consumption</p>	<p>Budget of €5.063m</p> <p>Technical &amp; Admin staff</p> <p>Contracted consultancy/contractor services</p> <p>Maintenance, repair and new works contract</p> <p>Submissions from the public and other stakeholders re repairs and requests for new lights</p>	<p>Maintenance of public lighting infrastructure</p> <p>Decoupling of electricity supply from the ESB network</p> <p>Regular inspection/monitoring of public lighting infrastructure</p> <p>Management of fault reporting</p> <p>Interaction with the ESB, contractor, PLEEP team</p> <p>Reporting on planning applications that have a public lighting element</p> <p>Management of the new lights programme including assessment of designs and scheduling of works</p>	<p>Public lighting is operated and maintained effectively with at least 98.5% of lights operating at any one time</p> <p>150 new lights installed annually</p> <p>Infrastructure is serviced regularly</p> <p>Decoupling from ESB networks is ongoing</p> <p>Energy consumption is monitored closely and the</p>	<p>General reduction in carbon outputs and energy costs due to monitoring of new planning applications including public lighting and general energy saving reductions as a result of maintenance and new works</p> <p>Improvements to the public lighting asset infrastructure</p> <p>Safer communities – safer environment for pedestrians, cyclists and motorists in built up areas</p>

<p>Ensure value for money is achieved</p> <p>Achieve full decoupling from the ESB network in conjunction with PLEEP</p> <p>Build safer communities – safer environment for pedestrians, cyclists and motorists in built up areas</p>		<p>Inspection of housing estates for taking in charge from a public lighting viewpoint</p> <p>Matching of MPRNs to existing lights and deletion of excess MPRNs in agreement with the UMR</p> <p>Financial management of the budget including utilising the Integra financial system</p>	<p>consumption rate per light is on a downward trend</p>	
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**Objectives:** The objectives of the public lighting service include but are not limited to the following: Operate and maintain the public lighting infrastructure to high standards in accordance with ESB regulations. Reduce carbon output and energy costs associated with public lighting. Ensure value for money and operational efficiency is achieved.

**Inputs:** A budget of approximately €5.063 million has been allocated to public lighting. Integra Financial Management System records all expenditure - It allows the comparison of budget versus actual expenditure. Technical and administrative staff of Cork County Council continually inspect and monitor throughout the year. A Specialist Consultant is engaged to monitor safety compliance for works to lights on ESB networks. A Specialist Contractor is engaged to carry out works required under the contract.

**Activities:** The maintenance of the public lighting infrastructure. Decoupling of electricity supply from the ESB network. Regular inspection/monitoring of public lighting infrastructure. Management of fault reporting. Interaction with the ESB, contractor and PLEEP team. Reporting on planning applications that have a public lighting element. Management of the new lights programme including assessment of designs and scheduling of works. Inspection of housing estates for taking in charge from a public lighting viewpoint. Matching of MPRNs to existing lights and deletion of excess MPRNs in agreement with the UMR. Financial management of the budget including utilising the Integra financial system.

**Outputs:** Public lighting is operated and maintained effectively with at least 98.5% of lights operating at any one time. 150 new lights installed annually. Infrastructure is serviced regularly. Decoupling from ESB networks is ongoing. Energy consumption is monitored closely and the consumption rate per light is on a downward trend.

**Outcomes:** General reduction in carbon outputs and energy costs due to monitoring of new planning applications including public lighting and general energy saving reductions as a result of maintenance of new works. Improvements to the public lighting asset infrastructure. Safer communities - safer environment for pedestrian cyclists and motorists in built-up areas.

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

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

The following section tracks public lighting from inception to conclusion in terms of annual operational milestones. As public lighting is a constant annual revenue expenditure, there is no definitive inception or conclusion, with the exception of the separate PLEEP project which is working towards definitive timelines.

The following table outlines measures and associated objectives that have been grouped into one of four categories:

Measurement Category	Objective
Up to date technology	To continuously improve and drive transformation and change initiatives
Customer	Providing services that are valued by customers. This is influenced by the objectives of the Corporate Plan
Internal Process / Compliance	Adherence to all reporting requirements and meeting regulatory requirements as set out by the relevant statutory and regulatory bodies, e.g. ESB and latest lighting standards
Financial	Providing a cost-effective service, within budgetary constraints

Within the four categories of performance measures there are three distinct tiers:

1. NOAC KPIs
2. Operational Measures
3. Tracking Measures

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

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

The following section reviews the key documentation relating to appraisal, analysis and evaluation for public lighting:

<b>Project/Programme Key Documents</b>	
<b>Title</b>	<b>Details</b>
Cork County Council public lighting manual and product specification 2023	Sets out the minimum requirements for the installation and maintenance of public lighting in compliance with statutory and regulatory requirements in an energy efficient and cost-effective manner.
Cork County Council public lighting maintenance contract 2021 – 2024	The contract document that sets out the specific objectives and standards of performance required by Cork County Council for the duration of the contract.
Integra Financial Management System	Review of Budget versus Expenditure codes for 2023
Risk Register	Review of risk in relation to Roads Directorate and public lighting

**Key Document 1:** Cork County Council public lighting manual and product specification 2023

This document sets out the minimum requirements for the installation and maintenance of public lighting in compliance with statutory and regulatory requirements in an energy efficient and cost-effective manner.

**Key Document 2:** Cork County Council public lighting maintenance contract 2021 – 2024

The contract document that sets out the specific objectives and standards of performance required by Cork County Council for the duration of the contract.

**Key Document 3:** Integra Financial Management System

Actual versus Budgeted expenditure for public lighting is captured on the Financial Management System, Integra.

**Key Document 4:** Risk Register for Roads Directorate

A risk management and monitoring system is maintained by the Roads Directorate.

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### Section B - Step 4: Data Audit

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

The following section details the data audit that was carried out for the Revenue – Public lighting. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

Cork County Council- Public Spending Code Quality Assurance Report 2023

Data Required	Use	Availability
Cork County Council public lighting manual and product specification 2023	Sets out the minimum requirements for the installation and maintenance of public lighting in compliance with statutory and regulatory requirements in an energy efficient and cost-effective manner.	Yes
Cork County Council public lighting maintenance contract 2021 – 2024	The contract document that sets out the specific objectives and standards of performance required by Cork County Council for the duration of the contract.	Yes
Relevant Tender documentation for Energy Costs	The tender documentation for energy costs including assessment	Yes
Integra Financial Management System	Review of expenditure codes for revenue – Public Lighting	Yes
Risk Register	Review of risk in relation to Public Lighting	Yes

Data Availability and Proposed Next Steps

It can be seen from the above table that the data required to evaluate the Revenue – Public lighting is readily available.



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## Section B - Step 5: Key Evaluation Questions

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

The following section looks at the key evaluation questions for the Public Lighting based on the detail from the previous sections of this report.

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

The objectives of the Public Lighting Service are clearly defined through Cork County Council’s public lighting manual and product specification 2023 and Cork County Council public lighting maintenance contract 2021 – 2024.

The management of expenditure is budgeted and arranged through appropriate expenditure codes, and there is a good understanding and application of PSC principles.

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

The necessary data was available for review.

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

Public lighting energy costs have been hedged over the last few years through OGP procurement, which has protected local authorities from fluctuations in the energy market. CCC to engage with OGP Framework to ensure continued value for money.

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## Section C: In-Depth Check Summary

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### Section C: In-Depth Check Summary

The following section presents a summary of the outcomes of this In-Depth check on the Public Lighting Service.

**Summary of the In-Depth Check**

Internal Audit carried out an in-depth check on the Public Lighting Service in Cork County Council. Internal Audit liaised with staff in the Roads Public Lighting Section, Energy Efficiency Team and Finance Directorate and received reports and details on operations, management, and financial aspects of the programme of operation.

The objective is to operate and maintain public lighting infrastructure to high environmental standards in accordance with regulations. This is accomplished by monitoring, regular testing and carrying out of required works on public lighting networks.

Overall, the actual expenditure was in line with budgeted expenditure and the service is being managed effectively.

Based on the in-depth review of Public Lighting Services management of this revenue budget demonstrates broad compliance with the Public Spending Code.

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**Section A: Introduction**


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

<b>Programme or Project Information</b>	
<b>Name</b>	<b>Dunkettle to Carrigtwohill Cycleway Scheme</b>
<b>Detail</b>	This project involves the design and construction of an inter-urban pedestrian and cycle route from Dunkettle to Carrigtwohill along the L-3004 over a distance of approx. 9 kms. The project consists of a number of distinct phases.
<b>Responsible Body</b>	Cork County Council
<b>Current Status</b>	Expenditure Being Incurred
<b>Start Date</b>	Phase 1 construction commenced in September 2020
<b>End Date</b>	Phases 1, 2, 3 & 3A substantially completed. Works ongoing on Phase 4. Preferred contractor identified to undertake Phase 3B works.
<b>Overall Cost</b>	<b>Capital Cost – €18.236 million</b>

## Project Description

Little Island is a thriving employment hub located in the metropolitan area of County Cork, approximately 7km east of Cork City. In total, there are approximately 10,000 employed within the island environs. In addition, Carrigtwohill IDA Business Park is another significant employer with companies such as Stryker, GE Healthcare, & Abbvie all located within the park. Furthermore, Merck are also based in Carrigtwohill. There are over 4,000 employees working within the Carrigtwohill IDA Business Park. In addition, the scheme also serves the Fota Retail Business Park.

There was poor active travel connectivity between both Little Island and Carrigtwohill, and also between those locations and Cork city. The area is serviced by Iarnród Éireann's Cork to Midleton rail line but lacked proper connectivity to encourage public and active travel to workplaces, schools, shops, and residences.

Government Policy since the mid-2000's has sought to encourage a modal shift towards the use of sustainable travel as an alternative to the private car. The National Planning Framework, National Cycling Policy Framework, and Cork County Council's County Development Plans have all placed an emphasis on the provision of walking and cycling infrastructure as a key component to encourage using alternative sustainable modes of transport.

In 2017, Cork County Council and Cork City Council prepared a joint Cork Metropolitan Area Cycle Network Plan which provided a clear plan for the future development of a cycling network within the Metropolitan Cork Area. It was within this plan that a need for cycle connectivity between Cork City, Little Island, Glounthaune, and Carrigtwohill was identified.

In 2019, Cork County Council completed the preliminary design of the scheme and published the proposals for consultation under Part VIII of the Planning & Development Act. The proposed scheme included:

- Construction of an approx. 4m wide pedestrian and cycle path from Bury's Bridge (Dunkettle) to Carrigtwohill separated from the public road, to include a landscaped zone between the cycleway and the public road where possible.
- Construction of four controlled Toucan crossings and three uncontrolled crossing points and associated tactile paving and kerbing.
- Provision of ducting and LED public lighting along the length of the path.
- Traffic calming gateways in accordance with the Department of Transport, Tourism and Sport, together with the Department of the Environment, Community and Local Government approved Design Manual for Urban Roads and Streets (DMURS).
- Landscaping, planting, and potential for a wildflower corridor.
- Provision of boundary treatments along some sections to protect adjoining properties.
- Improved pedestrian and cycle connectivity to Carrigtwohill town, Carrigtwohill Business Park, Fota Retail Business Park, Glounthaune train station, Glounthaune village, Little Island train station, local businesses, services and residential areas.

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### **Section B - Step 1: Logic Model Mapping**

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**Objectives:** The objectives of the Dunkettle to Carrigtwohill Cycleway scheme include, but are not limited to the following:

- Enhance cycle connectivity between Cork City, Glounthaune, Little Island and Carrigtwohill. Both Carrigtwohill and Little Island are significant employers within the East Cork region and are adjacent to the Cork Midleton rail line.
- The scheme seeks to provide an environment which would encourage modal shift to sustainable forms of transport for school goers, employees, and social cyclists. The scheme is separated from the road network by a pollinator wildflower corridor thereby enhancing safety of users of the cycleway.
- The scheme aims to improve the quality of life for residents in the area by reducing congestion and traffic volumes on the adjoining road network thereby enhancing safety for vulnerable road users and reducing emissions by offering commuters an

**Inputs:**

Objectives	Inputs	Activities	Outputs
<ul style="list-style-type: none"> <li>• Enhance cycle connectivity between Cork City, Glounthaune, Carrigtwohill &amp; Little Island.</li> <li>• Provide an environment which will encourage modal shift to sustainable forms of transport.</li> <li>• Improve quality of life for residents in the area.</li> <li>• Reduce congestion and traffic volumes on the road network.</li> </ul>	<ul style="list-style-type: none"> <li>• NTA Funding</li> <li>• Cork County Council Employees</li> <li>• Employer’s Representative and Site Supervision Staff</li> <li>• Consultant’s staff</li> <li>• Contractor’s Staff</li> <li>• Etenders</li> <li>• Finance Department Staff</li> <li>• Integra Financial Management System</li> </ul>	<ul style="list-style-type: none"> <li>• Project Appraisal</li> <li>• Planning Approval and Compulsory Purchase Orders</li> <li>• Land Acquisition</li> <li>• Appointment of Consultants</li> <li>• Preparation of Contract Documents</li> <li>• Advance Works Contracts</li> <li>• Tender and Award of Main Contract</li> <li>• Works Monitoring and Contract Administration</li> <li>• Payment of invoices and recoupment of grant funding.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction of 9 km of shared pedestrian cyclist facilities</li> <li>• Construction of controlled and uncontrolled pedestrian crossing facilities.</li> <li>• Installation of wildflower pollinator corridor.</li> <li>• Traffic calming enhancements through Glounthaune village.</li> <li>• Extensive landscaping throughout scheme.</li> <li>• Improved quality of life for residents and improved connectivity for active travel users.</li> </ul>

alternative to the private car.

Financial

Inputs:

The project is funded by the Active Travel Investment Grant

(formerly referred to as the Sustainable Travel Measures Grant) from the National Transport Authority.

**Human Inputs:** The staff working on the project include consulting engineering staff, contract staff, and in-house project team of council staff.

**System Inputs:** Integra - A Financial Management system for issuing payments and recoupment of grant monies from the National Transport Authority.

**Activities:** Activities undertaken to progress the Dunkettle to Carrigtwohill Cycleway scheme include:

- Undertaking project appraisal.
- Progression of preliminary design and preparation of Part VIII Planning documentation.
- Consultation with landowners regarding acquisition of lands including the preparation of compulsory purchase documentation.
- Preparation of tender documentation and undertaking tender assessments to ensure consultants and contractors are procured in accordance with the Public Spending Code and offer value for money to Cork County Council.
- Managing work programmes to ensure advance works are undertaken in advance of environmental and ecological closed seasons.
- Contract administration, monitoring and supervision of the delivery of the works, cost management and environmental management.
- Financial administration by payment of invoices and recoupment of grant funding.

**Outputs:** Construction of 9km of shared pedestrian cyclist facilities.

Construction of controlled and uncontrolled pedestrian crossing facilities.

Installation of wildflower pollinator corridor.

Traffic calming enhancements through Glounthaune village.

Extensive landscaping throughout scheme.

**Outcomes:** Outcomes of the Dunkettle to Carrigtwohill Cycleway scheme include, but are not limited to the following:

- Enhanced cycle connectivity between Cork City, Glounthaune, Little Island and Carrigtwohill. Both Carrigtwohill and Little Island are significant employers within the East Cork region.
- Enhanced connectivity to the Little Island, Glounthaune, and Carrigtwohill rail stations.
- The scheme provides an environment which encourages modal shift to sustainable forms of transport for school goers, employees, and social cyclists. The scheme is separated from the road network by a pollinator wildflower corridor thereby enhancing safety of users of the cycleway.
- The scheme improves the quality of life for residents in the area by reducing congestion and traffic volumes on the adjoining road network thereby enhancing safety for vulnerable road users and reducing emissions by offering commuters an alternative to the private car.

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

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The following section tracks the **Dunkettle to Carrigtwohill Cycleway Scheme** from inception to current day in terms of major project/programme milestones:

- 2017: Publication of Cork Metropolitan Area Cycle Network Plan.



- 2018: Appointment of AECOM Consulting Engineers to undertake preliminary design of scheme.
- 2020: Publication of Part VIII documentation in January 2020. Part VIII Planning Approval received from Full Council in March.
- 2020: Procurement and appointment of DBFL Consulting Engineers to undertake detailed design of the scheme.
- 2020: Procurement and appointment of Martin O'Callaghan Ltd. to construct Phase 1 of the scheme running from the Elm Tree Restaurant to Johnstown Close.
- 2021: Construction on Phase 1 completed. Scheme opened to public.
- 2021: Procurement and appointment of John Sisk & Son Ltd. to construct Phase 2 of the scheme running from Dunkettle to Bury's Bridge Roundabout.
- 2022: Construction on Phase 2 completed. Scheme opened to public.
- 2022: Procurement and appointment of Martin O'Callaghan Ltd. to construct Phase 3 of the scheme running from Bury's Bridge Roundabout to Johnstown Close.
- 2023: Construction on Phase 3 completed. Scheme opened to public.
- 2023: Procurement and appointment of Martin O'Callaghan Ltd. to construct Phase 4B of the scheme running from Killahora Road to Carrigtwohill.
- 2024: Continue construction on Phase 4B.
- 2024: Close out detailed design on remaining Phases.

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


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The following section reviews the key documentation relating to appraisal, analysis and evaluation for the **Dunkettle to Carrigtwohill Cycleway scheme**.

<b>Project/Programme Key Documents</b>	
<b>Title</b>	<b>Details</b>
Cork Metropolitan Area Cycle Network Plan	A document to provide a clear plan for the future development of cycling networks within the Metropolitan Area.
Bury's Bridge to Carrigtwohill Pedestrian and Cycle Route Manager's Report	This report was prepared following Part VIII public consultation. Report was endorsed by the elected members at Full Council March 2020, thus granting the consent which allowed the Scheme to proceed to construction.
Detailed and Preliminary Design Approvals	Detailed Preliminary Design Approval from NTA for each Phase 1- 4
Tender Documentation and Assessments	Tender briefs are prepared when procuring design consultants or construction contractors. The tender documentation submitted by the tenderer is reviewed by Tender Assessment Boards prior to the compilation of a Tender Report.
Road Safety Audit	Road Safety Audits are undertaken as each Phase of the scheme is designed through to construction and completion.
Project Control Document (PCD)	As part of the National Transport Authority's funding approvals, Local Authorities are required to submit Project Control Documents (PCD's) at each project milestone seeking approval to proceed to the next stage of implementation.

Recoupment Claims – Integra Financial Management System	Recoupment from NTA for each Phase of the Scheme to-date
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**Key Document 1: Cork Metropolitan Area Cycle Network Plan**

The Cork Metropolitan Area Cycle Network Plan was prepared jointly with Cork City Council with the main objective to provide a clear path for the future development of a cycling network within the Metropolitan Area to encourage greater use of cycling for trips to work, school, recreation, and leisure. Routes were mapped for each of the settlements of Cobh, Glanmire, Glounthaune, Little Island, Carrigtwohill, and the North Environs of Cork City. The Dunkettle to Carrigtwohill Cycleway scheme was identified as a key route for implementation within this plan.

The recommendations of the Cork Metropolitan Area Cycle Network Plan were subsequently incorporated into the Cork Metropolitan Area Transport Strategy (CMATS) 2040. CMATS was a document prepared by the National Transport Authority in conjunction with Cork County Council and Cork City Council to enable delivery of an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected, and internationally competitive European city region as envisaged by the National Planning Framework 2040.

In October 2022, the Department of Transport launched the Pathfinder Programme of 35 exemplar transport projects to be delivered by Local Authorities and agencies around the country within the next three years. The East Cork Sustainability Corridor was one project included in the Pathfinder Programme. The Dunkettle to Carrigtwohill Cycleway scheme is a key Section of this Pathfinder Project.

**Key Document 2: Bury’s Bridge to Carrigtwohill Pedestrian and Cycle Route Manager’s Report**

The Manager’s Report for the Bury’s Bridge to Carrigtwohill Pedestrian and Cycle Route was prepared pursuant to the Requirements of Section 179 of the Planning and Development Act, 2000. The report outlines what is proposed in the scheme, lists the names of each stakeholder that made a submission, and provides a response to the main issues contained in the submissions. The Manager’s Report was issued to each elected member of Cobh Municipal District in advance of the decision being taken by Full Council on whether to proceed with the Scheme as proposed.

### **Key Document 3. Detailed and Preliminary Design Approval**

A detailed and Preliminary Design document prepared and submitted for each Phase of the Scheme which includes specifics of each Phase, from design to approval to completion.

### **Key Document 4. Tender Documentation & Assessments**

When procurement is to be undertaken, Team members compile tender briefs to issue to the marketplace to undertake procurement for the desired service, be it a design or construction element. The tenderers use these briefs to price the scheme and submit an appropriate tender. Upon the closing of the tendering period, each tender is assessed to a strict criterion by a Tender Assessment Board to determine the preferred tenderer. A Tender Assessment Report is also compiled in tandem giving details of the assessment undertaken along with outlining the marking system applied to each tender received along with a clear indication of the preferred tenderer for the particular procurement.

### **Key Document 5: Road Safety Audit (RSA)**

Road Safety Audit (RSA) involves the evaluation of road schemes during design and construction to identify potential hazards to all road users. An RSA should be carried out on all schemes which result in a permanent change to the existing road or roadside layout. Given that the Dunkettle to Carrigtwohill Cycleway scheme is located within the road corridor and adjacent to local road L-3004, an RSA was required for the scheme.

RSA is carried out at different stages of an infrastructure project. During RSA, the audit team look at the scheme from the point of view of all road users, with particular attention being paid to the needs of vulnerable road users. The RSA team identifies potential safety problems within the scheme and makes recommendations to the designer to minimise future collision occurrence and severity.

Road Safety Audits were undertaken as each Phase of the scheme progressed from the design stage through to construction and completion. Any recommendations identified by the Audit Team were subsequently addressed throughout the Phases.

### **Key Document 6: Project Control Document (PCD)**

As part of the National Transport Authority's funding approvals, Local Authorities are required to submit Project Control Documents (PCD's) at each project milestone seeking approval to proceed to the next stage of implementation. The PCD is a component of the NTA's Project Appraisal Guidelines and consistent with the PSC.

The PCD outlines details of the procurement undertaken along with project timelines for implementation of that stage. Prior to appointment of consultant / contractor, the PCD is submitted to the National Transport Authority to seek approval to complete the procurement process and appoint the consultant / contractor to the scheme. The PCD is normally accompanied by the relevant Tender Assessment Report along with a pre-tender cost estimate and associated design drawings when submitted to the NTA for approval.

A PCD was submitted to the National Transport Authority at each significant project milestone seeking approval to proceed to the next stage of implementation. Given that the construction stage on the project was implemented in Phases, a PCD for each Phase of the scheme was submitted seeking approval for the appointment of the preferred contractor to construct that Phase of the scheme.

The PCD for each stage consolidates the application form, all approval point forms, project execution plans and final project stage report and metrics.

### **Key Document 7: Recoupment Claims**

These are the individual recoupment claims sent to the National Transport Authority (NTA) for each Phase of the Scheme to-date.

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

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The following section details the data audit that was carried out for the **Dunkettle to Carrigtwohill Cycleway scheme**. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

Data Required	Use	Availability
Monthly Progress Reports	The National Transport Authority require Cork County Council to submit a monthly report outlining progress made on the scheme in the current month and proposed actions for next month. The monthly report is a requirement set out in the National Transport Authorities annual Grant Allocation Letter.	Yes
Tender Assessment Reports	Reports on tender assessments and evaluations carried out by Cork County Council following procurement.	Yes
Project Control Document (PCD)	Consolidates the application form, all approval point forms, project execution plans and final project stage report and metrics.	Yes
Financial Data/Invoices/Fees	<p>All project invoices saved to shared drive.</p> <p>A Project Control Spreadsheet is in place for the Dunkettle to Carrigtwohill Cycleway scheme to enable management of project financial information and manage budgetary constraints.</p> <p>Integra Financial Management System used to process payments.</p>	Yes

#### Data Availability and Proposed Next Steps

It can be seen from the above table that the data required to evaluate the **Dunkettle to Carrigtwohill Cycleway scheme** is readily available. Following the completion of each Phase, a Final Project Report is compiled and submitted to the National Transport Authority for review. A 'lessons learned' review is currently underway following the completion of the Phase 3 construction contract in order to identify any claims which could be avoided in future construction schemes. A full review of the scheme will be undertaken upon completion of all Phases.

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

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The following section looks at the key evaluation questions for the **Dunkettle to Carrigtwohill Cycleway scheme** based on details 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 National Transport Authorities decision gates align with those set out in the Public Spending Code. All Phases of the Dunkettle to Carrigtwohill Cycleway scheme undertaken so far 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?**

All the necessary data to date on the project is available on file for review.

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

Any additional costs on earlier phases of the Scheme to be reviewed to identify how they arose and what actions are required to limit such costs on future construction contracts.

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### Section C: In-Depth Check Summary

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The following section presents a summary of the outcomes of this In-Depth check on the **Dunkettle to Carrigtwohill Cycleway scheme**.

#### Summary of the In-Depth Check

The National Planning Framework, National Cycling Policy Framework and Cork County Council in conjunction with Cork City Council through the joint Metropolitan Area Cycle Network Plan placed an emphasis on the provision of cycling infrastructure network and connectivity within this area.

The project provides for approx. 9km of a new 4m wide pedestrian cyclist shared path connecting Bury's Bridge with Carrigtwohill on the eastern side of Cork City. The Scheme creates high quality active travel connectivity between the strategic employment centres of Little Island and Carrigtwohill, and Cork City and Glounthaune.

The Phases constructed to date, of this Scheme, were constructed primarily within the existing L-3004 road corridor which limited the land acquisition requirements to implement the scheme. The Scheme also included providing public lighting and landscaping across the Scheme entirety along with traffic calming in Glounthaune village. The Scheme complies with all planning and procurement requirements and processes throughout the different phases completed to-date. Early engagement with utility companies and stakeholders has benefitted the meeting of timelines associated with this Project. Ongoing monitoring of any additional costs being incurred are being reviewed.

The completed Phases of this Scheme greatly enhance active travel infrastructure within the Glounthaune and Carrigtwohill areas providing enhanced connectivity to the Little Island and Glounthaune rail stations. The Scheme also provides for a safe alternative method of commuting to work, school, and local community by providing a feasible alternative to the private car. The Scheme has been well received within the local community with primarily positive feedback received to date.

Based on the In-depth Review of the **Dunkettle to Carrigtwohill Cycleway scheme**, the project is compliant with the requirements of the Public Spending Code.



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**Section A: Introduction**


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

<b>Programme or Project Information</b>	
<b>Name</b>	<b>N20 Buttevant Town Scheme</b>
<b>Detail</b>	The Scheme involved the upgrading of the existing road and streetscape environment within the 50km/h speed limits, approximately 1.5km in length. The works included full pavement reconstruction, drainage, footpath, kerbing, public lighting and the under grounding of existing services.
<b>Responsible Body</b>	Cork County Council
<b>Current Status</b>	Main works contract completed.
<b>Start Date</b>	2 <sup>nd</sup> February 2015
<b>End Date</b>	Substantial completion 22 <sup>nd</sup> August 2016
<b>Overall Cost</b>	<b>Capital Cost - €6.129 million</b>

### **Project Description**

The town of Buttevant is located on the N20, on the main Cork to Limerick National Primary Route. Population of the town is approximately 914 (2006 Census) with the Mallow Electoral Area Local Plan August 2011 showing a population of 1,080 persons by 2020. Approximately 10,000 vehicles, of which 8% are HGV, travel through the town daily.

The carriageway pavement condition through the town was identified to be subordinate with NRA and additional surveys showing poor performance. Patch repairs had been carried out at some locations on the route, however these failed to provide a long-term solution to the continual pavement deterioration. The lack of a proper drainage collection system for the carriageway had also contributed to these poor pavement conditions. Carriageway pavement levels were identified as being inconsistent with the footpath kerb level throughout the town and the levels of certain sections of the carriageway were 100mm to 150mm above the footpath kerb level.

The Buttevant Town Scheme was proposed to enhance the visual streetscape of the town, improve the N20 link corridor and improve the general road user facilities in the town.

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### Section B - Step 1: Logic Model Mapping

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As part of this In-Depth check, Internal Audit completed a Programme Logic Model (PLM) for the **N20 Buttevant Town Scheme**. A PLM is a standard evaluation tool and further information on their nature is available in the Public Spending Code.

**Objectives:** The objectives of the N20 Buttevant Town Scheme included, but are not limited to the following:

Economy: To enhance the streetscape in the town of Buttevant

Objectives	Inputs	Activities	Outputs	Outcomes
<ul style="list-style-type: none"> <li>• Enhance the economic environment of the town</li> <li>• Provide a safe environment for all users</li> <li>• Upgrade the visual streetscape of the town while minimising the environmental impact of the scheme on its surroundings</li> <li>• Improve access to key facilities such as the town centre, employment centres, schools, social and cultural heritage sites</li> <li>• To complement and reinforce other Government Policies</li> </ul>	<ul style="list-style-type: none"> <li>• Department Funding</li> <li>• Cork County Council Employees</li> <li>• Technical Advisor Staff</li> <li>• Employer’s Representative and Site Supervision Staff</li> <li>• Contractor and Contractor’s Designer Staff</li> <li>• Etenders and Official Journal of the EU</li> <li>• Integra Financial Management System for issuing payments and receipt of recoupments</li> </ul>	<ul style="list-style-type: none"> <li>• Planning Approval</li> <li>• Appointment of Technical Advisors</li> <li>• Preparation of Specimen Design and Contract Documents</li> <li>• Tender and Award of Main Contract</li> <li>• Works Monitoring and Contract Administration</li> <li>• Payment of invoices and recoupment of grant funding.</li> <li>• Cost Management</li> <li>• Environmental Management</li> </ul>	<ul style="list-style-type: none"> <li>• Refurbishment of Buttevant Main Street</li> <li>• Excavation of 7,400m3 of earthworks</li> <li>• Laying 11,000m2 of Hot Rolled Asphalt</li> <li>• Installation of 145 gullies</li> <li>• Age Friendly infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Enhanced permeability for active travel users</li> <li>• Provides resilient vehicular access to existing and planned commercial premises</li> <li>• Enhanced streetscape for Buttevant town</li> </ul>

Accessibility & Social Inclusion: to provide for greater accessibility for vulnerable road users in the town of Buttevant. To encourage people to choose walking, cycling and public transport over using their car.

Safety: a high priority of this scheme is to improve traffic safety and to provide a safer environment for all road users, particularly for pedestrians along Buttevant Main Street.

**Inputs:**

Financial Inputs: The project was funded by a grant and funds from the Transport Infrastructure Ireland.

Human Inputs: The staff working on the project included consulting engineering staff, contract staff and in-house project team of council staff.

System Inputs: Integra- A Financial Management System (FMS) for issuing payments and recoument of grant monies from the Department of Transport.

**Activities:**

The preparation of the design for the scheme. The application for Part 8 Planning Approval. The appointment of Technical Advisors, Employer's Representative and Site Supervisory Staff. The preparation and assessment of tenders. Contract administration, monitoring and supervision of the delivery of the works, archaeological works, cost management and environmental management. Financial administration by payment of invoices and recoument of grant funding.

**Outputs:**

Refurbishment of Buttevant Main Street  
Excavation of 7,400m<sup>3</sup> of earthworks  
Laying 11,000m<sup>2</sup> of Hot Rolled Asphalt  
Installation of 145 gullies  
Age Friendly infrastructure

- Outcomes:** Enhanced permeability for active travel users  
Provides resilient vehicular access to existing and planned commercial premises  
Enhanced streetscape for Buttevant town

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

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The following section tracks the **N20 Buttevant Town Scheme** from inception to conclusion in terms of major project/programme milestones.

- 2005: Part 8 Planning Approval approved by An Bord Pleanala
- 2014: Appointment of a technical consultant for the project
- 2015: Award of main contract works and commencement of work on site
- 2016: Works completed on site
- 2018: Novation of contract for Archaeology Post Excavation Reports

This novation enabled Cork County Council to control the scope of the archaeology reporting and it eliminated contractor overheads, which resulted in significant savings to the Council. The reports are currently undergoing a final round of edits in consultation with TII's lead Archaeologist with a publication (book) phase to follow.

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

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The following section reviews the key documentation relating to appraisal, analysis and evaluation for the **N20 Buttevant Town Scheme**.

<b>Project/Programme Key Documents</b>	
<b>Title</b>	<b>Details</b>
National Spatial Strategy	<p>This was the national planning framework for Ireland for the period from 2002 to 2020. The strategy was designed to enable all areas of the country to reach full potential and provide a national framework to guide policies, programmes and investment.</p> <p>The N20 is classed as a National Transport Corridor linking the Gateways of Cork and Limerick. The strategy highlights the need for “exploiting opportunities for the Cork, Galway, Limerick and Waterford gateways to be better linked to act together to provide a critical mass that balances that of Dublin”. To this end improved interaction between the gateways through enhanced road links between cities and towns is required.</p> <p>The proposed Buttevant Town Scheme would improve the linkage between the gateways of Cork and Limerick, while also improving the economic development of the urban centre of the town.</p>
National Development Plan 2007 -2013	<p>This sets out the economic and social investment priorities for Ireland, needed to realise the vision of a better quality of life for all.</p> <p>Specific to roads, the subprogramme lists the ongoing development of the Atlantic Road Corridor from Letterkenny through Sligo, Galway, Limerick, Cork and Waterford as being a principal objective.</p>

<p>Cork County Development Plan 2009/Mallow Electoral Area Local Plan (2011)</p>	<p>The objective for Buttevant as set out in the County Development Plan 2009 was to reverse recent declining trends in the town so that its population base and employment capacity will be strengthened, to recognise its strategic position on the Atlantic Corridor and the importance of high-quality links to the National Primary Route Network.</p> <p>The Mallow Electoral Area Local Plan highlights the need for town centre regeneration. In this regard it recommends improvements to be undertaken such as tree planting and improvements to the streetscape.</p> <p>Implementing the Buttevant Town scheme would improve the road network through the town as well as enhancing the visual streetscape of the town.</p>
<p>N20 Buttevant Town Scheme – Part 8 Manager’s Report</p>	<p>This was prepared pursuant to the Requirements of Section 179 of the Planning and Development Act, 2000 to secure planning permission for the Scheme</p>
<p>Project Appraisal Report</p>	<p>Prepared to serve as a detailed business case for the Scheme</p>

**Key Document 1: National Spatial Strategy**

This was the national planning framework for Ireland for the period from 2002 to 2020. The strategy was designed to enable all areas of the country to reach their potential and provides a national framework to guide policies, programmes and investment. This was the national planning framework for Ireland for the period from 2002 to 2020. The strategy was designed to enable all areas of the country to reach their potential and provides a national framework to guide policies, programmes and investment.

The N20 was classed as a National Transport Corridor linking the Gateways of Cork and Limerick. The strategy highlighted the need for “exploiting opportunities for the Cork, Galway, Limerick and Waterford gateways to be better linked to act together to provide a critical mass that balances that of Dublin”. To this end improved interaction between the gateways through enhanced road links between cities and towns was required.

The proposed Buttevant Town Scheme was to improve the linkage between the gateways of Cork and Limerick, while also improving the economic development of the urban centre of the town.

**Key Document 2: National Spatial Strategy Plan 2007-2013**

This set out the economic and social investment priorities needed to realise the vision of a better quality of life for all.

Specific to roads, the sub-programme listed the ongoing development of the Atlantic Road Corridor from Letterkenny through Sligo, Galway, Limerick, Cork and Waterford as being a principal objective.

**Key Document 3: Cork County Development Plan 2009/Mallow Electoral Area Local Plan (2011)**

The objective for Buttevant as set out in the County Development Plan 2009 was to reverse recent declining trends in the town so that its population base and employment capacity would be strengthened, to recognise its strategic position on the Atlantic Corridor and the importance of high-quality links to the National Primary Route Network.

The Mallow Electoral Area Local Plan highlighted the need for town centre regeneration. In this regard, it recommended improvements to be undertaken such as tree planting and improvements to the streetscape.

Implementing the Buttevant Town scheme would improve the road network through the town as well as enhancing the visual streetscape of the town.

**Key Document 4: N20 Buttevant Town Scheme - Part 8 Manager's Report**

The Manager's Report for the N20 Buttevant Town Scheme was prepared pursuant to the Requirements of Section 179 of the Planning and Development Act, 2000. The report listed the names of each member of the public or organisation that made a submission and provided a response to the main issues contained in the submissions. The Manager's Report was issued to each elected member of the Roads Area Committee in advance of the decision being taken by the Elected Members on whether to proceed with the Scheme as proposed.

**Key Document 5: Project Appraisal Report**



The Project Appraisal Report (PAR) was created by Cork National Roads Office (CNRO) in 2014 in accordance with “NRA Project Appraisal Guidelines Unit 14.0: Non-Major Schemes”, May 2012. The purpose of the Project Appraisal Report was to serve as a detailed business case for the proposed scheme.

The report concluded that that the pavement exhibited a poor surface condition and that the conditions of the footpaths were in a subordinate condition through the town.

It determined that, at a National level, the scheme was consistent with the National Spatial Strategy (NSS) as the N20 is an important link connecting the gateways of Cork and Limerick. The National Development Plan 2007 – 2013 also highlighted the need for the ongoing development of the Atlantic Corridor, of which Cork to Limerick is one segment. At a local level the Mallow Electoral Local Plan highlighted the need for town centre regeneration and improvements to the streetscape of Buttevant Town.

The objectives of the scheme included, but were not limited to, the following

- Enhance the economic environment of the town
- Provide a safe environment for all users
- Upgrade the visual streetscape of the town while minimising the environmental impact of the scheme on its surroundings
- Improve access to key facilities such as town centre, employment centres, schools, social and cultural heritage sites
- To complement and reinforce other Government Policies

The proposed solution involved road and footpath reconstruction, drainage, new public lighting and the undergrounding of existing services. A multi criteria Project Appraisal Balance Sheet (PABS) was prepared to assess the viability of the scheme under five main headings

1. Economy
2. Safety
3. Environment

- 4. Accessibility
- 5. Integration

The multi appraisal approach used. Numerous surveys had been carried out to minimise the key risks in relation the scheme. A GPR (Ground Penetration Radar) survey was carried out to determine the position of the existing utilities in the town while geotechnical investigations have also been carried out to determine the strength of the sub-base. All of the surveys helped to minimise the risks associated with the project at construction stage.

It was concluded that the scheme achieved the primary objectives identified, without causing any adverse impacts to any of the appraisal criteria.

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

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The following section details the data audit that was carried out for the **N20 Buttevant Town Scheme**. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

<b>Data Required</b>	<b>Use</b>	<b>Availability</b>
Monthly Progress Reports	Details the progress made on site each month by the Contractor.	Yes
Tender Assessment Reports	Reports on tender assessments and evaluations carried out by Cork County Council.	Yes

Environmental Impact Statement	Sets out the practice and procedures for environmental protection during construction.	Not required
Financial Data/Invoices Consultants fees	Integra used on project to track payments.	Yes

**Data Availability and Proposed Next Steps**

It can be seen from the above table that the data required to evaluate the **N20 Buttevant Town Scheme** is readily available.

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

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The following section looks at the key evaluation questions for the **N20 Buttevant Town Scheme** based on details 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 complete, and the stages undertaken 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?**

All the necessary data to date on the project is available on file for review.

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

With schemes in urban areas which have significant archaeological potential, more pre-construction surveys should be carried out to determine as much information as possible regarding the archaeology finds in the relevant area.

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### Section C: In-Depth Check Summary

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The following section presents a summary of the outcomes of this In-Depth Check on the **N20 Buttevant Town Scheme**.

#### Summary of the In-Depth Check

Internal Audit carried out an in-depth check on the N20 Buttevant Town Scheme and liaised with staff in the Roads Directorate, Cork National Roads Office (CNRO) and Finance Directorate and received reports and details on operations, management, and financial aspects of the Scheme.

The objectives of the Scheme to upgrade the existing road and streetscape environment within the 50km/h speed limits of Buttevant Town, approximately 1.5km in length were achieved. The works included full pavement reconstruction, drainage, footpath, kerbing, public lighting and the under grounding of existing services and enhanced streetscape.

Based on the In-depth review of the **N20 Buttevant Town Scheme**, the project is compliant with the requirements of the Public Spending Code.

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**Section A: Introduction**


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

<b>Programme or Project Information</b>	
<b>Name</b>	<b>M28 Cork to Ringaskiddy Project</b>
<b>Detail</b>	This project involves the Design and Construction of 12.5km upgrade of the N28 National Primary route from the N40 South Ring Road to the Port of Cork in Ringaskiddy.
<b>Responsible Body</b>	Cork County Council
<b>Current Status</b>	Expenditure Being Incurred – Advance construction works progressing to de-risk the site ahead of the main construction works.
<b>Start Date</b>	Construction of the main construction works is programmed for Q1 2025.
<b>End Date</b>	Substantial Completion is programmed for 2028
<b>Overall Cost</b>	<b>Total Scheme Budget €342 million</b> <b>Current Capital Programme €40.773 million</b>

## Project Description

The M28 Cork to Ringaskiddy Project is an upgrade of approximately 12.5km of the N28 National Primary Route from the N28/N40 Bloomfield Interchange to the Port of Cork in Ringaskiddy. The route forms part of the Core Trans-European Transport Network (TEN-T) accessing the Tier 1 maritime port in Ringaskiddy. The existing road network is substandard in terms of alignment and capacity.

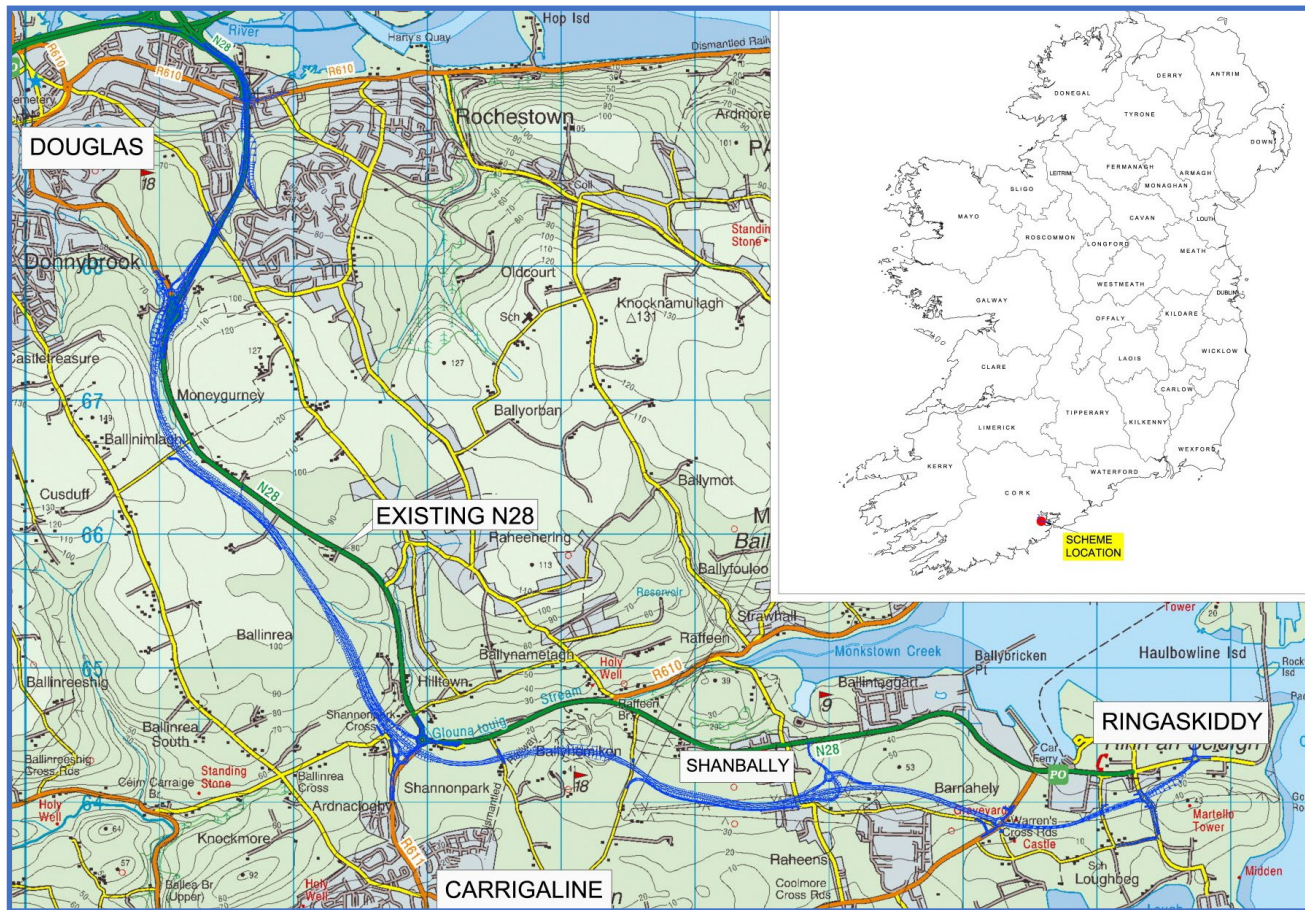
The proposed M28 Project consists of a motorway from the interchange with the N40 (Bloomfield Interchange) to the R613 road at Barnahely. From Barnahely, the scheme consists of a single carriageway national road, N28, which will link to the east side of Ringaskiddy village. It is proposed that this link will be a Protected Road as defined under the Roads Act and will be designated 'Clearway' in order to meet TEN-T requirements for the core road network. Together, the M28 motorway and the single carriageway Protected Road will form the TEN-T route to the Port lands at Ringaskiddy.

The upgrade is substantially on-line between Bloomfield and Carr's Hill. South of Carr's Hill the route runs in a southerly direction on the western side of the existing N28 to Shannonpark where it continues in an easterly direction, staying south of the existing road as far as the R613 at Barnahely. From there, the route continues along the new single carriageway link road (Protected Road) running immediately south of Ringaskiddy village to a proposed new eastern entrance to the port.

The Ringaskiddy peninsula is a long-established Strategic Employment Zone, where a number of large pharmaceutical companies have set up major manufacturing facilities. The areas designation is where the Industrial Development Agency (IDA) own considerable land banks. Industrial growth has taken place over the last twenty years and the potential for major growth in the future is substantial. The National Maritime College of Ireland (NMCI) and the UCC Beaufort Laboratory are also close to Ringaskiddy Village with expansion planned as set out in the Irish Maritime

and Energy Research Cluster (IMERC) Strategy. Other existing and proposed development in the area include the headquarters of the Irish Naval Service, the Ringaskiddy 'roll-on/roll-off' ferry terminal, the deep-water port for Cork, Spike Island and the amenity park at Haulbowline Island.

The proposed upgrade will cater for the Port of Cork that is relocating from its City Centre and Tivoli facilities to Ringaskiddy, the traffic generated by the industries in the Strategic Employment Zone and provide a link from the western side of Cork harbor to the national road network.



## M28 Cork to Ringaskiddy – Location Plan

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### Section B - Step 1: Logic Model Mapping

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As part of this In-Depth check, Internal Audit have completed a Programme Logic Model (PLM) for the **M28 Cork to Ringaskiddy Project**. A PLM is a standard evaluation tool and further information on their nature is available in the Public Spending Code.



Objectives	Inputs	Activities	Outputs	Outcomes
<ul style="list-style-type: none"> <li>• Economy</li> <li>• Safety</li> <li>• Environment</li> <li>• Accessibility &amp; Social Inclusion</li> <li>• Integration</li> <li>• Physical Activity</li> </ul>	<ul style="list-style-type: none"> <li>• Financial Inputs</li> <li>• Human Inputs</li> <li>• System Inputs</li> </ul>	<ul style="list-style-type: none"> <li>• TII PMG Phases</li> <li>• Constraints Study and Route Selection Reports</li> <li>• Preliminary Design Report</li> <li>• Env Impact Assessment</li> <li>• Project Appraisal</li> <li>• Planning Approval and Compulsory Purchase Orders/Motorway Order</li> <li>• Land Acquisition</li> <li>• Appointment of Technical Advisors</li> <li>• Preparation of Specimen Design and Contract Documents</li> <li>• Advance Works Contracts</li> <li>• Tender and Award of Main Contract</li> <li>• Works Monitoring and Contract Administration</li> <li>• Payment of invoices and recoupment of grant funding.</li> <li>• Cost Management</li> <li>• Environmental Management.</li> <li>• Close out</li> </ul>	<ul style="list-style-type: none"> <li>• Construction of approx. 11km of motorway &amp; 1.5km of single carriageway protected road</li> <li>• Approx. 4km of new and realigned regional and local roads</li> <li>• 4 new underbridges, 1 underbridge widening,</li> <li>• 4 grade separated interchanges</li> <li>• 2 shared use underpasses</li> <li>• Demolition and re-building of Maryborough Hill over bridge</li> <li>• Extensive landscaping and compensatory planting</li> <li>• Accommodation works and farm access roads</li> <li>• Relocation of Utilities</li> <li>• Footpath and cycle facilities</li> <li>• Environmental mitigation measures.</li> </ul>	<ul style="list-style-type: none"> <li>• Aiming to deliver on objectives by 2028.</li> </ul>

**Objectives:** The objectives of the M28 Cork to Ringaskiddy Project include, but are not limited to the following:

**Economy:** To facilitate strategic development at the Port of Cork facilities at Ringaskiddy by improving access for port-related traffic along the N28 corridor.

To reduce peak-hour congestion and travel delays along the N28 corridor, at an investment cost that offers good value for money.

To facilitate general economic development within the Cork Gateway and the Ringaskiddy Strategic Employment Zone by improving journey time reliability on the N28 corridor at an investment cost that offers good value for money.

**Safety:** To improve road safety by reducing the number of road collisions and associated injuries/fatalities on the N28 corridor.

**Environment:** To facilitate a reduction in the traffic-related impact of the existing N28 on the human environment in the communities through which the road passes.

To minimize the impact of any improvement works on nearby environmentally sensitive sites.

**Accessibility & Social Inclusion:**

To facilitate improved accessibility to the Ringaskiddy peninsula for cyclists and other vulnerable road users.

To return to communities along the route e.g. Shanbally, easier and safe access to their local facilities by the removal of strategic and through traffic from their environment.

**Integration:** To support the National Ports Policy and European TEN-T policy by creating a High Quality Road from the Port at Ringaskiddy to the N40.

**Physical Activity:** To facilitate walking and cycling opportunities in a safe environment for the communities along the corridor.

**Inputs:** The inputs into the M28 Cork to Ringaskiddy Project include the following:

Financial Inputs: The M28 Project is funded by the Department of Transport and this funding is overseen and distributed by Transport Infrastructure Ireland.

Human Inputs: The staff working on the project include Cork County Council staff based in the Cork National Roads Office and include some staff members from Cork City Council. The team is also supported by the appointed Technical Advisors for the Project.

The support team of administrative staff appointed valuers and legal team appointed for the conveyancing of lands.

The staff employed by the various contractors for the numerous advance works contracts. The yet to be appointed contractors to undertake the main construction works.

System Inputs: Integra - a financial management system for issuing payments and recoupment of grant monies from the Department of Transport via Transport Infrastructure Ireland 's Project Reporting System (PRS).

TII's system for standards and publications

**Activities:** From inception, the M28 Project followed the TII's Project Management Guidelines for the various phases required for the development of a major road project. A Constraints study was undertaken followed by the Route Selection process. The preliminary design was undertaken at the pre-planning stage to allow the preparation of an Environmental Impact Assessment and statutory documents for the acquisition of the lands required for the Project. Following the granting of planning permission and clearance of legal challenges, the Project moved into the Advance Works stage to de-risk the scheme ahead of the main contractor being appointed. Various contracts were prepared in-house to divert utilities, resolve archaeology and undertake site clearance and other environmental measures. Technical Advisors were then appointed to develop a specimen design and prepare contract documents to allow the main contract to be tendered and advance to construction.

Additional activities include contract administration, monitoring and supervision of the delivery of the works, cost management and environmental management. Financial administration by payment of invoices and recouping of grant funding.

**Outputs:**

- Construction of approx. 11km of motorway & 1.5km of single carriageway protected road
- Approx. 4km of new and realigned regional and local roads
- 4 new under-bridges, 1 under-bridge widening,
- 4 grade separated interchanges
- 2 shared use underpasses
- Demolition and re-building of Maryborough Hill over bridge
- Extensive landscaping and compensatory planting
- Accommodation works and farm access roads
- Relocation of Utilities
- Footpath and cycle facilities
- Environmental mitigation measures.

**Outcomes:** The outcome will be the delivery of the physical infrastructure, described above, to meet the objectives, to have improved access to strategic development at the Port of Cork facilities and to reduce peak hour delays on the N28 corridor. This, in turn, will also provide improved access to the Strategic Employment Zone in Ringaskiddy.

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

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The following section tracks the **M28 Cork to Ringaskiddy Project** from inception to conclusion in terms of major project/programme milestones.

### Timelines from Inception to Construction

2000/01	Project Inception - procurement of consultants
Sept 2002	Public Consultation for Constraints Study
May 2003	Route Corridors published
Dec 2004	Draft Route Selection Report
2004	Emerging Preferred Route Corridor
Feb 2006	Company appointed to assess 2004 route options
2008	Preferred Route Corridor & Alignment published
Oct 2008	Preliminary Design Report
July 2009	Draft Environmental Impact Assessment Report
Aug 2009	ABP decision not to approval Port development, policy decision to postpone the N28 Project
2013	Publication of Ports Policy - Ringaskiddy 1 of 3 Tier 1 ports in the Country
2013	Publication of TEN-T Policy
2013	Procurement of Consultants
Feb 2014	RPS Appointed to review previous options and progress to planning stage.
Dec 2014	Public Consultation - Preferred Route Corridor
Nov 2015	Public Consultation - Northern Section
Apr 2016	Public Consultation - Overall Route
Apr 2017	Public Display - Final Alignment to CPO
May 2017	Publication of CPO & EIS
Nov 2017	Oral Hearing - 3 weeks
Jul 2018	Decision by ABP to approve the Project

- Oct 2018 Judicial Review taken on ABP decision, CCC Notice party to proceedings
- Mar 2021 Legal Challenge cleared when decision by Courts to refuse leave to Supreme Court.
- Notice to Treat published and Advanced works commenced - fencing, site clearance, utility diversions, archaeology, GI for the tender process, accommodation works etc.
- Jun 2024 Tender for main Construction
- 2025-2028 Construction subject funding and approvals.

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

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The following section reviews the key documentation relating to appraisal, analysis and evaluation for the **M28 Cork to Ringaskiddy Project**.

<b>Project/Programme Key Documents</b>	
<b>Title</b>	<b>Details</b>
M28 Project – Route Selection Report	This report reviews the options available for the proposed scheme taking into account the constraints in the N28 corridor.
M28 Project - Preliminary Design Report	This report sets out all the design elements for the M28 Project being progress to statutory approval.
M28 Project - Preliminary Business Case	The purpose of this report was to assess the business case for the investment required for the M28 Project.

Environmental Impact Statement	This documents the impact that the road development would have on the environment should it proceed.
Compulsory Purchase Order	The Compulsory Purchase Order authorises the local authority to acquire compulsorily the land described in the Schedule for the purposes of construction of the M28 Project.

**Key Document 1: M28 Project – Route Selection Report**

The Route Selection Report for the M28 Project was prepared to set out and analyse the various route options available to deliver a scheme within the constraints set out. The result from this process is an emerging preferred route that meets the strategic objectives listed above.

**Key Document 2: M28 Project – Preliminary Design Report**

The Preliminary Design Report sets out all of the engineering elements required to deliver a Project of this nature. The Design Report sets out the following details: the overall proposed development, the need for the scheme, traffic forecasts, road geometry, the strategy for interchanges and junctions, the proposed service area, drainage, structures and culverts, utilities, the geotechnical interpretation, earthworks balance, signing and lining, public lighting, constructability and sequencing, environmental mitigation measures, accommodation works, scheme appraisal, safety, costings and conclusions & recommendations. This report forms the basis for delivering the scheme on the ground and gives an overall view on how the scheme progresses to through the statutory approval phase.

**Key Document 2: M28 Project – Preliminary Business Case**

The Preliminary Business Case is the appraisal of the scheme to assess if value for money can be achieved for the investment required. This was prepared by Consulting Engineers for submission under the Public Spending Code at Gate 2 level. The Project Brief, the Traffic Modelling Report, the Project Appraisal Balance Sheets and the Cost Benefit Analysis Report all form part of the overall Business Case.

**Key Document 4: M28 Project – Environmental Impact Statement (EIS)**

The Environmental Impact Statement was prepared by Consulting Engineers to assess the overall environmental impact of the project on the

receiving environment. This report includes an overview of the scheme and assesses the implications on planning, socioeconomics, agriculture, landscape, water quality and drainage, ecology, cultural heritage, air quality, noise and vibration, geology and hydrogeology. The report also sets out the list of environmental commitments by which the delivery of the scheme is governed environmentally.

#### **Key Document 5: M28 Project - Compulsory Purchase Order (CPO)**

The Compulsory Purchase Order authorised Cork County Council to acquire compulsorily the land described in the Schedules for the purposes of construction of the M28 Cork to Ringaskiddy Project. The acquisition of land was required for the Motorway Scheme, the Protected Road Scheme and the Motorway Service Area. The CPO comprised of 87 different land holdings over numerous plots and a total area being acquired was 141.5 hectares.

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

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The following section details the data audit that was carried out for the **M28 Cork to Ringaskiddy Project**. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

<b>Data Required</b>	<b>Use</b>	<b>Availability</b>
Monthly Progress Reports	Details the progress made on site each month by the Contractors.	Yes
Tender Assessment Reports	Reports on tender assessments and evaluations carried out by Cork County Council.	Yes



Environmental Impact Statement	Sets out the practice and procedures for environmental protection during construction.	Yes
Financial Data/Invoices Consultants fees	Integra used on project to track payments.	Yes

### Data Availability and Proposed Next Steps

It can be seen from the above table that the data required to evaluate the **M28 Cork to Ringaskiddy Project** is readily available.

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

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The following section looks at the key evaluation questions for the **M28 Project** based on details from the previous sections of this report.

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

The delivery of the project complies with the standards set out in 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?**

All the necessary data to date on the project is available on file for review.

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

Consideration could be given to multi-annual budgeting to assist in the overall managing and commitments to delivering contracts and land acquisition.

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### Section C: In-Depth Check Summary

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The following section presents a summary of the outcomes of this In-Depth check on the **M28 Cork to Ringaskiddy Project**:

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

The M28 Project involves the design and construction of approximately 12.5 km of upgrade of the N28 national primary route from the N40 South Ring Road in Cork to the Port of Cork facility at Ringaskiddy. The overall project consists of 11 km of motorway and 1.5 km of single carriageway protected road. The design and construction of the scheme incorporates both grade-separated and at-grade junctions, road bridges, accommodation and pedestrian underpasses, culverts, public lighting, signage and road marking.

As a national road project funded by TII, this scheme is being managed in accordance with the TII Project Management Guidelines and is currently in Phase 5 of those guidelines. Furthermore, the Project Appraisal Guidelines and the Public Spending Code, are adhered to in the implementation of the Project.

The overall M28 Project will deliver a strategic route to the Port of Cork and the Strategic Employment Zone on the Ringaskiddy peninsula. This will have an impact on the Cork region as a whole as it will free-up lands in the City Centre for sustainable development in the Tivoli and dockland area and deliver the “last-mile” of TEN-T route to the Ports.

Based on the In-depth Review of the **M28 Cork to Ringaskiddy Project**, the project is compliant with the requirements of the Public Spending Code.

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**Section A: Introduction**


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

<b>Programme or Project Information</b>	
<b>Name</b>	<b>2023 Housing Energy Efficiency Programme North, South, West</b>
<b>Detail</b>	Energy Efficiency Upgrade works to Council's social housing properties
<b>Responsible Body</b>	Cork County Council
<b>Current Status</b>	2023 Programme Complete
<b>Start Date</b>	January 2023
<b>End Date</b>	December 2023
<b>Overall Cost</b>	<b>€5.343 million</b>

## Project Description

The work involved was, in light of Programme for Government commitments, revised in 2021 and set a target for the sector of 36,500 local authority owned dwellings to be retrofitted to a BER rating of B2/Cost Optimal Equivalent.

This project involved the retrofit of 195 units to a B2 Energy Rating or better in line with Cork County Council’s Climate Action Plan and the Department of Housing, Local Government and Heritage’s Energy Efficiency/Retrofitting Programme (EERP) which was launched in 2013.

In 2023 a total of 195 social housing properties were retrofitted which included a mix of voids (property that is classed as empty/a property that does not have a tenant living in it for a period of time) and tenanted properties, with a total requested budget of €5.8m. Typical works included installation of external insulation, windows and doors upgrades, provision of attic insulation and the installation of Air to Water heat pumps. In order to qualify for funding, the quantum of completed works in any given house has to achieve a B2 energy efficiency standard. The following Tenant Purchase estates were completed in 2023.

Project	Status
• Units in Dr. Pat O’Callaghan Park, Kanturk	Complete
• Units in Drishane View, Millstreet	Complete
• Units in Corrin view, Ballyhea	Complete
• Units in Moher Crescent, Mitchelstown	Complete
• Units in Woodview, Carrigaline	Complete
• Units in Ard Na Greine, Courtmacsherry	Complete

Further to the 134 tenanted properties listed above there were 61 Voids/vacant Council owned properties undertaken giving a total of 195 for 2023. This was over and above the original sanction by the Dept but still within the budget allocation to Cork County Council for 2023.

Objectives	Inputs	Activities	Outputs	Outcomes
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<ul style="list-style-type: none"> <li>• To provide good quality houses for Council Tenants</li> <li>• To ensure value for money is achieved.</li> <li>• To ensure houses are suitable for the needs of people and improve the comfort levels for tenants.</li> <li>• Achieve the objectives of CCC Climate Action Plan.</li> </ul> <p>Improve the overall Energy Efficiency performance of Cork County Council Housing Stock</p>	<ul style="list-style-type: none"> <li>• A budget of €5.8m</li> <li>• Achieve a target set down by the Department of 195 units completed Countywide.</li> <li>• An in-house project management team managing the project.</li> </ul>	<ul style="list-style-type: none"> <li>• Preparing funding applications to the Department for approval.</li> <li>• Leading an internal team to ensure all works are properly undertaken and achieve the targets of a B2 Energy Rating set down by the DOHLGH.</li> <li>• Payment of invoices and recoupment of funds from the Department.</li> <li>• Monitoring spend and ensuring budget adherence and quality.</li> </ul>	<ul style="list-style-type: none"> <li>• 195 no. homes of good quality and suitable to the needs of potential tenants.</li> </ul>	<ul style="list-style-type: none"> <li>• Providing good quality social houses for the people of Cork County.</li> <li>• Assist in creating a positive community spirit within an existing residential area and to reduce numbers on the housing waiting list.</li> <li>• Improve the Energy Performance of Cork County Council Housing Stock lowering emissions and achieving the requirements of CCC Climate Action Plan.</li> <li>• Improving the comfort levels for tenants.</li> </ul>
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### Section B - Step 1: Logic Model Mapping

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As part of this In-Depth check, the Internal Audit Department Cork County Council has completed a Programme Logic Model (PLM) for the **2023 Housing Energy Efficiency North, South, West**. A PLM is a standard evaluation tool and further information on their nature is available in the Public Spending Code.

**Objectives:** The objective of the housing project **Housing Energy Efficiency North, South, West** is the retrofit of 195 housing units which will be used by tenants on the social housing list or already tenanted properties. The project aims to ensure value for money is achieved.

**Inputs:** A budget of €5.8 million was allocated to the project to achieve the target number of 195 units. Staff were appointed in-house to manage the project and 195 units were achieved.

**Activities:** The preparation of funding applications to the Department for approval and the payment of invoices and the recoupment of funds from the Department.

Leading an internal team to ensure that the programme is properly undertaken and that the Council's interests are protected.

The ongoing monitoring of expenditure and ensuring adherence to the allocated budget.

**Outputs:** The full retrofit to a B2 minimum Energy rating of 195 housing units to meet the needs of tenants and to meet the DOHLG EERP programme.

**Outcomes:** The retrofit of 195 social houses for the tenants of Cork County Council. Improve the comfort levels of tenants and also improve the overall Energy Efficiency performance of Council Housing Stock.

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

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The following section tracks the **2023 Housing Energy Efficiency North, South, West from** inception to conclusion in terms of major project/programme milestones.

Government Climate Action Plans provide the overarching framework for each yearly Energy Efficiency Programme.



4<sup>th</sup> April 2022: Approval granted by Director's Order for works at Dr. O'Callaghan Park, Kanturk. Technical issues with the design of the works and ensuring compliance with target energy performance targets delayed commencement of the works and it was decided to carry these works into 2023's Programme.



25<sup>th</sup> November 2022: Department of Housing, Local Government and Heritage (DoHLGH) issue 2023 Energy Efficiency Retrofit Programme Notice via email to all Local Authorities. This notice confirms that Local Authorities may carry out works up to a maximum value of 65% of their 2022 allocation, whilst the 2023 allocation is being finalised.



16<sup>th</sup> December 2022: Cork County Council launches tenders for Drishane View, Millstreet, Corrin View, Ballyhea and Moher Crescent, Mitchelstown.



21<sup>st</sup> December 2022: Cork County Council Housing Senior Management issues request to all divisions to prepare a programme of energy efficiency works for 2023.



30<sup>th</sup> January 2023: Contractor commences works on site at Dr. O’Callaghan Park, Kanturk.



9<sup>th</sup> February 2023: Approval granted by Director’s Order for Drishane View, Millstreet, Corrin View, Ballyhea and Moher Crescent, Mitchelstown, following a comprehensive evaluation and appraisal of the tenders to ensure value for money for Cork County Council.



21<sup>st</sup> February 2023: A proposed programme of energy efficiency works for 2023 is submitted to the Department following approval by the Director of Housing/Housing Senior Management.



9<sup>th</sup> May 2023: Contractor commences works on site at Drishane View, Millstreet.



12<sup>th</sup> May 2023: Completion of works on site at Dr. O’Callaghan Park, Kanturk. All units are snagged to ensure quality of works.



15<sup>th</sup> - 17<sup>th</sup> May 2023: Cork County Council launches tenders for Ard na Greine, Courtmacsherry and Woodview, Carrigaline.



31<sup>st</sup> May 2023: Department of Housing, Local Government and Heritage issues Circular 22/2023, confirming an allocation of €5.8m to Cork County Council.





7<sup>th</sup> & 21<sup>st</sup> June 2023: Approval granted by Director's Order and Divisional Manager's Order for Ard na Greine, Courtmacsherry and Woodview, Carrigaline Batches 1 & 2 respectively, following a comprehensive evaluation and appraisal of the tenders to ensure value for money for Cork County Council.



26<sup>th</sup> June 2023: Contractor commences works on site at Corrin View, Ballyhea.



5<sup>th</sup> July 2023: Completion of works on site at Drishane View, Millstreet. All units are snagged to ensure quality of works.



11<sup>th</sup> July 2023: Contractor commences works on site at Ard na Greine, Courtmacsherry and Woodview, Carrigaline Batches 1 & 2.



26<sup>th</sup> September 2023: Completion of works on site at Corrin View, Ballyhea. All units are snagged to ensure quality of works.



17<sup>th</sup> November 2023: Completion of works on site at Woodview, Carrigaline Batch 1. All units are snagged to ensure quality of works.



21<sup>st</sup> November 2023: Completion of works on site at Ard na Greine, Courtmacsherry. All units are snagged to ensure quality of works.



23<sup>rd</sup> November 2023: Completion of works on site at Woodview, Carrigaline Batch 2. All units are snagged to ensure quality of works.



30<sup>th</sup> November 2023: Final claims are issued to the Department.



15<sup>th</sup> December 2023: Final recoupments received from the Department in respect of Energy Efficiency Programme 2023. In the end, a total of 195 properties were claimed which included tenanted properties and void properties.

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

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The following section reviews the key documentation relating to appraisal, analysis and evaluation for the **2023 Housing Energy Efficiency North, South, West**

<b>Project/Programme Key Documents</b>	
<b>Title</b>	<b>Details</b>
Department Circular 22/2023 - Energy Efficiency Retrofitting Programme 2023	Funding of €87 million is available for 2023 towards the retrofit of local authority housing stock to a B2 BER rating and 2.0 Heat Loss Indicator. The annual Circular details the relevant information for the Department’s requirements for the project, such as specific technical targets and each local authority’s allocation of funding.
Council’s Submitted Programme to the Department for 2023 ERP Programme	Detail costings for 195 units
Department Funding Approval Letter	Approval for 195 units at a cost of €5.8m

<p>Directors of Service Orders approving works Divisional Manager’s Order approving contract works</p>	<p>Directors Orders authorising works on the various tenant housing properties.</p>
<p>Integra Financial Management System (FMS)</p>	<p>Integra Financial Management System used for processing of payments. Integra codes for 3 divisions:- C/1/0060001/0001/65500 - Energy Efficiency North C/1/0060001/0002/65500 – Energy Efficiency South C/1/0060001/0003/65500 – Energy Efficiency West</p>
<p>Department Recoupment</p>	<p>Recoupment Letters from the Department of Housing, Local Government and Heritage for the approved claims submitted. Post Works BER Certs B2 sent to Dept</p>

**Key Document 1: Department Circular 22/2023 - Energy Efficiency Retrofitting Programme (EERP) 2023**

Funding of €87 million nationally was made available for year 2023 towards the retrofit of local authority housing stock to a B2 BER rating and 2.0 Heat Loss Indicator. The annual Circular details the relevant information for the Department’s requirements for the project, such as specific technical targets and each local authority’s allocation of funding.

**Key Document 2: EERP Submission**

This document outlines the submission made by Cork County Council to the DOHLGH seeking approval of a proposed programme for 2023.

**Key Document 3: Department Funding Approval Letter**

Cork County Council's allocation of €5,882,000 million from DOHLGH.

**Key Document 4: Director of Service Orders**

Director of Service Orders are put in place authorising the commencement of the energy efficiency upgrade works to the tenanted properties and vacant units and the appointment of the successful tenderer as the Project Supervisor for the construction stage in line with Health and Safety legislation. The Director of Service Orders are signed by the Director of Housing on the recommendation of the Executive Engineer in Housing and endorsed by the Senior Executive Engineer in Housing Directorate.

**Key Document 5: Integra Financial Management System**

Integra financial management system used for the processing of payments to contractors, showing the breakdown between the 3 no. divisions, North, South and West.

**Key Document 6: Recoupment Letters**

Letters received from the DOHLGH advising of the completion of works being approved and payment being completed. Claims submitted to DOHLGH for recoupment. The Post Works BER certs B2 submitted to Dept by Quarter 1 2024.

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

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The following section details the data audit that was carried out for the **2023 Housing Energy Efficiency North, South, West**. It evaluates whether appropriate data is available for the future evaluation of the project/programme.

Data Required	Use	Availability
Issue of 2023 Energy Efficiency Retrofit Programme Notice by the Department, via email to Director of Service	Advise Local Authorities that works up to 65% of 2022 allocation are allowed while 2023 allocation is being prepared	Yes
Submission to the Department and the LGMA. Project details available on the EERP Tracker on the LGMA Housing Delivery Coordination Office (HDCO) Sharepoint system	Assess if project was appraised.	Yes
Funding Application approval from the Department	Assess if funding was sanctioned.	Yes
Procurement of Contractors via OGP Framework (www.supplygov.ie)	Assess if Council's interest is protected.	Yes
Directors Orders and Safety Documentation in place	Health & Safety Documentation, HAS Forms and Directors Orders in place	Yes
Claims for completed works submitted to the DOHLGH.	Assess if the project adhered to agreed timelines.	Yes
Recoupment from the DOHLGH	Recoupment Letters received	Yes

### Data Availability and Proposed Next Steps

The main objective of this project is to improve the overall Energy Efficiency performance of Council's housing stock. This is achieved when the required work to the housing units has been completed. An assessment and evaluation of the ongoing suitability of the works can only be

assessed over a longer period of time. It is proposed that future post project reviews will include a process that will help to evaluate the social benefits gained such as improvement in the tenant's comfort and quality of life.

The necessary data is available on file to assess the financial and procurement processes. As the project is now complete, the funding allocation for 2023 has been fully recouped.

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

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The following section looks at the key evaluation questions for the energy efficiency retrofitting of local authority properties 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 complete, and 195 units were retrofitted for a budget of €5.3m. The works undertaken 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?**

All the necessary data to date on the project is available on file and review.

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

All future post project reviews will include a process that will help to evaluate the social benefits gained such as improvement in the tenants' comfort and quality of life through constructive feedback from tenants.

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### Section C: In-Depth Check Summary

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The project documentation provides satisfactory assurance that there is compliance with the Public Spending Code.

The following section presents a summary of the findings of this In-Depth check on the **2023 Housing Energy Efficiency North, South, West**

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

The objective of this project **2023 Housing Energy Efficiency North, South, West** was the retrofit of 195 units to a B2 Energy Rating or better in line with Cork County Council's Climate Action Plan and the Department of Housing, Local Government and Heritage's Energy Efficiency/Retrofitting Programme (EERP).

There were two stage process from the Department of Housing, Local Government and Heritage for this project. There was the initial request for a programme and submission of same and secondly the final recoupment process for the works undertaken.

To date, all units have been delivered on-schedule.

The accumulation of energy efficiency works completed to local authority housing stock year-on-year contributes to an overall uplift in the energy performance and comfort levels of the housing stock. Additionally, through these annual energy efficiency programmes, a progressive increase takes place in the data recorded by the local authorities. This Scheme improves the overall Energy Efficiency performance of Cork County Council's Housing Stock to a B2 Energy Rating.

Overall, Internal Audit finds that this Project complies with the Public Spending Code.