

Public Spending Code

Quality
Assurance
Report for 2021

Dún Laoghaire-
Rathdown
County Council

Certification

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

Signature of Accounting Officer:



Date:

27th May 2022

Frank Curran
Chief Executive
Dún Laoghaire-Rathdown County Council

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Introduction

Dún Laoghaire-Rathdown County Council (dlr) has completed this Quality Assurance (QA) Report as part of its on-going compliance with the Public Spending Code (PSC).

The Quality Assurance procedure aims to gauge the extent to which dlr meets the obligations set out in the PSC and contains five steps;

Step 1

Draw up Project Inventory of all projects/programmes at the different stages of the Project Life Cycle. The 3 stages of the Life Cycle are expenditure being considered, expenditure being incurred and expenditure that has recently ended. The Project Inventory includes all projects/programmes above €0.5m.

Step 2

Publish summary information on website of all procurements in excess of €10m, whether new, in progress or completed.

Step 3

Complete the 7 checklists contained in the PSC.

Step 4

Carry out a more in-depth check on a small number of selected projects/programmes. The value of projects/programmes subject to the in-depth check should be a minimum of 5% of total value of all Capital Projects on the Project Inventory and for Revenue Projects a minimum of 1% of the total value of all Revenue Projects on the Project Inventory.

Step 5

Complete Summary Report for the National Oversight and Audit Commission (NOAC) of the above 4 steps and include a note of how any inadequacies identified in the QA process will be addressed.

This report fulfils the fifth requirement of the QA Process for dlr in respect of 2021.

Step 1 - Project Inventory

This section details the Project Inventory drawn up by dlr in accordance with the guidance on the Quality Assurance process.

This inventory is divided between current and capital projects/programmes and between three stages:

- Expenditure being considered
- Expenditure being incurred
- Expenditure that has recently ended

Capital projects with total project cost of greater than €0.5m are included and are categorised depending on the stage of the project – if expenditure was incurred on the project in 2021 it is included under expenditure being incurred.

Increases of greater than €0.5m in budgeted revenue expenditure programmes are shown in expenditure being considered while programmes with revenue expenditure of greater than €0.5m in 2021 are listed under expenditure being incurred. It should be noted that revenue expenditure in many instances includes wages and salaries.

The Inventory lists a total of 162 projects across the 3 stages and cost categories with a total value of €1,042m.

Summary Table of 2021 Inventory – Included in Appendix A.

	Revenue Projects		Capital Projects		Total Value of Inventory
Project Expenditure	Number	Value	Number	Value	Value
Being Considered	2	€3.92m	72	€626.75m	€630.67m
Being Incurred	47	€237.06m	24	€129.72m	€366.78m
Recently Ended	0	€0.00m	17	€44.81m	€44.81m
Totals		€240.98m		€801.28m	€1,042.26m

Step 2 - Procurements in excess of €10 million

As part of the Quality Assurance process dlr has published summary information on its website of one procurement that was greater than €10m.

Listed below is the link to this page and an illustration of its location.

<http://www.dlrcoco.ie/en/council-democracy/finance/financial-reports>

Step 3 - PSC Checklists

The third step in the QA process involves completing a set of checklists covering all expenditure. The high-level checks in Step 3 of the QA process are based on self-assessment by the Council and its agencies/bodies, in respect of guidelines set out in the PSC.

There are seven checklists in total;

- Checklist 1: General Obligations Not Specific to Individual Projects/Programmes
- Checklist 2: Capital Projects or Capital Grant Schemes Being Considered
- Checklist 3: Current Expenditure Being Considered
- Checklist 4: Capital Expenditure Being Incurred
- Checklist 5: Current Expenditure Being Incurred
- Checklist 6: Capital Expenditure Completed
- Checklist 7: Current Expenditure Completed

A full set of checklists 1-7 was completed by dlr and can be found in Appendix B.

Step 4 - In-Depth Check

dlr's Internal Audit Unit carried out an in-depth check of two projects from the Project Inventory with a combined project budget of €78.8 million

From the Expenditure Being Considered - Glenamuck District Roads Scheme was selected and, from Harbours from the Current Expenditure Being Incurred - Operation and Maintenance of Piers and Harbours (G02), (Costs associated with Dún Laoghaire Harbour) on the Revenue project inventory was selected.

The following presents a summary of the findings of these In-Depth Checks.

Glenamuck District Roads Scheme

The Kiltiernan/Glenamuck Local Area Plan (LAP) was adopted by Dún Laoghaire-Rathdown County Council in 2007. The LAP included for the introduction of the Glenamuck District Distributor Road Scheme, in order to improve the capacity of the local road network and to promote the economic development within the area as identified in the County Development Plan. The road scheme was included and further refined in the subsequent Kiltiernan/Glenamuck LAP 2013- 2019 (extended to 2023), and the implementation of the LAP is included as an objective in the current Dún Laoghaire-Rathdown County Development Plan 2016-2023. The scheme was subsequently renamed as the Glenamuck District Roads Scheme (GDRS).

The Glenamuck District Road Scheme will improve the overall capacity of the local road network and will improve the road safety on the existing Glenamuck and Enniskerry Roads. The new roads will operate as distributor roads to the South Eastern Motorway while facilitating the economic development within the area as identified in the Dún Laoghaire-Rathdown County Development Plan. The scheme will also support and facilitate the development of Kiltiernan Village as a pedestrian-friendly area free from through traffic. The scheme is to be funded from Section 49 development contributions

Internal audit has examined the controls in place for The Glenamuck District Road Scheme and can give reasonable assurance that there is compliance with the PSC.

Internal audit recommends that dlr consider the following:

- For projects which are the responsibility of the Capital Projects Office, that where there is an increase to a consultant's contract to provide services or carry out works for another entity such as Irish Water and where such costs are recoupable from the entity, that a separate purchase order be raised for these works and that these works should be invoiced for by the consultant separately in order to maintain a separate and accurate record of the final cost of the works for recoupment purposes.
- Minor/housekeeping grade findings were identified

Having reviewed the available documentation in relation to the expenditure incurred under this capital project, Internal Audit is of the opinion there is compliance with the standards set out in the PSC.

Given the outcome of this review, it is the opinion of Internal Audit that there is overall reasonable assurance that there is compliance with the PSC within dlr.

Operation and Maintenance of Piers and Harbours (G02) (Costs associated with Dún Laoghaire Harbour)

Dún Laoghaire Harbour transferred to the Council on 3rd October 2018 by Statutory Instrument No. 391 of 2018. The DLR Harbour Section currently has 13 direct staff within management, administration, maintenance and security, including a harbour master. Harbour staff are responsible for the management of vessels within or on approach to Dún Laoghaire Harbour, aids to navigation, port security requirements, enforcement of the Harbour Byelaws, along with boat storage and swing moorings. Harbour staff are also responsible for the management of the Dún Laoghaire Harbour car parks, management and upkeep of harbour properties, liaison with harbour tenants, cleansing and general maintenance within the harbour, as well as the management of all events and filming within the harbour estate.

Internal audit recommends that dlr consider the following:

- That staff in the DLR Harbour Section involved in the raising of requisitions/purchase orders are made aware of the DLR Procurement Process document, which is available on the Council's intranet, and advised to attach the relevant documentation in relation to the requisition at requisition stage, as outlined in the Procurement Process document.
- Minor housekeeping detail which staff in the Harbour Section agreed to implement.

Having reviewed the documentation in relation to the expenditure incurred under this programme in 2021, Internal Audit is of the opinion there is compliance with standards set out in the PSC.

Given the outcome of this review, it is the opinion of Internal Audit that there is overall reasonable assurance that there is compliance with the PSC within dlr.

Conclusion

The inventory outlined in this report clearly lists the current and capital expenditure that is being considered, that is being incurred and that has recently ended.

dlr has no procurements in excess of €10 million for 2021 and thus no procurement details require publishing on the dlr website.

The checklists completed by dlr shows an adequate level of compliance with the PSC.

The in-depth checks carried out by Internal Audit revealed no major issues which would cast doubt on this Council's compliance with the Code and showed an overall level of

compliance with the PSC. All recommendations arising from the in-depth check were accepted and will be implemented.

The compilation of both the inventory and checklists for the QA process was a significant co-ordination task in terms of liaising with various sections, departments and directors.

This process of engagement has meant progress has been made in incorporating the PSC and its requirements and ensuring a consistent level of compliance into all relevant activities throughout dlr and among the relevant staff.

The Capital Dashboard System continues to be used to centralise and streamline all areas of monitoring and reporting in respect of its capital projects onto a single system. This system contains a suite of PSC requirements, forms and checklists.

A Project Governance Board (PGB) established during 2018 provides a governance framework for capital projects in dlr. It has done considerable work at approval, monitoring and funding stages of projects and post project reviews are now an important focus of this board.

While dlr has complied with the requirements of the PSC in respect of 2021, any areas of improvement identified in this report will be incorporated to enhance its reporting and ensure high levels of compliance with the PSC in the future.

Appendix A

Expenditure being Considered - Greater than €0.5m (Capital and Current)						
Project/Scheme/Programme Name	Short Description	Current Expenditure Amount in Reference Year	Capital Expenditure Amount in Reference Year (Non Grant)	Capital Expenditure Amount in Reference Year (Grant)	Project/Programme Anticipated Timeline	Projected Lifetime Expenditure
HOUSING						
Ballyogan Square Phase 1	Construction of 67 housing units	€ -	€ 3,322,023	€ -	(Anticipated) 2018 - 2023	€ 19,049,997
Site at Shanganagh Castle	597 dwellings in partnership with the LDA	€ -	€ 2,043,784	€ -	(Anticipated) 2018 - 2024	€ 110,545,671
Rockville Green Glenamuck Road	Construction of 13 no. housing units	€ -	€ 717,497	€ -	(Anticipated) 2016 - 2023	€ 3,542,067
Housing Development at St Laurence Park	Construction of 88 no. new housing units	€ -	€ 257,479	€ -	(Anticipated) 2017 - 2024	€ 29,433,472
Housing Development at Moyola Court Infill	4 Units Infill Housing at Moyola Court	€ -	€ 59,065	€ -	(Anticipated) 2019 - 2023	€ 1,162,660
Refurb - Park House, Georges Street	Refurbishment & provision of 4 housing units	€ -	€ 15,683	€ -	(Anticipated) 2016 - 2023	€ 1,628,159
Redev - TAU units at St. Michaels Park Monkstown Avenue	Redevelopment of existing halting site	€ -	€ 12,802	€ -	(Anticipated) 2020 - 2023	€ 1,165,009
TAU Wood Park Traveller Accommodation 3 Units	Redevelopment of existing halting site	€ -	€ 10,061	€ -	(Anticipated) 2020 - 2023	€ 1,257,013
Roebuck Road	Development of 2x4 and 2x1 bed units	€ -	€ 10,136	€ -	(Anticipated) 2021 - 2024	€ 1,025,587
Old Connaught TAU	Provision of 6 x 3 bed units	€ -	€ 35,422	€ -	(Anticipated) 2020 - 2023	€ 2,023,181
Coast Guard Cottages	Refurbishment of 4 existing properties	€ -	€ 30,392	€ -	(Anticipated) 2020 - 2022	€ 869,220
Ballyogan Rise (Ballyogan Court - Phase 2)	52 housing units at Ballyogan Rise	€ -	€ -	€ -	(Anticipated) 2018 - 2024	€ 14,363,443
A01 Maintenance & Improvement of LA Housing Units		€ 3,403,700	€ -	€ -		€ -
ROAD TRANSPORTATION AND SAFETY						
DMURS Minor Junctions	Installing cycle lanes/cycle paths or slipways	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 1,050,000
S49 Glenamuck Distributor Road/Kilternan by pass	Glenamuck District Roads	€ -	€ 9,317,065	€ -	(Anticipated) 2020 - 2024	€ 75,350,000
Blackrock (Main Street & Blackrock Baths)	Enhancement of Public Realm as per Blackrock LAP	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 1,600,000
Greenways Future Projects	Network of greenways	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 1,200,000
Rochestown Avenue (Interim Works)	Roads & footpaths with redevelopment of NRC	€ -	€ -	€ -	(Anticipated) 2019 - 2025	€ 2,000,000
Stillorgan Village Movement Framework Plan-Phase V - VII	Realisation of infrastructural & Public Realm improvements	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 1,900,000
Bracken Link Road	Bracken Link Road SUPP	€ -	€ -	€ -	(Anticipated) 2020 - 2025	€ 6,100,000
M50 Junction 14 Link Road	Provision of a new road link	€ -	€ 275	€ -	(Anticipated) 2018 - 2024	€ 7,800,000
Cherrywood - Kilternan Link Road Priorsland Overbridge	New road link over the M50	€ -	€ -	€ -	(Anticipated) 2021 - 2025	€ 47,241,500
S2S "Sutton to Sandycove" (Boosterstown to Dún Laoghaire)	Coastal Promenade & Cycleway	€ -	€ 95,594	€ -	(Anticipated) 2020 - 2026	€ 17,580,000
Leopardstown Link Road	Phase 2 of Leopardstown Link Road	€ -	€ -	€ -	(Anticipated) 2021 - 2026	€ 5,960,000
Cherrywood Road Upgrade	Opening up of lands for housing & cycle links	€ -	€ -	€ -	(Anticipated) 2021 - 2026	€ 8,000,000
WATER SERVICES						
Carrickmines/Shanganagh Flood Relief Scheme	Mitigate flood risk	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 5,200,000
Deansgrange Flood Relief Scheme	Mitigate flood risk	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 3,200,000
DEVELOPMENT MANAGEMENT						
LTHAF-Woodbrook/Shanganagh-Access Road/Avenue	Road improvements supporting housing development & DART	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 4,155,300
Cherrywood to Shankill Greenway	Proposed 900m long Greenway	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 2,650,000
Glenamuck LAP works (exclusive of S.49 scheme)	Upgrade of the Glenamuck Rd/Enniskerry Rd Junction	€ -	€ -	€ -	(Anticipated) 2020 - 2024	€ 13,000,000
Town and Village Improvement Public Realm	Commercial Areas	€ -	€ -	€ -	(Anticipated) 2021 - 2023	€ 2,200,000
Park House (Commercial unit)	Commercial unit on ground floor	€ -	€ -	€ -	(Anticipated) 2021 - 2023	€ 678,600
Hillcrest Road	Improvement Works - design only in current 3 year prog	€ -	€ -	€ -	(Anticipated) 2020 - 2027	€ 9,715,000
LTHAF - Cherrywood (Phase 2) - P*-P3	Bridge crossing extension of Druid's Glen Road	€ -	€ 38,566	€ -	(Anticipated) 2019 - 2024	€ 4,000,000
LTHAF - Cherrywood (Phase 3) - P3-P	Provision of Road Extension & feature bridge	€ -	€ 59,600	€ -	(Anticipated) 2020 - 2024	€ 6,893,700
Castle Street Link	340m of Cherrywood's bus priority route & connections	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 5,806,015
Town Centre Pedestrian & Cycle Link	At-grade pedestrian and cycle bridge between Town Centre	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 3,362,981
Beckett Link & Barrington's Road Connection	Pedestrian, cycle, and vehicle link	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 43,915,862
Ticknick Park - Ballycorus Access	Cycle, pedestrian, and vehicle access to Ticknick Park	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 5,073,310
3 Public Parks	3 centrally located parks in Cherrywood SDZ	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 4,001,810
Cherrywood Links - NTA Funded Project	Development of walking/cycling links within Cherrywood SDZ	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 2,500,000
RECREATION & AMENITY						
Shanganagh Crematorium	Development of a new Crematorium	€ -	€ -	€ -	No update	€ 5,750,000
Blackrock Park Upgrade - Phase 2	Renovation and development of park	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 1,250,000
Cabinteely Park Masterplan	Upgrade of 2 gate lodges, greenways, car park & entrance	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 1,000,000
Rosemont School Pitches and Car Park	Upgrade existing pitch for multi-use	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 500,000
Woodbrook College Pitches	Construction of all weather pitch	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 2,500,000

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

Project/Scheme/Programme Name	Short Description	Current Expenditure Amount in Reference Year	Capital Expenditure Amount in Reference Year (Non Grant)	Capital Expenditure Amount in Reference Year (Grant)	Project/Programme Anticipated Timeline	Projected Lifetime Expenditure
Upgrade tower and gun battery on Dalkey Island	Upgrade tower and gun battery on Dalkey Island	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 500,000
Jamestown Park Masterplan	New paths, boundary planting, playground/sports & car park	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 1,000,000
Kilbogget Park Sports Building (Detail design)	Replace existing buildings with one shared clubhouse	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 500,000
Marlay Golf Redevelopment	Redevelop the overall golf amenity at Marlay	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 500,000
Sandyford Urban Open Space	Acquire sites and develop new parks	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 7,000,000
Community Sports Hall fit out Blake's site Stillorgan	Community Sports Hall	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 900,000
National Watersports Centre, DL Harbour	Including new building, storage, boat slip/launching area	€ -	€ -	€ -	(Anticipated) 2020 - 2024	€ 849,000
Samuel Beckett Civic Campus Phase 2	Swimming Pool / Sports Hall Complex	€ -	€ -	€ 121,202	(Anticipated) 2018 - 2027	€ 42,909,400
County wide grass & all weather pitches	Upgrade of grass & all weather pitches & future development	€ -	€ -	€ 63,876	(Anticipated) 2021 – 2024	€ 700,000
Stillorgan Library	New public library in Stillorgan	€ 50,410	€ 20,463	€ -	(Anticipated) 2021 – 2024	€ 4,500,000
Shanganagh Park Masterplan Project Phase 1	Progression of Masterplan Phase 1	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 1,750,000
Marlay Park Masterplan	Address entrances, car-parking, sports facilities	€ -	€ -	€ 2,153	(Anticipated) 2021 – 2024	€ 1,000,000
Glenalbyn Swimming Pool	Pool rebuild	€ -	€ -	€ -	No update	€ 10,000,000
Stonebridge Road	Car park, paths and changing rooms	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 750,000
Running track & facilities St. Thomas Estate	Multi-use building and running track	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 16,170,000
Mounttown Boxing Hall	Multi-use sports building	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 800,000
Fernhill Parks and Gardens - Phase 3	Playground, coffee shop, toilets, paths, renewable infrastructure	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 2,000,000
Shanganagh Castle Re-development - Phase 1	Phase 1 Provision of Sports Facilities	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 2,500,000
Myrtle Square & Convent Lane Greening	Civic Space as envisaged in the DL Urban Framework Plan	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 4,400,000
Parks Depots	Upgrade of Depots	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 3,000,000
AGRICULTURE, EDUCATION, HEALTH & WELFARE						
Dun Laoghaire Harbour Walls	East and West Piers Repairs	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 7,268,286
Dun Laoghaire Harbour - Piers & Berths	Structures for berthing of ships and boats	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 20,235,000
Dun Laoghaire Harbour - Seawalls & Slipways	Water edge structures excluding the Berths	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 3,890,000
Dun Laoghaire Harbour - Buildings	Building repairs	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 2,175,000
Dun Laoghaire Harbour - Landside	Road network	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 1,100,000
Dun Laoghaire Harbour - Water	Water area within the harbour limits	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 650,000
Berth 2 Fender Replacement	Replacement of Fenders on Berth 2 following damage	€ -	€ -	€ -	(Anticipated) 2021 – 2024	€ 500,000
MISCELLANEOUS SERVICES						
H11 Agency & Recoupable Services		€ 519,600				
Totals		€ 3,973,710	€ 16,233,138	€ -		€ 626,746,243

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

Project/Scheme/Programme Name	Short Description	Current Expenditure Amount in Reference Year	Capital Expenditure Amount in Reference Year (Non Grant)	Capital Expenditure Amount in Reference Year (Grant)	Project/Programme Anticipated Timeline	Cumulative Expenditure to-date	Projected Lifetime Expenditure (Capital Only)
HOUSING							
Kilternan Close, 55 units	Turnkey acquisition of 55 Units at Kilternan Close (delivered in 2020)	€ -	€ 8,348,227	€ -	(Anticipated) 2021 - 2023	€ 8,348,227	€ 21,915,000
Enniskerry Road Housing Construction		€ -	€ 1,481,526	€ -	(Anticipated) 2020 - 2022	€ -	€ 4,726,926
A01 Maintenance & Improvement of LA Housing Units		€ 13,198,726	€ -	€ -		€ -	€ -
A02 Housing Assessment, Allocation and Transfer		€ 1,540,194	€ -	€ -		€ -	€ -
A03 Housing Rent and Tenant Purchase Administration		€ 1,572,019	€ -	€ -		€ -	€ -
A04 Housing Community Development Support		€ 579,846	€ -	€ -		€ -	€ -
A05 Administration of Homeless Service		€ 4,769,288	€ -	€ -		€ -	€ -
A06 Support to Housing Capital Prog.		€ 7,204,577	€ -	€ -		€ -	€ -
A07 RAS and Leasing Programme		€ 18,228,875	€ -	€ -		€ -	€ -
A08 Housing Loans		€ 2,167,303	€ -	€ -		€ -	€ -
A09 Housing Grants		€ 2,055,521	€ -	€ -		€ -	€ -
A12 HAP Programme		€ 521,154	€ -	€ -		€ -	€ -
ROAD TRANSPORTATION AND SAFETY							
Stillorgan Village Movement Framework Plan-Phase III & IV	Realisation of infrastructural & Public Realm improvements	€ -	€ 42,078	€ -	(Anticipated) 2021 - 2024	€ 1,371,350	€ 4,150,000
T.I.S. - Wyattville Road Improvements	TIS Scheme	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ 274,177	€ 1,500,000
T.I.S. - Sandyford to City Centre Cycle Scheme (Clonskeagh)	TIS Scheme	€ -	€ 3,117,520	€ -	(Anticipated) 2021 - 2024	€ 7,925,288	€ 5,000,000
Greenways Future Projects	Network of greenways linking parks and open spaces	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ -	€ 3,000,000
T.I.S. - Pedestrian and cycle entrance to Belfield on N11 at N11	TIS Scheme	€ -	€ 803,744	€ -	(Anticipated) 2021 - 2024	€ 2,527,118	€ 3,000,000
Road Reconstruction Multi Annual Funding	Improvement works to roads & footpaths	€ -	€ -	€ -	Multi Annual	€ 1,200,000	€ 1,200,000
Accident Investigations Prevention	AIP programme & 30kph Zones advancement	€ -	€ -	€ -	Multi Annual	€ 1,173,300	€ 1,173,300
S48 Levy - Blackglen Road Improvement Scheme	Phase 1 - Blackglen Road	€ -	€ 1,403,540	€ -	(Anticipated) 2021 - 2023	€ 4,801,904	€ 22,916,100
Coliemore Harbour	Proposed floating walkway and rock anchors	€ -	€ 226,793	€ -	(Anticipated) 2021 - 2024	€ 1,000,000	€ 1,000,000
B01 NP Road - Maintenance and Improvement		€ 1,482,089	€ -	€ -		€ -	€ -
B03 Regional Road - Maintenance and Improvement		€ 1,749,337	€ -	€ -		€ -	€ -
B04 Local Road - Maintenance and Improvement		€ 13,828,392	€ -	€ -		€ -	€ -
B05 Public Lighting		€ 5,484,782	€ -	€ -		€ -	€ -
B06 Traffic Management Improvement		€ 3,541,191	€ -	€ -		€ -	€ -
B08 Road Safety Promotion & Education		€ 922,745	€ -	€ -		€ -	€ -
B09 Car Parking		€ 1,767,450	€ -	€ -		€ -	€ -
B10 Support to Roads Capital Prog		€ 1,549,003	€ -	€ -		€ -	€ -
B11 Agency & Recoupable Services		€ 503,625	€ -	€ -		€ -	€ -
WATER SERVICES							
Kilbogget Park Online Attenuation (2)	Mitigate flood risk associated with the surface water network	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ -	€ 890,000
C01 Water Supply		€ 5,331,334	€ -	€ -		€ -	€ -
C02 Waste Water Treatment		€ 2,545,160	€ -	€ -		€ -	€ -
C08 Local Authority Water and Sanitary Services		€ 3,913,618	€ -	€ -		€ -	€ -
DEVELOPMENT MANAGEMENT							
URDF Cherrywood - Tully Park Phase 2	Sub-Project B - Tully Park P2	€ -	€ 1,490,421	€ -	(Anticipated) 2021 - 2024	€ 1,748,586	€ 5,500,000
Cherrywood SDZ Infrastructure Commercial/Land Transfers	Commercial/Land Transfer	€ -	€ -	€ -	(Anticipated) 2022 - 2027	€ 10,338,600	€ 14,377,000
Cherrywood SDZ - Infrastructure Support	Transport, W&D, Green Infrastructure & Project Man	€ -	€ 2,024,000	€ -	(Anticipated) Post - 2024	€ 2,024,000	€ 8,000,000
URDF Cherrywood - Linear Park and Greenway	Sub-Project A - Linear Park & Greenway	€ -	€ 53,298	€ -	(Anticipated) 2021 - 2024	€ 288,398	€ 6,345,200
URDF Cherrywood - Pond 2A Attenuation	Sub-Project C - Pond 2A	€ -	€ 37,780	€ -	(Anticipated) 2021 - 2024	€ 90,752	€ 4,014,500
URDF Cherrywood - Pond 5A Attenuation	Sub-Project D - Pond 5A	€ -	€ 9,230	€ -	(Anticipated) 2021 - 2024	€ 62,507	€ 2,408,700
D01 Forward Planning		€ 1,966,132	€ -	€ -		€ -	€ -
D02 Development Management		€ 8,782,465	€ -	€ -		€ -	€ -
D03 Enforcement		€ 1,195,548	€ -	€ -		€ -	€ -
D05 Tourism Development and Promotion		€ 754,578	€ -	€ -		€ -	€ -
D06 Community and Enterprise Function		€ 2,082,610	€ -	€ -		€ -	€ -
D08 Building Control		€ 1,517,087	€ -	€ -		€ -	€ -
D09 Economic Development and Promotion		€ 7,883,983	€ -	€ -		€ -	€ -
D10 Property Management		€ 1,579,398	€ -	€ -		€ -	€ -

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

Project/Scheme/Programme Name	Short Description	Current Expenditure Amount in Reference Year	Capital Expenditure Amount in Reference Year (Non Grant)	Capital Expenditure Amount in Reference Year (Grant)	Project/Programme Anticipated Timeline	Cumulative Expenditure to-date	Projected Lifetime Expenditure (Capital Only)
ENVIRONMENTAL SERVICES							
E02 Recovery & Recycling Facilities Operations		€ 2,049,055	€ -	€ -		€ -	€ -
E03 Waste to Energy Facilities Operations		€ 837,128	€ -	€ -		€ -	€ -
E05 Litter Management		€ 1,587,738	€ -	€ -		€ -	€ -
E06 Street Cleaning		€ 6,640,917	€ -	€ -		€ -	€ -
E07 Waste Regulations, Monitoring and Enforcement		€ 714,953	€ -	€ -		€ -	€ -
E09 Maintenance of Burial Grounds		€ 2,334,221	€ -	€ -		€ -	€ -
E10 Safety of Structures and Places		€ 503,875	€ -	€ -		€ -	€ -
E11 Operation of Fire Service		€ 17,325,870	€ -	€ -		€ -	€ -
RECREATION & AMENITY							
Public Realm - Dun Laoghaire Baths Refurb	Studio space for artists, gallery, café & toilet	€ -	€ 4,297,553	€ -	(Anticipated) 2018 - 2022	€ 12,795,133	€ 13,464,900
Shanganagh Castle Preliminary Works	Securing & refurbishing the internal structure of Castle	€ -	€ -	€ -	(Anticipated) 2021 - 2024	€ -	€ 500,000
Dún Laoghaire Carnegie Library	Refurbishment and future use	€ -	€ 92,295	€ -	(Anticipated) 2019 - 2023	€ 325,000	€ 700,000
Grass Pitch Refurbishment	Refurbishment of Grass Pitches	€ -	€ 9,296	€ -	(Anticipated) 2021 - 2024	€ 349,694	€ 800,000
Hudson Road Park	Development of new park	€ -	€ 7,113	€ -	(Anticipated) 2021 - 2024	€ 557,324	€ 900,000
F02 Operation of Library and Archival Service		€ 10,128,000	€ -	€ -		€ -	€ -
F03 Outdoor Leisure Areas Operations		€ 14,439,545	€ -	€ -		€ -	€ -
F04 Community Sport and Recreational Development		€ 3,739,859	€ -	€ -		€ -	€ -
F05 Operation of Arts Programme		€ 4,529,230	€ -	€ -		€ -	€ -
F06 Agency & Recoupable Services		€ 1,199,414	€ -	€ -		€ -	€ -
AGRICULTURE, EDUCATION, HEALTH & WELFARE							
Bray Landfill Coastal Defence	Coastal Protection at the old landfill North of Bray	€ -	€ 348,124	€ -	(Anticipated) 2019 - 2022	€ 456,278	€ 2,236,000
G02 Operation and Maintenance of Piers and Harbours		€ 4,874,349					
MISCELLANEOUS SERVICES							
H03 Administration of Rates		€ 38,081,582	€ -	€ -		€ -	€ -
H09 Local Representation/Civic Leadership		€ 2,444,588	€ -	€ -		€ -	€ -
H11 Agency & Recoupable Services		€ 5,411,695	€ -	€ -		€ -	€ -
		€ 237,060,049	€ 23,792,538				€ 129,717,626

Projects/Programmes Completed or Discontinued in the reference year – Greater than €0.5m (Capital and Current)

Project/Scheme/Programme Name	Short Description	Current Expenditure Amount in Reference Year	Capital Expenditure Amount in Reference Year (Non Grant)	Capital Expenditure Amount in Reference Year (Grant)	Project/Programme Completion Date	Final Outturn Expenditure
HOUSING						
CALF - Capital Advance Leasing Facility		€ -	€ 11,327,830	€ -	2021	€ 11,327,830
Part V - Financial Contributions		€ -	€ 6,067,509	€ -	2021	€ 6,067,509
Broadford Rise Housing Construction	Construction of 21 housing units	€ -	€ 211,656	€ -	2021	€ 5,970,253
Georges St Upper (5 Units)	Turnkey acquisition of 5 Units at Georges St Upper	€ -	€ 1,550,000	€ -	2021	€ 1,550,000
SHIP - Housing Agency Acquisitions		€ -	€ 721,369	€ -	2021	€ 1,222,047
Nutgrove Crescent (2 x TAU Units)	Refurbishment of Existing Void TAU Units x2		€ 520,709		2021	€ 557,528
Ballyogan Avenue (2 units)	Construction of 2 housing units		€ 392,604		2021	€ 773,092
ROAD TRANSPORTATION AND SAFETY						
Shanganagh Road Interim Works - Phase 2	Phase 2 - 315m of footpath	€ -	€ -	€ -	2021	€ 590,000
Additional Outdoor Infrastructure Fund	Additional Outdoor Infrastructure Fund	€ -	€ 1,325,052	€ -	2021	€ 1,325,052
NTA – STMG Active Travel Road Maintenance	NTA – STMG Active Travel Road Maintenance	€ -	€ 1,985,449	€ -	2021	€ 1,985,449
NTA – STMG Active Travel I&CC	NTA – STMG Active Travel I&CC	€ -	€ 1,596,086	€ -	2021	€ 1,596,086
NTA – STMG Active Travel Parks	NTA – STMG Active Travel Parks	€ -	€ 825,196	€ -	2021	€ 825,196
NTA – STMG Active Travel Traffic	NTA – STMG Active Travel Traffic	€ -	€ 606,997	€ -	2021	€ 606,997
DEVELOPMENT MANAGEMENT						
LIHAF Cherrywood -(Phase 1) - Q-P*	Druid's Glen Road & Bridge, & new N11 junction	€ -	€ 151,346	€ -	2021	€ 4,293,000
RECREATION & AMENITY						
Fernhill Park & Gardens Phase 2	Development on a phased basis Fernhill estate	€ -	€ 656,948	€ -	2021	€ 4,600,000
Pavilion Theatre Safety Works	Fire safety works	€ -	€ 174,053	€ -	2021	€ 743,000
Meadowbrook Pool Tile refurbishment		€ -	€ 175,352	€ -	2021	€ 779,268
		€ -	€ 28,288,155	€ -		€ 44,812,307

Appendix B

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	Discussion/Action Required
1.1 Does the local authority ensure, on an on-going basis, that appropriate people within the organisation and its agencies are aware of their requirements under the Public Spending Code (incl. through training)?	3	The requirements of the PSC were brought to attention of relevant staff in 2021.
1.2 Has internal training on the Public Spending Code been provided to relevant staff?	3	Internal training has been carried out and refresher training is planned
1.3 Has the Public Spending Code been adapted for the type of project/programme that your organisation is responsible for, i.e., have adapted sectoral guidelines been developed?	3	A specific Guidance Note was developed for the Local Government Sector in relation to the QA process. New structures being put in place to help adapt guidelines for dlr.
1.4 Has the organisation in its role as Approving Authority satisfied itself that agencies that it funds comply with the Public Spending Code?	N/A	As dlr not a Sanctioning Authority
1.5 Have recommendations from previous QA reports (incl. spot checks) been disseminated, where appropriate, within the organisation and to agencies?	2	Relevant departments take cognisance of recommendations in these reports
1.6 Have recommendations from previous QA reports been acted upon?	2	Relevant departments take cognisance of recommendations in these reports
1.7 Has an annual Public Spending Code QA report been submitted to and certified by the Chief Executive Officer, submitted to NOAC and published on the Local Authority's website?	3	Yes
1.8 Was the required sample of projects/programmes subjected to in-depth checking as per step 4 of the QAP?	3	Yes - in depth review carried out

<p>1.9 Is there a process in place to plan for ex post evaluations?</p> <p>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.</p>	2	<p>Informal processes have always been in place. Formal processes are currently being implemented.</p>
<p>1.10 How many formal evaluations were completed in the year under review? Have they been published in a timely manner?</p>	N/A	<p>Formal processes have been implemented. No projects met the valuation requirement of €20m for publication</p>
<p>1.11 Is there a process in place to follow up on the recommendations of previous evaluations?</p>	2	<p>A Project Governance Board is in place to provide a governance framework for Capital Projects in dlr. It has done considerable work at approval, monitoring and funding stages of projects and post project reviews are now an important focus of this board.</p>
<p>1.12 How have the recommendations of reviews and ex post evaluations informed resource allocation decisions?</p>	2	<p>Relevant departments take cognisance of recommendations in these reports</p>

❖ The scoring mechanism for the above checklists is as follows:

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

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

Capital Expenditure being Considered – Appraisal and Approval	Self-Assessed Compliance Rating: 1 - 3	Comment/Action Required
2.1 Was a Strategic Assessment Report (SAR) completed for all capital projects and programmes over €10m?	3	A business case that addresses all the Corporate objectives is prepared for all projects
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?	2	Monthly project status reports submitted to the Public Realm Group
2.3 Was a Preliminary and Final Business Case, including appropriate financial and economic appraisal, completed for all capital projects and programmes?	3	
2.4 Were the proposal objectives SMART and aligned with Government policy including National Planning Framework, Climate Mitigation Plan etc?	3	
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?	3	

Were appropriate budget contingencies put in place?		
2.10 Was risk considered and a risk mitigation strategy commenced? Was appropriate consideration given to governance and deliverability?	3	
2.11 Were the Strategic Assessment Report, Preliminary and Final Business Case submitted to DPER for technical review for projects estimated to cost over €100m?	3	
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	
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 approval sought from Government through a Memorandum for Government at the appropriate decision gates for projects estimated to cost over €100m?	3	

❖ The scoring mechanism for the above checklists is as follows:

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

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

Current Expenditure being Considered – Appraisal and Approval	Self-Assessed Compliance Rating: 1 - 3	Comment/Action Required
3.1 Were objectives clearly set out?	3	Expenditure considered as part of 2021 Budget Process
3.2 Are objectives measurable in quantitative terms?	3	Yes
3.3 Was a business case, incorporating financial and economic appraisal, prepared for new current expenditure proposals?	3	Yes, a robust process is in place to consider any additional expenditure before it is approved
3.4 Was an appropriate appraisal method used?	3	Yes, a robust process is in place to consider any additional expenditure before it is approved
3.5 Was an economic appraisal completed for all projects/programmes exceeding €20m or an annual spend of €5m over 4 years?	N/A	
3.6 Did the business case include a section on piloting?	N/A	
3.7 Were pilots undertaken for new current spending proposals involving total expenditure of at least €20m over the proposed duration of the programme and a minimum annual expenditure of €5m?	N/A	
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?	N/A	
3.10 Has an assessment of likely demand for the new scheme/scheme extension been estimated based on empirical evidence?	3	Yes

3.11 Was the required approval granted?	3	Approved by Council in accordance with the relevant statutory requirements
3.12 Has a sunset clause been set?	N/A	
3.13 If outsourcing was involved were both EU and National procurement rules complied with?	N/A	
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?	2	
3.15 Have steps been put in place to gather performance indicator data?	2	Systems are in place for gathering of data to assess effectiveness of schemes where appropriate

❖ The scoring mechanism for the above checklists is as follows:

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

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

Incurring Capital Expenditure	Self-Assessed Compliance Rating: 1 - 3	Comment/Action Required
4.1 Was a contract signed and was it in line with the Approval given at each Decision Gate?	3	Yes
4.2 Did management boards/steering committees meet regularly as agreed?	3	Management Team held monthly meetings, Public Realm Forum and the Project Governance Board both held regular meetings
4.3 Were programme co-ordinators appointed to co-ordinate implementation?	3	Yes
4.4 Were project managers, responsible for delivery, appointed and were the project managers at a suitably senior level for the scale of the project?	3	Yes
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?	3	At times
4.8 Were decisions on changes to budgets / time schedules made promptly?	3	In the main
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.)?	N/A	Yes
4.10 If circumstances did warrant questioning the viability of a project/programme/grant scheme, was the project subjected to adequate examination?	N/A	Business Case was updated and examined in detail.

4.11 If costs increased or there were other significant changes to the project was approval received from the Approving Authority?	3	Yes
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?	N/A	Yes

- ❖ The scoring mechanism for the above checklists is as follows:
 - Scope for significant improvements = a score of 1
 - Compliant but with some improvement necessary = a score of 2
 - Broadly compliant = a score of 3

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

Incurring Current Expenditure	Self-Assessed Compliance Rating: 1 -3	Comment/Action Required
5.1 Are there clear objectives for all areas of current expenditure?	3	Outlined in Annual Budget, Department Business plans, Annual works programmes, Annual Service Delivery Plan and Performance Indicators
5.2 Are outputs well defined?	3	Financial Management System, Budget Review, Correspondence with users (CRM), Corporate Plan – 2020-2024, PMDS, Annual Report, NOAC Performance Indicators Report (annual) and Annual Service Plan
5.3 Are outputs quantified on a regular basis?	3	Targets, Goals & Objectives are established at start of each year and are monitored on an on-going and continuous basis throughout year through regular scheduled meetings and through continuous contact with relevant staff within departments
5.4 Is there a method for monitoring efficiency on an ongoing basis?	3	Financial Management System, Budget Review, Correspondence with users (CRM), Corporate Plan – 2020-2024, PMDS, Annual Report, NOAC Performance Indicators Report (annual) and Annual Service Plan
5.5 Are outcomes well defined?	3	Financial Management System, Budget Review, Correspondence with users (CRM), PMDS, Annual Report, Performance Indicators Report (annual) & Annual Service Plan.
5.6 Are outcomes quantified on a regular basis?	3	Yes, regular review of performance
5.7 Are unit costings compiled for performance monitoring?	3	

5.8 Are other data compiled to monitor performance?	2	
5.9 Is there a method for monitoring effectiveness on an on-going basis?	3	Structured departmental meetings are held to assess and review performance against targets/goals/objectives. Through the National Performance Indicators, the Council's performance is measured against other authorities. The Council's Service Delivery Plan also specifies objectives for the Department. Reports through Customer Relationship Management System (CRM)
5.10 Has the organisation engaged in any other 'evaluation proofing' ¹ of programmes/projects?	2	Dlr has an Internal Audit Section in place who report to an Audit Committee and LGAS audit requests

❖ The scoring mechanism for the above checklists is as follows:

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

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

Checklist 6 – To be completed in respect of capital projects/programmes & capital grant schemes discontinued and/or evaluated during the year under review

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	Formal processes have been implemented
6.2 Were lessons learned from Project Completion Reports incorporated into sectoral guidance and disseminated within the Sponsoring Agency and the Approving Authority?	2	Lessons Learned reports have been undertaken and to be circulated internally
6.3 How many Project Completion Reports were published in the year under review?	N/A	
6.4 How many Ex-Post Evaluations were completed in the year under review?	N/A	
6.5 How many Ex-Post Evaluations were published in the year under review?	N/A	
6.6 Were lessons learned from Ex-Post Evaluation reports incorporated into sectoral guidance and disseminated within the Sponsoring Agency and the Approving Authority?	N/A	
6.7 Were Project Completion Reports and Ex-Post Evaluations carried out by staffing resources independent of project implementation?	N/A	
6.8 Were Project Completion Reports and Ex-Post Evaluation Reports for projects over €50m sent to DPER for dissemination?	N/A	

- ❖ The scoring mechanism for the above checklists is as follows:
 - Scope for significant improvements = a score of 1
 - Compliant but with some improvement necessary = a score of 2
 - Broadly compliant = a score of 3

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

Current Expenditure that (i) reached the end of its planned timeframe or (ii) was discontinued	Self-Assessed Compliance Rating: 1 - 3	Comment/Action Required
7.1 Were reviews carried out of current expenditure programmes that matured during the year or were discontinued?	N/A	No services ceased in 2021
7.2 Did those reviews reach conclusions on whether the programmes were efficient?	N/A	No services ceased in 2021
7.3 Did those reviews reach conclusions on whether the programmes were effective?	N/A	No services ceased in 2021
7.4 Have the conclusions reached been taken into account in related areas of expenditure?	N/A	No services ceased in 2021
7.5 Were any programmes discontinued following a review of a current expenditure programme?	N/A	No services ceased in 2021
7.6 Were reviews carried out by staffing resources independent of project implementation?	N/A	No services ceased in 2021
7.7 Were changes made to the organisation's practices in light of lessons learned from reviews?	N/A	No services ceased in 2021

Notes:

- ❖ The scoring mechanism for the above checklists is as follows:
 - Scope for significant improvements = a score of 1
 - Compliant but with some improvement necessary = a score of 2
 - Broadly compliant = a score of 3

- ❖ For some questions, the scoring mechanism is not always strictly relevant. In these cases, it is appropriate to mark as N/A and provide the required information in the commentary box as appropriate.

- ❖ The focus should be on providing descriptive and contextual information to frame the compliance ratings and to address the issues raised for each question. It is also important to provide summary details of key analytical outputs covered in the sample for those questions which address compliance with appraisal/evaluation requirements i.e. the annual number of appraisals (e.g. Cost Benefit Analyses or MultiCriteria Analyses), evaluations (e.g. Post Project Reviews). Key analytical outputs undertaken but outside of the sample should also be noted in the report.

Quality Assurance – In Depth Check

Section A: Introduction

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

Programme or Project Information	
Name	Glenamuck District Roads Scheme
Detail	<p>The Glenamuck District Roads Scheme will involve the following elements:</p> <p>The Glenamuck District Distributor Road, approximately 890m of four lane dual carriageway and 660m of two-lane single carriageway road which will connect the existing R117 Enniskerry Road with the Glenamuck Road.</p> <p>The Glenamuck Link Distributor Road comprising of approximately 1800m of two-lane single carriageway road, which will connect the new distributor road with the existing Glenamuck Road and Ballycorus Road, providing an alternative to Enniskerry Road for north-south travel through the village of Kiltiernan.</p> <p>The new distributor and link roads, with associated traffic management measures and site works including attenuation ponds, will join the existing road network with new junctions to be formed with the R117 (Enniskerry Road), R116 (Ballycorus Road), Barnaslingan Lane and the Glenamuck Road.</p>
Responsible Body	Dùn Laoghaire-Rathdown County Council
Current Status	Expenditure Being Considered
Start Date	Preliminary design work for the scheme commenced in 2005 to inform the inclusion of the scheme in the 2007 Local Area Plan. Anticipated commencement on site is Quarter 3 2022
End Date	Anticipated Completion Date is Quarter 4 2023
Overall Cost	€75,350,000

Project Description

The Kiltiernan/Glenamuck Local Area Plan (LAP) was adopted by Dún Laoghaire-Rathdown County Council in 2007. The LAP included for the introduction of the Glenamuck District Distributor Road Scheme, in order to improve the capacity of the local road network and to promote the economic development within the area as identified in the County Development Plan. The road scheme was included and further refined in the subsequent Kiltiernan/Glenamuck LAP 2013- 2019 (extended to 2023), and the implementation of the LAP is included as an objective in the current Dún Laoghaire-Rathdown County Development Plan 2016-2023. The scheme was subsequently renamed as the Glenamuck District Roads Scheme (GDRS).

The Glenamuck District Road Scheme will improve the overall capacity of the local road network and will improve the road safety on the existing Glenamuck and Enniskerry Roads. The new roads will operate as distributor roads to the South Eastern Motorway while facilitating the economic development within the area as identified in the Dún Laoghaire-Rathdown County Development Plan. The scheme will also support and facilitate the development of Kiltiernan Village as a pedestrian-friendly area free from through traffic. The scheme is to be funded from Section 49 development contributions.

The nature and extent of the works to be undertaken includes:

- The provision of footpaths, cycle lanes, pedestrian/cyclists (toucan) traffic signals, public lighting, signing, and lining on the new road network
- The provision of bus gates to Enniskerry Road and Glenamuck Road
- Provision of necessary SuDS (Sustainable Urban Drainage Systems) attenuation ponds
- Smart traffic light junction equipment and software will be installed. These will allow monitoring of junctions to reduce queuing
- Installation of ducting to facilitate fibre optic cables which will provide modern broadband services will be accommodated.

There are two short sections of the road scheme that fall just outside of the Kiltiernan/Glenamuck LAP and the cost for this land, approximately €7m, is to be funded from the Section 48 Development Contribution Scheme and is provided for in Dún Laoghaire-Rathdown County Council's Programme of Capital Projects under the heading Glenamuck LAP Associated Works (exclusive of Section 49 scheme).

A separate scheme for the upgrading of the Glenamuck Road/ Enniskerry Road Junction was approved under a Part 8 Planning procedure. It had been proposed to carry out these works as a separate contract, however this was delayed due to difficulties in acquiring the

necessary lands. It is now proposed to include these works within the same works contract as the Glenamuck District Roads Scheme. The costs for the Glenamuck Road/Enniskerry Road Junction upgrade, approximately €1m, are to be funded from the Section 48 Development Contribution Scheme and are also included in Dún Laoghaire-Rathdown County Council's Programme of Capital Projects under the heading Glenamuck LAP Associated Works (exclusive of Section 49 scheme).

Section B - Step 1: Logic Model Mapping

As part of this In-Depth Check, Internal audit have completed a Programme Logic Model (PLM) for the Glenamuck District Roads Scheme.

Objectives	Inputs	Activities	Outputs	Outcomes
<p>To operate successfully as a distributor road to the South Eastern Motorway.</p> <p>To improve the capacity of the local road network at peak commute times and accommodate the various modes of transport.</p> <p>To improve access to public transport including LUAS and Quality Bus Corridors.</p> <p>To improve road safety and reduce the number of accidents along the existing Glenamuck and Enniskerry Roads.</p> <p>To improve provisions for cyclists, pedestrians, and other vulnerable road users.</p> <p>To promote the economic development within the area as identified in the Dún Laoghaire- Rathdown County Development Plan.</p>	<p>Section 49 development contributions and approved loan facility of €70m to fund upfront infrastructure.</p> <p>Appropriate Council staffing resources.</p> <p>Appropriate external professional/technical resources.</p> <p>Land Acquisitions.</p>	<p>The Activities delivered to date include:</p> <p>Completed tender process for engineering consultancy services.</p> <p>Cost Benefit Analysis carried out.</p> <p>Preparation of An Bord Pleanála Planning submission and Compulsory Purchase Order submission.</p> <p>Negotiations with adjacent landowners.</p>	<p>Design work up to tender for contractor was carried out by the consultant engineers.</p> <p>An Bord Pleanála confirmed approval for the roads scheme and Compulsory Purchase Order for land acquisitions.</p> <p>Notices to Treat and Notices to Enter issued to interested parties.</p> <p>Agreements for acquisitions of lands reached with 6 landowners.</p>	<p>The envisaged outcome of the project is to improve the overall capacity of the local road network and to improve road safety on the existing Glenamuck and Enniskerry Roads.</p> <p>The new roads will operate as distributor roads to the South Eastern Motorway while facilitating the economic development within the area as identified in the Dún Laoghaire-Rathdown County Development Plan.</p> <p>The scheme will also support and facilitate the development of Kiltiernan Village as a pedestrian-friendly area free from through traffic.</p>

Description of Programme Logic Model

Objectives:

The overall principal aims, and objectives of the Glenamuck District Roads Scheme are as follows:

- To operate successfully as a distributor road to the South Eastern Motorway.
- To improve the capacity of the local road network at peak commute times and accommodate the various modes of transport.
- To improve access to public transport including LUAS and Quality Bus Corridors.
- To improve road safety and reduce the number of accidents along the existing Glenamuck and Enniskerry Roads.
- To improve provisions for cyclists, pedestrians, and other vulnerable road users.
- To promote the economic development within the area as identified in the Dún Laoghaire- Rathdown County Development Plan.

Inputs:

The project requires funding from Section 49 development contributions and an approved loan facility of €70m to fund up-front the provision of infrastructure. Staffing resources from within the Council's Infrastructure and Climate Change Department and external services provided by professional/technical companies are required to progress this project.

Activities:

Key activities carried out include procurement of a consultant engineer, preparation of a Cost Benefit Analysis, preparation of An Bord Pleanála Planning submission and Compulsory Purchase Order submission and negotiations with landowners to acquire lands.

Outputs:

Having carried out the identified activities using the inputs, the outputs of the project included the granting of planning approval from An Bord Pleanála for the Glenamuck District Roads Scheme and confirmation of the Compulsory Purchase Order by An Bord Pleanála, Notices to Treat and Notices to Enter issued to interested parties and agreements for acquisitions of lands were reached with 6 landowners.

Outcomes:

The envisaged outcome of the project will be to improve the overall capacity of the local road network and to improve the road safety on the existing Glenamuck and Enniskerry Roads. The new road will operate as a distributor road to the South Eastern Motorway while facilitating the economic development within the area as identified in the Dún Laoghaire-Rathdown County Development Plan. The scheme will also support and facilitate the development of Kiltiernan Village as a pedestrian-friendly area free through traffic.

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

The following section tracks the Glenamuck District Roads Scheme from inception to pre-tender in terms of major project milestones.

Date	Project Milestone
2005	Preliminary design work commenced to inform the inclusion of the scheme in the 2007 Local Area Plan
2007	Kiltiernan/Glenamuck LAP 2007-2013 adopted by Council
2008	Section 49 Supplementary Development Contribution Scheme adopted
2013	Kiltiernan/Glenamuck LAP 2013-2019 adopted by Council
2016	County Development Plan 2016-2022
2017	Engineering Consultant appointed to undertake engineering services associated with all stages of the delivery of the civil engineering works relating to the scheme
December 2018	Amendment to Section 49 Supplementary Development Contribution Scheme Approved
January 2019	Approval of loan facility to fund up front provision of infrastructure received at January County Council Meeting
December 2019	An Bord Pleanála approval for the roads scheme and CPO for land acquisitions
February 2020	Notice of confirmation by An Bord Pleanála of the Compulsory Purchase (GDRS) Order published and served to interested parties
February 2021	The dlr Projects Governance Board (PGB) granted Stage 3 approval for land acquisitions and to issue tender
March 2021 – July 2021	Land acquisitions
May 2021	Notice to Treat served to interested parties
July 2021	Notice to Enter served to interested parties

Section B - Step 3: Analysis of Key Documents

The following section reviews the key documentation relating to appraisal, analysis and evaluation for the Glenamuck District Roads Scheme.

Project/Programme Key Documents	
Title	Details
1. Kiltiernan/Glenamuck LAP 2013 – 2019 (extended to 2023)	A Local Area Plan (LAP) consists of a suite of policies and objectives for an area, intended to guide that area’s development for a period of 6 years, which may be extended to a maximum of 10 years, if appropriate. A LAP is a statutory planning document, but for a smaller more focused area, and with greater detail.
2. Section 49 Supplementary Development Contribution Scheme	Development Contribution Schemes are programs adopted by the Council in accordance with the provisions of Sections 48 and 49 of the Planning & Development Act 2000, (as amended). They provide a legal basis for the process whereby developers and others are required to financially contribute towards the cost of providing public infrastructure and facilities, that will benefit development within their area.
3. Business Case Proposal and Approvals Checklist	Internal Documents – submitted to the dlr Projects Governance Board for approval.
4. An Bord Pleanála Approval and CPO for Land Acquisition	Permission for the Glenamuck District Roads Scheme, and confirmation of the ‘Dun Laoghaire-Rathdown County Council Compulsory Purchase Order (Glenamuck District Road Scheme) Order 2019,’ were both granted by An Bord Pleanála on the 18th of December 2019.
5. Cost Benefit Analysis	Consultants appointed to carry out a Cost Benefit Analysis under PHASE 3 - Design and Environmental Evaluation.
6. Financial Reporting and Cost Control	The financial status of the overall project was updated regularly on the Council’s Capital Tracker Dashboard. The necessary financial data is available on Agresso.

Key Document 1: Kiltiernan/Glenamuck LAP 2013 – 2019 (extended to 2023)

The Kiltiernan/Glenamuck Local Area Plan (LAP) was adopted by Dún Laoghaire-Rathdown County Council in 2007. The LAP included for the introduction of the Glenamuck District Distributor Road Scheme, in order to improve the capacity of the local road network and to promote the economic development within the area as identified in the County Development Plan. The road scheme was included and further refined in the subsequent LAP 2013-2019 (extended to 2023), and the implementation of the LAP is included as an objective in the current County Development Plan 2016-2023.

The scheme was subsequently renamed as the Glenamuck District Roads Scheme (GDRS).

Key Document 2: Section 49 Supplementary Development Contribution Scheme

A Section 49 Supplementary Development Contribution Scheme for the roads scheme (including Surface Water Attenuation Ponds) was adopted by the Council in November 2008. The intention of the scheme was to facilitate the recovery of the costs of the scheme through development contribution levies. An amendment to the Section 49 Scheme to reduce the levy rates was presented to the Elected Members at the Council Meeting of 10th December 2018 and this was passed by Resolution. The amended levy rates have subsequently been updated in December 2019 and in January 2021 at the indexed rate of 5%, as provided for in the terms of the Levy Scheme. Development contributions collected under the scheme will ultimately fund the infrastructure i.e., the Glenamuck District Roads Scheme.

Key Document 3: Business Case Proposal and Approvals Checklist

The Business Case gives an overview of the project by setting out the project vision, benefits, key roles, project scope, options considered, costs and resources, climate change and energy management, SMART and digital transformation, age friendly strategy, timescale, complexity and initial risks.

The Business Case was brought to the dlr Projects Governance Board for approval. The project received sanction from the PGB at different intervals to proceed to stage 2 (approval to issue statutory planning) and stage 3 (approval for land acquisition and approval to issue tender).

Key Document 4: An Bord Pleanála Approval and CPO for Land Acquisition

Planning for the scheme commenced in January 2019 and due to the scale of the scheme it required an Environmental Impact Assessment Report (EIAR) to be submitted to An Bord

Pleanála. A Compulsory Purchase Order was also required for the scheme, and this was submitted to An Bord Pleanála in parallel with the EIAR.

Planning permission for the Glenamuck District Roads Scheme and confirmation of the 'Dún Laoghaire-Rathdown County Council Compulsory Purchase Order (Glenamuck District Road Scheme) Order 2019,' were both granted by An Bord Pleanála on 18th of December 2019. The Notice to Treat had to be issued within 18 months i.e., by June 2021 for the Compulsory Purchase Order to be valid.

Key Document 5: Cost Benefit Analysis

The Cost Benefit Analysis was carried out in July 2019 by consultants for the Glenamuck District Roads Scheme. Cost Benefit Analysis's are required for all transport projects with estimated lifetime costs in excess of €20 million. This requirement is stipulated by the Department of Public Expenditure and Reform (DPER) under the Public Spending Code and the Department of Transport Tourism and Sport (DTTAS) under the Common Appraisal Framework (CAF) for Transport Projects and Programmes. The Cost Benefit Analysis was undertaken to provide an assessment of the costs and benefits of the Glenamuck District Roads Scheme in order to determine if the scheme was economically worthwhile. All of the impacts of the scheme which could be given a monetary value were included in the assessment. These included transport user benefits, changes in transport emissions and safety benefits. The Cost Benefit Analysis indicated that the Glenamuck District Roads Scheme is a highly likely value for money. The Cost Benefit Analysis for this scheme has taken account of the relevant guidance from DPER, Transport Infrastructure (TII) and DTTAS.

Key Document 6: Financial Reporting and Cost Control

The financial status of the project is updated regularly on the Council's Capital Tracker Dashboard. A Public Realm Status Report incorporating all updates on the project is provided at the monthly Public Realm meeting attended by the Chief Executive and senior management. The necessary financial data is also available on Agresso which can be used to monitor the expenditure and income of the project.

The budget for the scheme is included in the Council's Programme of Capital Projects.

Review of sample payments by Internal Audit to assess compliance with purchasing regulations and procurement guidelines: -

- All payments to the main consultant engineer were reviewed. It was noted that a Chief Executive Order was signed to increase the scope of the consultant engineers' contract to provide services for Irish Water which involved developing a detailed design for both water and foul water services based on a preliminary Irish Water layout and that an agreement was reached by way of a 'State Body Agreement' that provides for the recoupment from Irish Water of the costs for same. These additional works were added to the original contract purchase order as a separate line on the order. The consultant engineers' invoices do not clearly separate out which works are being invoiced for and, as a result, payment for other works have been paid out of the Irish Water works line on the purchase order.

- It was noted that currently works which are to be funded from the Section 48 Development Contribution Scheme and which are also included in the Dún Laoghaire-Rathdown County Council Capital Programme under Glenamuck LAP Associated Works (exclusive of Section 49 scheme) are charged to the Glenamuck District Roads Scheme. A new capital code for these works was set up in October 2021 and costs associated with these works, which are currently charged to the Glenamuck District Roads Scheme code, should be transferred to the new code.
- It was noted that one supplier was engaged to carry out unforeseen accommodation works in relation to livestock in the absence of procuring quotes from the appropriate number of suppliers. There is a note on the Agresso Financial Management System advising it was not possible to obtain additional quotes due to time constraints.

Section B - Step 4: Data Audit

The following section details the data audit that was carried out for the Glenamuck District Roads Scheme. It evaluates whether appropriate data is available for the future evaluation of the project.

Data Required	Use	Availability
Business Case Proposal and Approval Checklist	To determine the need and feasibility of the project and seek sanction to carry out works	On file
CEO's detailing appointment of consultants, suppliers, and land acquisitions	Details adherence with national and local procurement regulations	On file
Project Steering Group Minutes	Reported progress of scheme during various stages	On file

Data Availability and Proposed Next Steps

The data audit presented above details the type of information that is currently available if this project is selected to undergo further review. It is the opinion of Internal Audit that dlr is collecting relevant data that will enable future evaluation of the Glenamuck District Roads Scheme.

It was noted that although the Capital Projects Office keep a central record of all Chief Executive Orders in hard copy, only the more recent Chief Executive Orders are in

electronic format. Capital Projects Office are requested to consider scanning all relevant Chief Executive Orders for the scheme to the project network folder.

As the existing electronic copies of the Chief Executive Orders are named by order number, they are not readily identifiable. Capital Projects Office are requested to consider preparing an electronic list of the relevant Chief Executive Orders numbers for the project, with a brief summary about the order and saving this to the project folder on the network and updating the list as new Chief Executive Orders are created.

Section B - Step 5: Key Evaluation Questions

The following section looks at the key evaluation questions for Fernhill Park and Gardens – Phase 2 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)

Compliance with the standards of the public spending code is set out below.

Appraisal Stage – Phase 1

This phase of the project was subject to the standards outlined in the 'Public Spending Code Expenditure Planning, Appraisal & Evaluation in the Irish Public Service -Standards Rules and Procedures dated September 2013' and the new guide which replaced it in December 2019, 'Public Spending Code, A Guide to Evaluating Planning and Managing Public Investment.'

Tendering and appointment of the main consultant engineer was carried out in accordance with national procedures. Chief Executive Orders were prepared and signed appointing the main consultant. The dlr Projects Governance Board at their meeting on the 8th January 2019 granted approval to issue to statutory planning and at their meeting on the 1st February 2021 granted approval for land acquisitions and approval to issue to tender.

The financial status of the project is updated regularly on the Capital Tracker Dashboard and the necessary financial data is available on Agresso.

Regular Project Steering Group meetings are held, and the minutes of these meetings are on file.

Internal Audit reviewed a number of sample payments to assess compliance with purchasing regulations and procurement guidelines. The results are as follows:

➤ All payments to the main consultant engineer were reviewed. It was noted that a Chief Executive Order was signed to increase the scope of the consultant engineers' contract to provide services for Irish Water which involved developing a detailed design for both water and foul water services based on a preliminary Irish Water layout and that an agreement was reached by way of a 'State Body Agreement' that provides for the recoupment from Irish Water of the costs for same. These additional works were added to the original contract purchase order as a separate line on the order. The consultant engineers' invoices do not clearly separate out which works are being invoiced for, and as a result, payment for other works have been paid out of the Irish Water works line on the purchase order.

➤ It was noted that currently works which are to be funded from the Section 48 Development Contribution Scheme and which are also included in the Dún Laoghaire Rathdown County Council Capital Programme under Glenamuck LAP Associated Works (exclusive of Section 49 scheme) are charged to the Glenamuck District Roads Scheme. A new capital code for these works was set up in October 2021 and costs associated with these works, which are currently charged to the Glenamuck District Roads Scheme code, should be transferred to the new code.

➤ It was noted that one supplier was engaged to carry out unforeseen accommodation works in relation to livestock in the absence of procuring quotes from the appropriate number of suppliers. There is a note on the Agresso Financial Management System advising it was not possible to obtain additional quotes due to time constraints.

Implementation Stage – Phase 2

The implementation stage is outside the specific scope of this review.

Post Implementation Stage

The post implementation stage is outside the specific scope of this review.

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

Relevant data that will enable future evaluation of this project is being collected and will be readily available for future evaluation.

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

It is recommended that for projects which are the responsibility of the Capital Projects Office, that where there is an increase to a consultant's contract to provide services or carry out works for another entity such as Irish Water and where such costs are recoupable from the entity, that a separate purchase order be raised for these works and that these works should be invoiced for by the consultant separately in order to maintain a separate and accurate record of the final cost of the works for recoupment purposes.

Capital Projects Office Response: It is agreed that this process should be implemented going forward.

During the in-depth a number of minor/housekeeping grade findings were identified. Recommendations were made in respect of these findings which Capital Projects Office staff agreed to implement.

Section: In-Depth Check Summary

The following section presents a summary of the findings of this In-Depth Check for the Glenamuck District Roads Scheme.

Summary of In-Depth Check

The Glenamuck District Roads Scheme was reviewed for compliance with the Public Spending Code. Internal Audit is satisfied that the delivery of the project to date substantially complies with the standards set out in the code and these standards should be maintained throughout the remaining stages of the project.

Internal Audit recommend that the Capital Projects Office consider the following recommendations:

Where there is an increase to a consultant or contractors contract to provide services or carry out works for another entity such as Irish Water and where such costs are recoupable from the entity, that a separate purchase order be raised for these works and that these works should be invoiced for by the consultant/contractor separately in order to maintain a separate and accurate record of the final cost of the works for recoupment purposes.

During the in-depth a number of minor/housekeeping grade findings were identified. Recommendations were made in respect of these findings which Capital Projects Office staff agreed to implement.

Audit Opinion

Given the outcome of this review, it is the opinion of Internal Audit that there is overall reasonable assurance that there is compliance with the Public Spending Code within Dún Laoghaire-Rathdown County Council.

Quality Assurance – In Depth Check

Section A: Introduction

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

Programme or Project Information	
Name	Operation and Maintenance of Piers and Harbours (G02) (Costs associated with Dún Laoghaire Harbour)
Detail	Provision of services for the operation and maintenance of Dún Laoghaire Harbour which transferred into the control of Dún Laoghaire-Rathdown County Council in October 2018
Responsible Body	Dún Laoghaire-Rathdown County Council
Current Status	Current expenditure - Revenue Budget
Start Date	January 2021
End Date	December 2021
Overall Cost	The Council made provision in the 2021 Revenue Budget for expenditure of €3,482,400 and income of €2,765,000 on this programme

Project Description

Dún Laoghaire Harbour transferred to the Council on 3rd October 2018 by Statutory Instrument No. 391 of 2018. The DLR Harbour Section currently has 13 direct staff within management, administration, maintenance and security, including a harbour master. Harbour staff are responsible for the management of vessels within or on approach to Dún Laoghaire Harbour, aids to navigation, port security requirements, enforcement of the Harbour Byelaws, along with boat storage and swing moorings. Harbour staff are also responsible for the management of the Dún Laoghaire Harbour car parks, management and upkeep of harbour properties, liaison with harbour tenants, cleansing and general maintenance within the harbour, as well as the management of all events and filming within the harbour estate.

There are a wide range of existing organisations operating within Dún Laoghaire Harbour including marine-related businesses, clubs, recreational and fishing activities as well as residents. These include leading yachting and sailing clubs and water sport organisations. As well as important businesses based in Dún Laoghaire Harbour, there are agencies such as the RNLi (Royal National Lifeboat Institution) and the Coastguard. Other users of the harbour include the Navy and cruise operators.

Dún Laoghaire Harbour is an important recreational and amenity asset for local residents and visitors. In line with Government guidelines related to Covid-19 all services resumed throughout Dún Laoghaire Harbour in 2021. There was a resurgence of normal “water based” activity, particularly around individual based water sports such as stand-up paddle boarding, kayaking, dinghy sailing. This resulted in the requirement for a water safety patrol to protect these new water sport participants. There was also an increase in cruise ship tender bookings for the harbour in 2022.

DLR Harbour Section priorities identified in the 2021 Adopted Budget included:

- Continued provision of focused cleaning and safety services for the piers and harbour
- Publishing of Economic Plan for the future of Dún Laoghaire Harbour
- Progression of the Ferry Terminal lease and associated foreshore lease
- Progress of the National Watersports Campus Project
- Introduction of harbour safety patrol during summer months
- Accommodation of Bike Hub Project within the harbour confines
- Full condition survey of the West Pier
- Repairs to Berth 4 Fenders
- Repairs to Berth 2 Fenders
- New LED lights to be installed in both lighthouses
- New public pontoon to be installed at the West Pier
- New power and water supply points to be installed for the fishing fleet
- New toilet block in public boat yard
- Condition survey of metal sheet pile wall at St. Michaels Pier
- Public realm improvements around the Ferry Terminal

Section B - Step 1: Logic Model Mapping

As part of this In-Depth Check, Internal Audit have completed a Programme Logic Model (PLM) for the Operation and Maintenance of Piers and Harbours (G02).

Objectives	Inputs	Activities	Outputs	Outcomes
<p>To continue to support the sustainable development of Dún Laoghaire Harbour.</p> <p>To ensure the safe management and operation of harbour activities at Dún Laoghaire Harbour.</p> <p>To protect and enhance the water based recreational amenity of Dún Laoghaire Harbour.</p> <p>To maintain the coal harbour area and the East and West Piers of Dún Laoghaire Harbour as publicly accessible facilities.</p>	<p>2021 Revenue Budget – Expenditure – €3,482,400 Income - €2,765,000.</p> <p>Council staff resources which includes administrative staff, harbour police and a harbour master.</p> <p>Appropriate external professional/technical resources.</p>	<p>Ensure the management of vessels within or on approach to Dún Laoghaire Harbour.</p> <p>Procurement of contractors for various works.</p> <p>Procurement of consultants to carry out surveys.</p> <p>Working with consultant appointed in 2020 to conduct an economic and strategic review of Dún Laoghaire Harbour.</p> <p>Invoicing and collection of harbour dues, pontoon fees.</p>	<p>Publication of the Economic Plan for Dún Laoghaire Harbour.</p> <p>Full condition survey of the West Pier completed.</p> <p>Repairs to Berth 4 Fenders completed.</p> <p>New LED lights installed in both lighthouses.</p> <p>New public pontoon installed at the West Pier.</p> <p>New power and water supply points installed for the fishing fleet.</p> <p>Public Realm improvements around the Ferry Terminal completed.</p>	<p>Ongoing activities ensure that Dún Laoghaire Harbour remains operational all year round.</p> <p>Safe and efficient management and operation of harbour activities for leisure craft, cruise ships and fishing fleets.</p> <p>Maintained Dún Laoghaire Harbour as a publicly accessible facility.</p>

Description of Programme Logic Model

Objectives:

The Council's primary objective in respect to Dún Laoghaire Harbour is to continue to support the sustainable development of the harbour and to ensure the safe management and operation of harbour activities. In addition, the Council wishes to protect and enhance the water based recreational amenity of the harbour and to maintain the coal harbour area and the East and West Piers of the harbour as publicly accessible facilities.

Inputs:

Dún Laoghaire-Rathdown Council's meeting of 24th November 2020 adopted the Annual Budget for 2021 which included the provision of an expenditure budget of €3,482,400 and income budget of €2,765,000 for the Operation and Maintenance of Piers and Harbours. The inputs also included the associated administration costs for staff in the DLR Harbour Section. Other inputs included external services provided by professional/technical companies and contractors.

Activities:

The key activities carried out were ensuring the management of vessels within or on approach to Dún Laoghaire Harbour, procurement of contractors to carry out various works, the procurement of consultants to carry out surveys and working with the consultant appointed to conduct an economic and strategic review of Dún Laoghaire Harbour. Other activities included invoicing and collection of harbour dues and pontoon fees.

Outputs:

Having carried out the identified activities using the inputs the outputs are as follows:

- Publication of the Economic Plan for the future of Dún Laoghaire Harbour.
- Full condition survey of the West Pier completed.
- Repairs to Berth 4 Fenders completed.
- New LED lights installed in both lighthouses.
- New public pontoon installed at the West Pier.
- New power and water supply points installed for the fishing fleet.
- Public Realm improvements around the Ferry Terminal completed.

Outcomes:

The ongoing activities ensured that Dún Laoghaire Harbour remained operational all year round and that there was a safe and efficient management and operation of harbour activities for leisure craft, cruise ships and fishing fleet and that the public realm

improvement works carried out helped maintain Dún Laoghaire Harbour as a publicly accessible facility.

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

The following section tracks the Operation and Maintenance of Piers and Harbours (G02) from inception to conclusion in terms of major project/programme milestones.



2018	Dún Laoghaire Harbour transferred into the control of Dún Laoghaire-Rathdown County Council
Annually	Health and safety inspections Review health and safety risk assessments Review and re-issue notices to Mariners Review Port Security Plan Review Port Waste Plan Review Port Emergency Plan Review Oil Spill Contingency Plan Review radiological risk assessment
Weekly/Monthly	Checking of aids to navigation and repair/replace as necessary Checking of harbour infrastructure generally and repair as required Invoicing and payments
On-going	Management and operation of harbour activities including liaising with Dublin Port (DP), DP pilots, ship captains, customs, immigration, Irish Coast Guard (IRCG), RNLI etc. Management of navigation safety within the harbour Management of moorings and boat storage Management of and liaising with harbour tenants Enforcement of Harbour Bye-Laws Issuing of licences for events as required



The following are key services, initiatives, and highlights of 2021:

- Publication of the Economic Plan for the future of Dún Laoghaire Harbour
- Full condition survey of the West Pier completed
- Repairs to Berth 4 Fenders completed
- New LED lights installed in both lighthouses
- New public pontoon installed at the West Pier
- New power and water supply points installed for the fishing fleet
- Public Realm improvements around the Ferry Terminal completed

Section B - Step 3: Analysis of Key Documents

The following section reviews the key documentation relating to appraisal, analysis and evaluation for the Operation and Maintenance of Piers and Harbours (G02).

Project/Programme Key Documents	
Title	Details
Annual Budget	2021 Budget approved by Council on 24 th November 2020
Monthly Management Reports	In accordance with the Local Government Act 2001, management reports are prepared for the Council which set out details of services provided, policy implementation and other performance details. The reports facilitate communication between the Elected Members and the Chief Executive
Economic Plan for Dún Laoghaire Harbour	The Economic Plan for Dún Laoghaire Harbour, prepared by consultant appointed by the Council, sets out a roadmap to assist and guide the ongoing development of the harbour
Chief Executive Orders	CE Orders authorising expenditure on the Programme
Financial Reporting and Cost Control	Expenditure reports generated from Agresso

Key Document 1: Annual Budget for 2021

The Council meeting of 24th November 2020 adopted the Annual budget for 2021. The Council made provision in the 2021 Revenue Budget for Operation and Maintenance of Piers and Harbours expenditure of €3,482,400 and income of €2,765,000. In the Annual Budget provisions, Operation and Maintenance of Piers and Harbours accounted for 1.6% of the total revenue expenditure budget of €211.3 million.

Key Document 2: Monthly Management Reports

Management reports set out the performance of the Chief Executive's functions during the preceding calendar month in accordance with 136(2) of the Local Government Act 2001. The monthly reports detail progress including the implementation of policy or other matters required by the Council in the exercise of its reserved functions and the provision of services by the Council. Monthly management reports were submitted from January to December 2021 by DLR Harbour Section.

Key Document 3: Economic Plan for Dún Laoghaire Harbour

Dún Laoghaire-Rathdown County Council, following a competitive tender, appointed a consultant in January 2020 to provide independent expert advice to input to a sustainable economic plan for Dún Laoghaire Harbour. The objective was to assist the Council to develop Dún Laoghaire Harbour with a view to maximising the benefit to citizens and ensuring the harbour's financial sustainability and to set out a roadmap to guide the ongoing development of the harbour. The economic plan was completed in November 2021 and published by the Council.

In preparing the economic plan, the consultant's noted there had been several important developments in external policy context since the transfer of the ownership of the harbour to Dún Laoghaire-Rathdown County Council in 2018. These included the Maritime Area Planning (MAP) Bill, the National Planning Framework and the National Energy and Climate Action Plan 2021-2030. It was also noted that the National Ports Policy 2013 identified Dún Laoghaire Harbour as a port of regional significance.

Research was carried out with input from sports clubs and businesses operating in Dún Laoghaire Harbour and other harbour users. A number of strategic recommendations are outlined within the plan, and it is noted that while it is important to continue to facilitate existing sports clubs, fishing, and other users of Dún Laoghaire Harbour, there is also a need to accommodate new or expanded uses in order to increase the revenues needed to underpin the financial viability of the harbour.

Key Document 4: Chief Executive Orders

Signed Chief Executive Orders authorising expenditure on the operation and maintenance of Dún Laoghaire Harbour are generally in place ensuring compliance with procurement procedures.

Key Document 5: Financial Reporting and Cost Control

DLR Harbour Section are accountable through the budgetary process and demonstrate governance in its operations by regular reviews of expenditure and income and monitoring of performance against budget throughout the year. Agresso reports are run throughout the year to monitor expenditure and income against the budget.

Review of sample payments by Internal Audit to assess compliance with purchasing regulations and procurement guidelines: -

A review of sample expenditure was undertaken for the year 2021. It was noted that purchase order request forms outlining the procurement procedure were attached at requisition stage. However, it was noted that relevant Chief Executive Orders or copies of

quotations received were not always attached at requisition stage, as outlined in the DLR Procurement Process document.

The Council’s three-year capital programme 2021-2023 highlights the absence of capital funding for Dún Laoghaire Harbour. It includes a category for the harbour projects and funding is flagged as not available. It was noted that smaller capital projects for Dún Laoghaire Harbour are currently being charged to the revenue budget and Inter-capital transfers related to this expenditure are carried out. The Finance Department have given sanction for this charging, and it is part of the revenue annual budgeting process. This occurs primarily as Dún Laoghaire Harbour cannot currently benefit from development levies in respect of capital works, hence smaller capital projects are carried out through the revenue account. It is hoped to include Dún Laoghaire Harbour in future Development Levy Schemes.

Section B - Step 4: Data Audit

The following section details the data audit that was carried out for the Operation and Maintenance of Piers and Harbours (G02). It evaluates whether appropriate data is available for the future evaluation of the project/programme.

Data Required	Use	Availability
Chief Executive Orders	Details adherence with national and local procurement regulations	On file
Financial Reports	To monitor expenditure and income against budget	On file/ Agresso
Department/Section Process Documents	To monitor services provided and associated processes	On file

Data Availability and Proposed Next Steps

The data audit presented above details the type of information that is available for inspection. It is the opinion of Internal Audit that DLR is collecting relevant data that will enable future evaluation of the programme.

It was noted that although DLR Harbour Section keep a copy of Chief Executives Orders in electronic format, existing electronic copies are named by order number and are not

readily identifiable. DLR Harbour Section are requested to consider preparing an electronic list of the relevant Chief Executive Order numbers for the programme, with a brief summary about the order and saving this to the programme folder on the network and updating the list as new Chief Executive Orders are created.

It was noted that although DLR Harbour Section attach a purchase order request form to the requisition at requisition stage which outlines the relevant procurement procedure, the relevant Chief Executive Order or copies of quotations received were not always attached to the requisition, as outlined in the DLR Procurement Process document. DLR Harbour Section are requested to ensure relevant documentation is attached to the requisition at requisition stage.

Section B - Step 5: Key Evaluation Questions

The following section looks at the key evaluation questions for the Operation and Maintenance of Piers and Harbours (G02), 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)

Having reviewed the documentation in relation to the expenditure incurred and income received during 2021, Internal Audit can give reasonable assurance that there is compliance with the Public Spending Code.

The following key documents were generally in place for the Operation and Maintenance of Piers and Harbours (G02):

- Budget approved by the Council
- Chief Executive Orders
- Financial Reports
- Department /Section Process Documents

Improvements and recommendations in relation to such documentation are noted below.

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 is available for inspection.

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

It is recommended that staff in the DLR Harbour Section involved in the raising of requisitions/purchase orders are made aware of the DLR Procurement Process document, which is available on the Council's intranet, and advised to attach the relevant documentation in relation to the requisition at requisition stage, as outlined in the Procurement Process document.

Harbour Section Response: Staff involved in raising requisitions are aware of the DLR Procurement Process. However, Staff will be requested to check that information on requisition requests is accurate; to make sure that copies of Executive Orders are attached to requisition requests and Executive Orders mentioned relate to the works being requested.

During the in-depth a recommendation was made in respect of a minor/housekeeping grade finding which staff in the Harbour Section agreed to implement.

Section: In-Depth Check Summary

The following section presents a summary of the findings of this In-Depth Check on the Operation and Maintenance of Piers and Harbours (G02).

Summary of In-Depth Check

Dún Laoghaire Harbour is owned, managed, and operated by Dún Laoghaire-Rathdown County Council since 3rd October 2018.

Ongoing activities in 2021 ensured that Dún Laoghaire Harbour remained operational all year round and that there was a safe and efficient management and operation of harbour activities for leisure craft, cruise ships and fishing fleet. The public realm improvement works carried out helped maintain Dún Laoghaire Harbour as a publicly accessible facility. In line with Government guidelines related to Covid-19 all services resumed throughout Dún Laoghaire Harbour in 2021.

Having examined the controls in place for the Operation and Maintenance of Dún Laoghaire Harbour, Internal Audit can give a reasonable assurance that there is compliance with the Public Spending Code.

Internal Audit recommend that DLR Harbour Section consider the following recommendations:

Ensure that staff involved in the raising of requisitions are aware of the DLR Procurement Process document and advised to attach the relevant documentation in relation to the requisition at requisition stage, as outlined in the DLR Procurement Process document.

During the in-depth a recommendation was made in respect of a minor/housekeeping grade finding which staff in the Harbour Section agreed to implement.

Audit Opinion

Given the outcome of this review, it is the opinion of Internal Audit that there is overall reasonable assurance that there is compliance with the Public Spending Code by DLR Harbour Section.