



Public Spending Code Quality Assurance Report 2024

To be submitted to National Oversight & Audit Commission
(NOAC)

May 2025

Certification

This Quality Assurance Report reflects Kilkenny County Council's Assessment of compliance with the Public Spending Code.

It is based on the best financial, organisational and performance related information available across the various areas of responsibility.

Signature of Accounting Officer: _____

**Lar Power,
Chief Executive Officer.**

Date: _____

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Introduction

Kilkenny County Council has undertaken the Quality Assurance requirements as set out in the Public Spending Code with the results of each of the five steps represented in this report.

The Public Spending Code was written specifically with Government Departments in mind and some of the terminology is very specific to that sector. The Guidance Note, prepared and updated by the CCMA Finance Committee, advises on each stage of Quality Assurance requirements and provides interpretations from a Local Government perspective.

The Quality Assurance procedure involves a 5-step process: -

Step 1 - Draw up inventories of projects/programmes at the different stages of the Project Life Cycle with total project values greater than €0.5m.

Step 2 – Publication of summary information on the organisation’s website of all procurements in excess of €10m, related to projects in progress or completed in the year under review. A new project may become a “project in progress” during the year under review if the procurement process is completed and a contract is signed.

Step 3 - Complete the 7 checklists contained in the PSC. Only one of each check-list per Local Authority is required. Checklists are not required for each project/programme.

Step 4 - Carry out a more in-depth check on a small number of selected projects/programmes.

Step 5 - Complete a short summary report for the National Oversight and Audit Commission (NOAC). The report, which will be generated as a matter of course through compliance with Step 1.

Step 1 – Project Inventory

The Project Inventory is a representation of Kilkenny County Council's Capital & Current projects with an individual project value of €0.5m or greater. The projects are broken down into the following categories: -

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

Project Inventory Template - Appendix A details Kilkenny County Councils compiled inventory for year 2024: -

The following is an overview of the projects contained within Appendix A.

	REVENUE	CAPITAL	TOTAL
	>€0.5m	>€0.5m	
Expenditure being Considered	0	60	60
Expenditure being Incurred	40	53	93
Projects/Programmes Completed or Discontinued in 2024	0	10	10

Step 2 – Summary Information on Web-site

Kilkenny County Council's Project Inventory informs the projects to be published on the organisation's website. Summary details of all procurements (capital and current) where the value exceeds €10m are required to be published under a heading and the list must be published by 31st May each year for each project/procurement greater than €10m regardless of its status.

The requirement to publish relates specifically to procurement and not the project. Where a project is reported at over €10m only the elements of that project that were the subject of a procurement process for a contract in excess of €10m need to be reported. Kilkenny County Council confirms that no single element of a project listed on Inventory 2024 falls within this category and therefore there is no publication to Kilkenny County Council's web-site.

Step 3 – Checklists

There are 7 Checklists and the purpose of the checklists is to provide a self-assessment overview of how compliant Kilkenny County Council is with the Public Spending Code. The checklists published in the original spending code publication have been amended and the revised checklists are included in Appendix B.

The Checklists are informed by the Project Inventory and the following table and scoring mechanism outlines the approach taken by Kilkenny County Council in completion of the Checklists by relevant budget holders in respect of the guidelines set out in the Public Spending Code.

Checklist Completion aligned with Project Inventory	
EXPENDITURE TYPE	CHECKLIST TO BE COMPLETED
General Obligations	General Obligations Checklist 1
A. Expenditure being Considered	Capital Projects/Programmes – Checklist 2 Current Expenditure – Checklist 3
B. Expenditure being Incurred	Capital Projects/Programmes – Checklist 4 Current Expenditure – Checklist 5
C. Expenditure that has recently Ended	Capital Projects/Programmes – Checklist 6 Current Expenditure – Checklist 7

Organisations are asked to estimate their compliance on each item on a 3 point scoring scale

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

Overview of Findings

The completed check lists show the extent to which Kilkenny County Council believes compliance with the Public Spending Code has been achieved.

General Obligations

Good levels of compliance are evident in checklist responses.

Expenditure being considered

The check list for capital expenditure under consideration suggests good levels of compliance with PSC in general with regard to areas such as appraisal, procurement and compliance with tendering procedures.

Expenditure being incurred

Good levels of compliance are evident in checklist responses.

Expenditure completed in 2024

Current expenditure programmes are primarily ongoing year-to-year programmes as agreed by Elected Members at budget time and are subject to ongoing monthly/quarterly budgetary reviews and annual audit rather than once off reviews.

Step 4 – In-depth Check on Sample Number of Projects

Kilkenny County Council has selected projects for in depth review that follows the criteria set out in the Guidelines and are detailed in Appendix C:

- Capital Projects: Projects selected represent a minimum of 5% of the total value of all Capital projects on the Project Inventory.
- Revenue Projects: Projects selected represent a minimum of 1% of the total value of all Revenue Projects on the Project Inventory.
- This minimum is an average over a three-year period.
- The same projects have not been selected more than once in a three-year period.
- Over a 3-5-year period all stages of the project life cycle and every scale of project have been included in the in-depth check.
- Step 4 has looked at a small subset of schemes reported on the Project Inventory, looking in more detail at the quality of the Appraisal, Planning and/or Implementation stages to make a judgement on whether the work was of an acceptable standard and that it was/is compliant with the Public Spending Code.
- The approach/methodology for the In-depth checking exercise is informed by the template D provided for in the Guidelines.

The In-depth checks were carried out by the Internal Audit Section of Kilkenny County Council following the criteria listed above. Appendix C details the methodology and conclusions of the checks on a significant capital projects and a sub programme of current expenditure. **Kilkenny City North Transport Project** satisfies the percentage requirement of the inventory for capital expenditure in 2024. The in-depth analysis of the sub programmes of current expenditure **Local Improvement Schemes, and Community Involvement Schemes** satisfy the percentage requirement of the inventory for current expenditure in 2024.

Step 5 – Completion of Summary Report – Conclusion

This report details the tasks undertaken and the information provided to meet the requirements of the Quality Assurance element of the Public Spending Code.

In conclusion the following is an over-view of tasks undertaken and information provided: -

- A Project Inventory, informed by budget holders, has been prepared. The inventory represents Kilkenny County Council's Current & Capital Projects & Programmes with individual lifetime costs greater than €0.5m. The inventory is further categorised by expenditure under consideration, expenditure in the current year – 2024, expenditure recently ended.
- A review of procurements was undertaken and no such procurement projects or elements of a project exist meeting criteria as set out in the Guidelines.
- The 7 Checklists completed provide reasonable assurance of satisfactory compliance with the Public Spending Code. Nothing of a serious nature was highlighted during this exercise.
- An in-depth review of a capital projects and revenue project has been completed. This exercise provides satisfactory assurance that projects are compliant with the Public Spending Code.
- This summary report is the final stage in the Quality Assurance Code. The report has been considered by the Management Team of Kilkenny County Council and certified by the Accounting Officer, Lar Power, Chief Executive Officer.

Appendix A

Inventory of Projects & Programmes

- 1. Expenditure being Considered - Greater than €0.5m (Capital and Current)**
- 2. Expenditure being Incurred - Greater than €0.5m (Capital and Current)**
- 3. Projects/Programmes Completed or discontinued in the reference year - Greater than €0.5m (Capital and Current)**

Expenditure being Considered - Greater than €0.5m (Capital and Current)							
Project/Scheme/Programme Name	Short Description	Current Expenditure Amount in Reference Year	Capital Expenditure Amount in Reference Year (Non Grant)	Capital Expenditure Amount in Reference Year (Grant)	Project Programme Anticipated Timeline	Projected Lifetime Expenditure	Explanatory Notes
HOUSING & BUILDING							
HC22/04 CPO - Former Barracks Castlecomer	SHIP Housing Construction Project			€ -	2027	€9,900,000.00	Expected to be 100% funded
VH335 Clanmil HA Ire CLG 4 Units at 70-71 Patrtick Street, Kilkenny	CAS Housing Project			€ -	2025	€902,463.00	Expected to be 100% funded
HC 22/12 - G Mullins Butcher Jacob Street	SHIP Housing Construction Project			€ -	2025	€540,000.00	Expected to be 100% funded
HS 178 Abbeymeadows, Abbeygate, Ferrybank, Co. Kilkenny	SHIP Turnkey / Part V Housing Project			€ -	2025	€5,843,935.00	Expected to be 100% funded
HS 190 Ogenty Gowran	SHIP Turnkey / Part V Housing Project			€ -	2025	€6,032,577.00	Expected to be 100% funded
Hs 179 Marnellsmeadows, Callan Road, Kilkenny	SHIP Turnkey / Part V Housing Project			€ -	2025	€7,962,496.00	Expected to be 100% funded

HS 219 - 4 units Fiddown Co Kilkenny	SHIP Turnkey / Part V Housing Project			€ -	2025	€1,386,000.00	Expected to be 100% funded
HS 208 Ardreagh, Lumper Lane, Urlingford, Co. Kilkenny	SHIP Turnkey / Part V Housing Project			€ -	2025	€6,482,057.00	Expected to be 100% funded
HS 221 Abbey Road Ferrybank	SHIP Turnkey / Part V Housing Project			€ -	2026	€5,800,268.00	Expected to be 100% funded
HS 209 Church View, Kilmacow, Co. Kilkenny	Mixed Tenure SHIP Turnkey / Part V & Affordable Housing Project			€ -	2026	€3,275,296.00	Social Housing element Expected to be 100% funded
HS 206 Castleoaks Phase 2 Breagagh Valley Kilkenny City	SHIP Turnkey / Part V Housing Project			€ -	2026	€6,846,952.00	Expected to be 100% funded
HS 210 - Barrack St Goresbridge	SHIP Turnkey / Part V Housing Project			€ -	2026	€4,330,614.00	Expected to be 100% funded
HS216 - 22 units at Moondarrig, Main Street, Mooncoin, Co. Kilkenny	SHIP Turnkey / Part V Housing Project			€ -	2026	€9,594,075.00	Expected to be 100% funded

HS 203 - Kilcreen Kilkenny	Mixed Tenure SHIP Direct Build & Affordable Housing Project			€ 1,154,642	2027	€25,020,276.00	Social Housing Units 100% Funded. Affordable Housing Units - funded from sales and AHF
HS 225 An Grainan Maudlin St Thomastown	SHIP Turnkey / Part V Housing Project			€ -	2027	€6,480,000.00	Expected to be 100% funded
HS 226 Ardgowan Waterford Road Kilkenny City	SHIP Turnkey / Part V Housing Project			€ -	2027	€6,480,000.00	Expected to be 100% funded
HS 218 Mallardstown Callan Group Home	SHIP Direct Build Housing Project			€ -	2027	€850,000.00	Expected to be 100% funded
HS 097 Butts Regeneration Project 1	SHIP Direct Build Housing Project			€ -	2027	€2,160,000.00	Expected to be 100% funded
VH311 KVHA Development of Prague House Hall ,Freshford	CAS Housing Project				2026	€1,775,000.00	Expected to be 100% funded
VH356 KVHA - Foulksrath, Callan - Group Home	CAS Housing Project			€ -	2026	€659,206.00	Expected to be 100% funded
VH365 KVHA - Mountgale, Rathmoylan - Group Home	CAS Housing Project			€ -	2026	€635,194.00	Expected to be 100% funded

VH373 - Belmont HA. - Karsan House, Slieverue - .Group Home	CAS Housing Project			€ -	2026	€763,790.00	Expected to be 100% funded
VH369 KVHA - 12 Appartments at McDonagh Junction, Kilkenny	CAS Housing Project			€ -	2025	€3,059,578.00	Expected to be 100% funded
VH376 - SOS Kilkenny - 50 Greenshill, Kilkenny	CAS Housing Project			€ -	2025	€678,667.00	Expected to be 100% funded
ROAD TRANSPORTATION & SAFETY							
Kilkenny City North Transport Project	Construction	€ -	€ -	€ 25,288	2030	€ 40,000,000.00	Assumed 100%grant funded
URDF Abbey Road & Belmont Road	URDF Project	€ -	€ -	€ -	2025	€ 3,200,000.00	URDF Grant Funding in place.Additional grant funding to be secured
URDF Port Road	URDF Project	€ -	€ -	€ -	2027	€ 2,800,000.00	URDF Grant Funding in place.Additional grant funding to be secured

Abbey Quarter Off Road Connectivity	URDF Project	€ -	€ -	€ -	2027	€ 2,000,000.00	URDF Grant Funding in place.Additional grant funding to be secured
City Demarcation & Gateways	URDF Project	€ -	€ -	€ -	2025	€ 500,000.00	URDF Grant Funding in place.Additional grant funding to be secured
Castle Parade Junction Improvement	CONSTRUCTION	€ -	€ -	€ -	2025	€ 615,000.00	URDF Grant Funding in place.Additional grant funding to be secured
Kilkenny City URDF Projects	URDF Project	€ -	€ -	€ -	2025	€ 3,700,000.00	URDF Grant Funding in place.Additional grant funding to be secured
Watergate Park, Market Yard		€ -	€ -	€ -	2026	€ 2,200,000.00	Grant of €1.9 in place
Waterford Road Rapid Build	Active Travel	€ -	€ -	€ -	2026	€ 2,200,000.00	100% NTA funding

Ring Road Cycle Facility Upgrade	Active Travel	€ -	€ -	€ -	2027	€ 21,250,000.00	Expected to be 100% funding (TII with NTA co-funding probable)
North Eastern Environs Cycle Route Improvement	Active Travel	€ -	€ -	€ -	2030	€ 24,200,000.00	Expected to be 100% funding.
Southern Environs Cycle Route Improvement	Active Travel	€ -	€ -	€ -	2030	€ 5,420,500.00	Expected to be 100% NTA funding
Northern River Crossing	Active Travel	€ -	€ -	€ -	2032	€ 7,500,000.00	NTA funding + other
Linear Park Boardwalk & Greensbrodge Upgrade	Active Travel	€ -	€ -	€ -	2028	€ 9,300,000.00	NTA Active Travel funding + other funding to be identified
Bus Stop Enhancement Programme	PUBLIC TRANSPORT	€ -	€ -	€ -	2029	€ 2,500,000.00	NTA funding
DEVELOPMENT INCENTIVES & CONTROLS							

Graiguenamanagh RRDF	Category 2 RRDF Application	€ -	€ -	€ -	2026	€ 1,450,000.00	Graiguenamanagh Tinnahinch Regeneration. Awaiting 80% funding approval from the Dept.
Glenmore Community Café	Town & Village Scheme	€ -	€ -	€ -	2026	€ 500,000.00	Application to be made to the Dept. for 90% funding
URDF Wat001 Abbey Road & Belmont Road	URDF Project	€ -	€ -	€ -	2028	€ 3,306,000.00	URDF Grant Funding in place.Additional grant funding to be secured
URDF Wat001 N29 Port Road	URDF Project	€ -	€ -	€ -	2028	€ 6,925,000.00	URDF Grant Funding in place.Additional grant funding to be secured
URDF Kik001 Refurbishment of Vicar Street & Greensbridge	URDF Project	€ -	€ -	€ -	2026	€ 1,208,000.00	URDF Grant Funding in place.Additional grant funding to be secured

URDF Kik003 City Mobility Improvements	URDF Project	€ -	€ -	€ -	2027	€ 1,286,000.00	URDF Grant Funding in place.Additional grant funding to be secured
URDF Kik003 St. Kieran's Street Upgrade	URDF Project	€ -	€ -	€ -	2026	€ 4,662,000.00	URDF Grant Funding in place.Additional grant funding to be secured
URDF Kik003 Upgrade of St. Mary's Precinct	URDF Project	€ -	€ -	€ -	2027	€ 955,000.00	URDF Grant Funding in place.Additional grant funding to be secured
URDF Kik003 Carnegie Plaza & Barrack Lane Upgrade	URDF Project	€ -	€ -	€ -	2027	€ 1,805,000.00	URDF Grant Funding in place.Additional grant funding to be secured
Piltown RRDF	RRDF Project	€ -	€ -	€ -	2026	€ -	RRDF 80% grant funding
Glenmore RRDF	RRDF Project	€ -	€ -	€ -	2026	€ 2,356,423.00	RRDF 80% grant funding

Piltown Town Regeneration	Business Hub				2026	€2,100,000.00	Grant 1.7 million approved 470k matching funding required
Urlingford Community Centre T & V	Town & Village Renewal	€ -	€ -	€ -	2026	€ 500,000.00	T & V Scheme grant funded
RECREATION & AMENITY							
Castlecomer Discovery Park - Woodland Bike Trail	Recreation/Public Amenity	€ -	€ -	€ -	2026	€ 555,093.00	90% Grant Funding
Watershed Upgrade	Upgrade of sports facility				2025	€ 4,105,000.00	Grant of €2.7 million approved
Watergate Upgrade		€ -	€ -	€ -	2026	€ 2,000,000.00	Grant Funding to be identified
Clover centre recreation amenity					2026	€ 940,000.00	Grant funding of €750k
Civil Defence Building		€ -	€ -	€ -	2026	€ 2,000,000.00	Local Funding
Old Carnegie Building					2026	2,100,000.00	Awaiting Department approval
Feasability Water Based Hub Kilkenny	Feasability Water Based Hub			€ 19,988.00	2026	€1,300,000.00	Failte Ireland Funding secured

Urlingford Pathfinder Project	Redesign of Public Realm	€ -	€ -		2026	€2,500,000.00	Grant Application under RRDF Scheme
Totals		€0.00	€0.00	€ 1,199,918		€287,397,460.00	

Expenditure being Incurred - Greater than €0.5m (Capital and Current)								
Project/Scheme/Program me Name	Short Description	Current Expenditure Amount in Reference Year	Capital Expenditure Amount in Reference Year (Non Grant)	Capital Expenditure Amount in Reference Year (Grant)	Project Programme Anticipated Timeline	Cumulative Expenditure to-date	Projected Lifetime Expenditure (Capital Only)	Explanatory Notes
HOUSING & BUILDING								
HC 17/09 Housing Development @ Crokers Hill, KK HS 110	SHIP Direct Build Housing Project	€ -	€ -	€ 15,889,346	2025	€ 34,917,818.00	€35,569,018.00	Expected to be 100% funded
HC20/17 Direct Build 21 Units at Tobarnapeiste, Freshford	SHIP Direct Build Housing Project	€ -	€ -	€ 342,342	2026	€ 705,708.00	€6,959,922.00	Expected to be 100% funded
HC19/28 Abbeyhill, Thomastown, Newtown.	Mixed Tenure SHIP Direct Build & Affordable Housing Project	€ -	€ -	€ 198,866	2026	€ 8,014,497.00	€13,129,821.00	Social Housing Units 100% Funded. Affordable Housing Units - funded from sales and AHF
HS 126 - Teach Aimsire, Granges Road, Kilkenny City (former Weather Station Site)	SHIP Direct Build Housing Project	€ -	€ -	€ 168,155	2026	€ 411,586.00	€2,174,273.00	Expected to be 100% funded
HC 22/09 - 6 7 8 & 9 Upper Patrick Street Kilkenny Urban Renewal	SHIP Direct Build Housing Project	€ -	€ -	€ 57,578	2027	€ 308,547.00	€2,154,432.00	Expected to be 100% funded
HS 200 Mill Lane Callan	SHIP Direct Build Housing Project	€ -	€ -	€ 291,696	2027	€ 301,696.00	€4,189,189.00	Expected to be 100% funded
HS 132 Canal Road Johnstown Project 1, 2, & 3	SHIP Direct Build Housing Project	€ -	€ -	€ 1,708	2027	€ 50,376.00	€4,164,265.00	Expected to be 100% funded

HS 164 - Powers and Lynchs, 18-20 Bridge Street Callan	SHIP Direct Build Housing Project	€ -	€ -	€ 2,829	2027	€ 54,785.00	€1,420,421.00	Expected to be 100% funded
HC19/28 Purchase Lands at Ladywell (OPW), Thomastown Newtown	SHIP DIRECT BUILD HOUSING PROJECT	€ -	€ -	€ 442,689.00	2025	€ 1,921,485.00	€12,860,000.00	Expected to be 100% funded
HC22/06 CPO - St Josephs Road (Cantwells)), The Butts Kilkenny	SHIP Housing Construction Project	€ -	€ -	€ 1,753.00	2027	€ 202,033.00	€3,400,000.00	Expected to be 100% funded
HS 223 - Callan Co-Op Site	SHIP Direct Build Housing Project	€ -	€ -	€ 331,859	2027	€ 331,859.00	€6,000,000.00	Expected to be 100% funded
Serviced Sites at New Road Mooncoin	Ready to Build Sites	€ -	€ -	€ 329,255	2027	€ 329,255.00	€600,000.00	Dependent on Sales. Partially Grant Funded.
2 Units at Old Community Centre Loughboy	SHIP Direct Build Housing Project	€ -	€ -	€ -	2025	€ 194,000.00	€570,000.00	Expected to be 100% funded
VH275 Sophia Purchase former St. John of God Convent, College Road.	CAS Housing Project	€ -	€ -	€ -	2027	€ 181,239.00	€7,021,678.00	Expected to be 100% funded
VH 114 GSC Purchase of Hennessy's Shop Castlecomer.	CAS Housing Project	€ -	€ -	€ 251,530	2025	€ 552,907.00	€845,791.00	Expected to be 100% funded
VH118 Red Barn, Ballyragget.	CAS Housing Project	€ -	€ -	€ 1,417,713	2025	€ 1,964,375.00	€4,192,666.00	Expected to be 100% funded
VH355 KVHA - Coolnamuck, Inistioge, Group Home.	CAS Housing Project	€ -	€ -	€ 341,101	2026	€ 341,101.00	€620,985.00	Expected to be 100% funded
VH324 KVHA - Toobar Court, Mill Street, Callan.	CAS Housing Project	€ -	€ -	€ 121,427	2027	€ 121,427.00	€4,513,290.00	Expected to be 100% funded
VH376 - SOS KILKENNY - 50 GREENSHILL, KK	CAS Housing Project	€ -	€ -	€ -	2025		€678,667.00	Expected to be 100% funded

Maintenance & Improvement of LA Housing Units	A01	€ 9,084,657.39						
Housing Assessment, Allocation and Transfer	A02	€ 718,653.42						
Housing Rent and Tenant Purchase Administration	A03	€ 919,427.39						
Administration of Homeless Service	A05	€ 1,805,493.04						
Support to Housing Capital Prog.	A06	€ 1,265,876.14						
RAS and Leasing Programme	A07	€ 14,047,621.15						
Housing Loans	A08	€ 1,619,492.41						
Housing Grants	A09	€ 2,330,400.45						
ROAD TRANSPORTATION & SAFETY								
N24 Carrick Road Improvement	Minor Project (€5-20m) in accordance with Unit 12.0 of the TII Project Appraisal Guidelines (PAG)	€ -	€ -	€ 27,550	2025	€ 272,754	€ 10,000,000	100% TII FUNDED
HD 15 & HD 17 N24 Tower Road	Minor Project (€5-20m) in accordance with Unit 12.0 of the TII Project Appraisal Guidelines (PAG)	€ -	€ -	€ 2,268,904	2024	€ 14,492,181	€ 14,000,000	100% TII FUNDED

N24 Cahir to Waterford	Major Project (>€20m) in accordance with Unit 12.0 of the TII Project Appraisal Guidelines (PAG)	€ -	€ -	€ 885,868	Stage 2 2023	€ 5,818,313	€ 6,000,000	100% TII Funded Statutory obligations completed by 2027. Currently awaiting further approval
OPW Ballyhale Flood Relief Scheme 2019	Flood Relief Works - Ballyhale	€ -	€ -	€ 75,852	2028	€ 895,900	€ 9,000,000	100% OPW Grant
OPW Graiguenemenagh Flood Relief Scheme 2019	Flood Relief Works - Graiguenamanagh	€ -	€ -	€ 671,435	2028	€ 2,344,293	€ 1,200,000	100% OPW Grant
N10 Dundaryark to Danesfort	Road Construction	€ -	€ -	€ -	2024	€ 931,414	€ 1,100,000	100% TII Funded
Public Lighting Energy Efficiency Project	Public Lighting Energy Efficiency Project	€ -	€ -	€ -	2027	€ 290,846	€ 3,600,000	Term loan
N77 Ballyragget Village to Ballynaslee	Minor Project (€5-20m) in accordance with Unit 12.0 of the TII Project Appraisal Guidelines (PAG)	€ -	€ -	€ 8,035,994	2025	€ 8,816,418	€ 12,000,000	100% TII Funded
Breaghagh Valley infrastructue Road	Design/Planning	€ -	€ -	€ -	2030	€ 69,158	€ 5,200,000	Kilkenny Co Co funded
Loughmacask Link Road	Design/Planning	€ -	€ -	€ -	2025	€ 197,912	€ 3,100,000	Kilkenny Co Co funded
City Centre Traffic Management Plan.	Sustainable Urban Mobility Plan for Kilkenny City. Active Travel Plan.	€ -	€ -	€ 58,425	2025	€ 406,905	€ 500,000	Funded by NTA.
Cootes Lane to Ring Road	New Pedestrian/Cyclist	€ -	€ -	€ 632,065	2025	€ 632,065	€ 700,000	Funded by NTA.

	Bridge Active Travel							
Bridge Street Callan One Way System	Junction Improvements	€ -	€ -	€ 461,082	2025	€ 461,082	€ 631,000	Funded by NTA.
ACTIVE TRAVEL - ST. KIERAN'S STREET & MARKET YARD ENHANCEMENT WORKS	Active travel	€ -	€ -	€ 49,128.00	2024	€ 197,642.00	€1,500,000.00	Awaiting outcome of Multi Criteria Analysis (MCA) before claiming balance from URDF Call 2
Active Travel - Southern Environs Cycle Routes Improvements	Active travel	€ -	€ -	€ 6,150	2030	€ 282,229	€10,000,000.00	NTA Active Travel Grant
Active Travel - North Eastern Environs Cycle Routes Improvements	Active travel	€ -	€ -	€ -	2030	€ 253,531	€10,000,000.00	NTA Active Travel Grant
Active Travel - North Western Environs Cycle Routes Improvements	Active travel	€ -	€ -	€ 647	2030	€ 113,092	€10,000,000.00	NTA Active Travel Grant
Active Travel - Linear Park Boardwalk and Greensbridge Upgrade	Active travel	€ -	€ -	€ -	2030	€ 373,821	€4,000,000.00	NTA Active Travel Grant
Refurbishment Vicar Street & Greensbridge	Refurbishment	€ -	€ -	€ -	2024	€ 60,791	€750,000.00	Outstanding balance can be claimed against URDF Call 1 allocation
Rapid Deployment Kilkenny City Freshford Road & Granges Road	Pedestrian/Cycle Facility Improvement	€ -	€ -	€ 976,800	2025	€ 976,800	€ 1,075,000	Funded by NTA.

NP Road - Maintenance and Improvement	B01	€ 1,693,092.83						
Regional Road - Maintenance and Improvement	B03	€ 1,485,307.62						
Local Road - Maintenance and Improvement	B04	€ 24,222,339.51						
Public Lighting	B05	€ 1,522,970.67						
Road Safety Engineering Improvement	B07	€ 866,202.86						
Car Parking	B09	€ 1,433,788.81						
WATER SERVICES								
Water Supply	C01	€ 3,534,233.65						
Waste Water Treatment	C02	€ 2,334,970.73						
Admin of Group and Private Installations	C05	€ 1,178,019.28						
DEVELOPMENT MANAGEMENT								
Kik002 New Urban Street & Park	Public Realm/Accessibility	€ -	€ -	€ 75,000.00	2028	€ 700,000.00	€ 16,476,000.00	75% funding from URDF
Kik002 Boardwalk at Greensbridge	Public Realm Development	€ -	€ -	€ 54,000.00	2025	€ 154,000.00	€ 1,064,750.00	URDF Funding in place
URDF Kik001 Cultural Hub	URDF Project	€ -	€ -	€ 32,000.00	2026	€ 66,000.00	€ 886,000.00	URDF Grant Funding in place.Additional grant funding to be secured -

								Maturation Vats funding of 208k to be reallocated to this project
URDFWat001 Belmont Link Road and Enhanced Greenway Connectivity	URDF Project	€ -	€ -	€ 227,000.00	2028	€ 484,000.00	€ 11,920,000.00	URDF Grant Funding in place.Addition al grant funding to be secured
RRDF Callan - Friary Complex Callan RF0175	Community Development	€ -	€ 14,995.00	€ 37,510.00	2026	€ 141,970.00	€ 865,000.00	Grant Funding for Masterplan
Thomastown Library & Community Hall RRDF 2021	RRDF Project	€ -	€ -	€ 1,303,248.00	2026	€ 1,532,809.00	€ 4,700,000.00	RRDF Grant funding
Butts Regeneration Fund	Town Regeneration	€ -	€ -	€ 110,377.00	2025	€ 110,377.00	€ 850,000.00	Funding in Place
Forward Planning	D01	€ 747,016.63						
Development Management	D02	€ 2,237,660.64						
Enforcement	D03	€ 585,334.76						
Tourism Development and Promotion	D05	€ 1,987,717.83						
Community and Enterprise Function	D06	€ 4,562,566.93						
Economic Development and Promotion	D09	€ 11,047,107.12						
Heritage and Conservation Services	D11	€ 1,079,280.64	€ -	€ -		€ -	€ -	

ENVIRONMENTAL PROTECTION								
New Fire Station for Kilkenny City	Construction of new Fire Station for Kilkenny City	€ -	€ -	€ 383,983	2027	€ 497,178	€ 10,500,000.00	Grant approval to date €9.5m
Recovery & Recycling Facilities Operations	E02	€ 1,271,991.33						
Litter Management	E05	€ 685,412.23						
Street Cleaning	E06	€ 2,010,331.41						
Maintenance of Burial Grounds	E09	€ 557,524.27						
Safety of Structures and Places	E10	€ 500,163.33						
Operation of Fire Service	E11	€ 7,447,360.91						
Water Quality, Air and Noise Pollution	E13	€ 4,127,004.06						
Climate Change and Flooding	E15	€ 606,425.12						
RECREATION & AMENITY								
Kik001 Lighting up the Medieval Mile	Lighting			€ 92,000.00	2025	€ 660,000.00	€ 660,000.00	URDF Funding in place
Kilkenny Countryside Park - Swim Play Stay from the city to the park	Countryside Park			€ 209,986.00	2025	€ 791,700.00	€ 985,000.00	Various Funding Sources
Woodstock to South East Greenway Link	Recreation/Public Amenity	€ -	€ 108,394.00	€ 112,798.00	2025	€ 221,192.00	€ 1,313,000.00	Various Funding Sources
Shee Alms Project	Recreation/Public Amenity		€ 82,470.00	€ -	2026	€ 340,484.00	€ 528,000.00	Local Funding

Tholsel Project	Recreation/Public Amenity	€ -		€ 84,248.00		€ 673,374.00	€ 9,000,000.00	Various Funding Sources
Kik001 Watergate Urban Park (previously City Demarcation)	Recreation/Public Amenity	€ -		€ 440,000.00	2025	€ 440,000.00	€ 1,368,000.00	1. Failte Ireland Destination Towns 300k. 2. Town & Village Accelerated Measures 40k 3. Failte Ireland Urban Animation 250k 4. DTCAGSM Outdoor Public Space Scheme 250k 5. URDF 325k
Operation of Library and Archival Service	F02	€ 4,327,445.09						
Outdoor Leisure Areas Operations	F03	€ 3,889,051.51						
Operation of Arts Programme	F05	€ 1,009,169.10						
AGRICULTURE EDUCATION HEALTH & WELFARE								
Vetrinary Service	G04	€ 678,491.00	€ -	€ -		€ -	€ -	
MISCELLANEOUS SERVICES								
Franchise Costs	H04	€ 529,077.00	€ -	€ -		€ -	€ -	
Local Representation & Civic Leadership	H09	€ 1,594,837.00	€ -	€ -		€ -	€ -	

Motor Taxation	H10	€ 885,320.00	€ -	€ -		€ -	€ -	
Agency & Recoupable Services	H11	€ 1,032,294.00	€ -	€ -		€ -	€ -	
Totals		€ 123,461,129.26	€ 205,859	€37,501,897.00		€95,604,925.00	€276,536,168.00	

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	Explanatory Notes
HOUSING & BUILDING							
HS 196 - Castleoaks Kilkenny City Phase 1	SHIP Turnkey / Part V Housing Project	€ -	€ -	€ -	2024	€ 9,445,806.00	100% funded
HS 214 College Park Crecent, Nyne Park, Callan Road, Kilkenny City	SHIP Turnkey / Part V Housing Project	€ -	€ -	€ 4,068,052	2024	€ 4,068,052.00	100% funded
HS 191 Fox Meadow, Loughmacask, Kilkenny	SHIP Turnkey / Part V Housing Project	€ -	€ -	€ 1,865,740	2024	€ 2,072,217.00	100% funded
VH131 GSC PURCHASE OF 21 Blackmill Street - Conversion & Construction	CAS Housing Project	€ -	€ -	€ 129,462	2024	€ 2,949,016.00	100% funded
VH333 SOS Kilkenny CLG 6 Units at Tinnypark, Callan Road, Kilkenny	CAS Housing Project	€ -	€ -	€ -	2024	€ 1,445,633	100% funded
VH149 GSC Construction of 12 Units, Brother Thomas Place , Kilkenny	CAS Housing Project	€ -	€ -	€ -	2024	€ 2,887,001	100% funded

HC 16/28 Mulhalls Shop Old Newpark Kilkenny	SHIP Direct Build Housing Project	€ -	€ -	€ 184,299	2024	€ 1,769,666	100% funded
17 - 21 Village Gardens, Waterford Road, Kilkenny City	SHIP Turnkey / Part V Housing Project	€ -	€ -	€ -	2024	€ 1,204,866	100% funded
12 Units at the Crescent, Belmont, Ferrybank	SHIP Turnkey / Part V Housing Project	€ -	€ -	€ -	2024	€ 3,149,968	100% funded
ROAD TRANSPORTATION & SAFETY							
NP/NS Safety Barrier Minor Improvements	Road Construction	€ -	€ -	€ -	2024	€ 619,192	100% TII Funded.
Totals		€ -	€ -	€ 6,247,553		€ 29,611,417	

Appendix B

Checklists 1-7

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

	General Obligations not specific to individual projects/programmes.	Self-Assessed Compliance Rating: 1 - 3	Comment/Action Required
Q 1.1	Does the organisation ensure, on an ongoing basis, that appropriate people within the organisation and its agencies are aware of their requirements under the Public Spending Code (incl. through training)?	2	As the requirements of the code are raised at various Management Team Meetings, the Management Team are familiar with the content and aims of the code. Through contact and information sharing between the coordinator and project leaders, budget holders are aware of the requirements of the public spending code. The PSC informs the decision-making process at all stages of a new or planned project.
Q 1.2	Has internal training on the Public Spending Code been provided to relevant staff?	1	Contact has been made with an identified trainer and it is the intention that identified staff are trained in advance of the

			completion of the 2025 PSC return
Q 1.3	Has the Public Spending Code been adapted for the type of project/programme that your organisation is responsible for, i.e., have adapted sectoral guidelines been developed?	3	
Q 1.4	Has the organisation in its role as Approving Authority satisfied itself that agencies that it funds comply with the Public Spending Code?	N/A	
Q 1.5	Have recommendations from previous QA reports (incl. spot checks) been disseminated, where appropriate, within the organisation and to agencies?	2	
Q 1.6	Have recommendations from previous QA reports been acted upon?	3	Yes
Q 1.7	Has an annual Public Spending Code QA report been submitted to and certified by the Chief Executive Officer, submitted to NOAC and published on the Local Authority's website?	3	Yes
Q 1.8	Was the required sample of projects/programmes subjected to in-depth checking as per step 4 of the QAP?	3	Yes
Q 1.9	Is there a process in place to plan for ex post evaluations? Ex-post evaluation is conducted after a certain period has passed since the completion of a target project with emphasis on the effectiveness and sustainability of the project.	2	Yes, as appropriate.
Q 1.10	How many formal evaluations were completed in the year under review? Have they been published in a timely manner?	N/A	
Q 1.11	Is there a process in place to follow up on the recommendations of previous evaluations?	3	Recommendations by the NOAC report coordinator form part of the Internal Auditors work programme.
Q 1.12	How have the recommendations of reviews and ex post evaluations informed resource allocation decisions?	2	Resource allocation decisions are based on EU, National and Local Policies in response to local needs. Ex post evaluations influence the optimal use of available resources.

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
Q 2.1	Was a Strategic Assessment Report (SAR) completed for all capital projects and programmes over €10m?	N/A	No longer relevant
Q 2.2	Were performance indicators specified for each project/programme which will allow for a robust evaluation at a later date? Have steps been put in place to gather performance indicator data?	3	Yes, each project that has progressed to Tender stage would have a detailed specification including objectives with expected timescale
Q 2.3	Was a Preliminary and Final Business Case, including appropriate financial and economic appraisal, completed for all capital projects and programmes?	3	Approval of all Capital Projects and Programmes follows an extensive appraisal process involving input from funding authorities, elected members, the management team and where appropriate public consultation.
Q 2.4	Were the proposal objectives SMART and aligned with Government policy including National Planning Framework, Climate Mitigation Plan etc?	3	Yes
Q 2.5	Was an appropriate appraisal method and parameters used in respect of capital projects or capital programmes/grant schemes?	3	See Q2.3
Q 2.6	Was a financial appraisal carried out on all proposals and was there appropriate consideration of affordability?	3	See Q2.3

Q 2.7	Was the appraisal process commenced at an early enough stage to inform decision making?	3	See Q2.3
Q 2.8	Were sufficient options analysed in the business case for each capital proposal?	3	See Q2.3
Q 2.9	<p>Was the evidence base for the estimated cost set out in each business case?</p> <p>Was an appropriate methodology used to estimate the cost?</p> <p>Were appropriate budget contingencies put in place?</p>	3	<p>Funding for all capital projects that come within the parameters of the PSC has been identified and presented as part of the rolling Capital Budget as presented to and agreed by our elected members.</p>
Q 2.10	<p>Was risk considered and a risk mitigation strategy commenced?</p> <p>Was appropriate consideration given to governance and deliverability?</p>	3	Risk register in place
Q 2.11	Has the Preliminary Business Case been sent for review by the External Assurance Process and Major Project Advisory Group for projects estimated to cost over €200m?	N/A	
Q 2.12	Was a detailed project brief including design brief and procurement strategy prepared for all investment projects?	3	Yes
Q 2.13	Were procurement rules (both National and EU) complied with?	3	Yes
Q 2.14	Was the Capital Works Management Framework (CWMF) properly implemented?	3	Yes
Q 2.15	Were State Aid rules checked for all support?	3	Yes
Q 2.16	Was approval sought from the Approving Authority at all decision gates?	3	Yes
Q 2.17	Was Value for Money assessed and confirmed at each decision gate by Sponsoring Agency and Approving Authority?	3	Yes
Q 2.18	Was consent sought from Government through a Memorandum for Government to approve projects estimated to cost over €200m at the appropriate approval gates?	n/a	

See Note 2 in the opening guidelines in relation to the interpretation of Capital Grant Schemes in the context of Local Government

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
Q 3.1	Were objectives clearly set out?	3	Yes, as part of the annual budget and annual work programme
Q 3.2	Are objectives measurable in quantitative terms?	3	Objectives are measured by performance indicators, the review of the annual work programme and as part of annual budget process.
Q 3.3	Was a business case, incorporating financial and economic appraisal, prepared for new current expenditure proposals?	2	Business case must be presented to Director of Finance when any new job is set up.
Q 3.4	Was an appropriate appraisal method used?	2	Current expenditure relevant to the parameters under this code are in response to needs identified at national and local level via central government, elected representatives and senior management.
	Was an economic appraisal completed for all projects/programmes exceeding €20m or an annual spend of €5m over 4 years?		The items falling into this category are either an ongoing essential

Q 3.5		No	function of the Local Authority e.g. Road Maintenance /Improvement or a national scheme whose functionality is carried out at local level, e.g. Operation of the Fire Service
Q 3.6	Did the business case include a section on piloting?	N/A	
Q 3.7	Were pilots undertaken for new current spending proposals involving total expenditure of at least €20m over the proposed duration of the programme and a minimum annual expenditure of €5m?	N/A	
Q 3.8	Have the methodology and data collection requirements for the pilot been agreed at the outset of the scheme?	N/A	
Q 3.9	Was the pilot formally evaluated and submitted for approval to the relevant Vote Section in DPER?	N/A	
Q 3.10	Has an assessment of likely demand for the new scheme/scheme extension been estimated based on empirical evidence?	N/A	
Q 3.11	Was the required approval granted?	N/A	
Q 3.12	Has a sunset clause been set?	N/A	
Q 3.13	If outsourcing was involved were both EU and National procurement rules complied with?	N/A	
Q 3.14	Were performance indicators specified for each new current expenditure proposal or expansion of existing current expenditure programme which will allow for a robust evaluation at a later date?	N/A	
Q 3.15	Have steps been put in place to gather performance indicator data?	3	All team plans include the importance of National KPI's

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
Q 4.1	Was a contract signed and was it in line with the Approval given at each Decision Gate?	3	All capital project coming within the parameters of this scheme are subject to contract.
Q 4.2	Did management boards/steering committees meet regularly as agreed?	3	Yes, review meetings at appropriate milestones
Q 4.3	Were programme co-ordinators appointed to co-ordinate implementation?	3	Project coordinator appointed for projects >€5M and for many other projects. Internal coordination teams, with an identified staff member taking ownership of the project in place in other instances.
Q 4.4	Were project managers, responsible for delivery, appointed and were the project managers at a suitably senior level for the scale of the project?	3	Yes, projects being managed by identified staff at appropriate level.
Q 4.5	Were monitoring reports prepared regularly, showing implementation against plan, budget, timescales and quality?	3	Elected members appraised monthly through the CE Report. Management Accounts produced monthly. Progress reports

			produced for significant projects or as required when claiming instalments from funding authorities.
Q 4.6	Did projects/programmes/grant schemes keep within their financial budget and time schedule?	2	Generally, projects keep within timeframe and budgets unless impacted by unforeseen external factors e.g. Covid, impact of war in Ukraine to supply chains.
Q 4.7	Did budgets have to be adjusted?	3	If required. See response to Q4.6
Q 4.8	Were decisions on changes to budgets / time schedules made promptly?	3	Yes
Q 4.9	Did circumstances ever warrant questioning the viability of the project/programme/grant scheme and the business case (exceeding budget, lack of progress, changes in the environment, new evidence, etc.)?	n/a	No
Q 4.10	If circumstances did warrant questioning the viability of a project/programme/grant scheme was the project subjected to adequate examination?	2	In instances where an issue arose regarding proceeding with a project generally related to tenders coming in over the indicative budget, a decision would be made at senior management level whether to proceed or to request extra funding based on the recommendation of the project manager. This decision would take in to account the priorities of the Corporate Plan and/or Annual Work Programme and reflect

			views expressed by the elected members.
Q 4.11	If costs increased or there were other significant changes to the project was approval received from the Approving Authority?	3	Yes
Q 4.12	Were any projects/programmes/grant schemes terminated because of deviations from the plan, the budget or because circumstances in the environment changed the need for the investment?	3	Yes. See response to Q4.10.

See Note 2 in the opening guidelines in relation to the interpretation of Capital Grant Schemes in the context of Local Government

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

	Incurring Current Expenditure	Self-Assessed Compliance Rating: 1 -3	Comment/Action Required
Q 5.1	Are there clear objectives for all areas of current expenditure?	3	Yes. Programs are set out in annual budget and adopted by Elected Members
Q 5.2	Are outputs well defined?	3	National KPI's, monthly & quarterly monitoring in place
Q 5.3	Are outputs quantified on a regular basis?	3	Yes. Annual K.P.I's for each specific service, monthly and quarterly monitoring in place
Q 5.4	Is there a method for monitoring efficiency on an ongoing basis?	3	Service indicators, Department Returns, returns to DPER, annual team plans, Internal Review
Q 5.5	Are outcomes well defined?	3	Yes
Q 5.6	Are outcomes quantified on a regular basis?	3	Yes. Review of Annual Service Plans, monthly reports from the CE to the Elected Members.
Q 5.7	Are unit costings compiled for performance monitoring?	3	Yes, National KPI's for sector
Q 5.8	Are other data compiled to monitor performance?	3	Monthly management accounts, individual reports on jobs through the Agresso FMS, KPI's

Q 5.9	Is there a method for monitoring effectiveness on an ongoing basis?	3	Team meetings, Management meetings, feedback from Elected Members and through engaging with the public.
Q 5.10	Has the organisation engaged in any other 'evaluation proofing' of programmes/projects?	3	Assessing take up of schemes through volume of applications and suggestions received from community groups and elected members as to possible amendments that may be needed to meet local requirements.

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

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

See Note 2 in the opening guidelines in relation to the interpretation of Capital Grant Schemes in the context of Local Government

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

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

Appendix C

In-depth Checks

- **Kilkenny City North Transport Project**
- **Local Improvement Schemes & Community Involvement Schemes**

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	Kilkenny County Council's Community Involvement Scheme on Regional & Local Roads 2024
Detail	Kilkenny County Council's Community Involvement Scheme funds the maintenance and road works on Local Roads.
Responsible Body	Kilkenny County Council
Current Status	Revenue expenditure being incurred annually
Start Date	Ongoing Annual Budget
End Date	Ongoing Annual Budget
Overall Cost	€519,657.29 for 2024

Project Description

Kilkenny County Council's Community Involvement Scheme (CIS) is an opportunity for communities to have road repair work carried out at relatively modest cost on local roads and cul-de-sacs that would not normally be included on the Council's main roadworks programme. Projects are funded by the Department of Transport and are managed and delivered by the Local Authorities. The Department of Transport Circular RW 13/2023 sets out the requirements that apply to the CIS in 2024/2025. The statutory basis for the CIS is contained in Section 13(6) of the Roads Act 1993.

The Department of Transport advised Kilkenny County Council in July 2023 that it intended to continue with CIS in 2024 & 2025. The Council prepared an application for funding for CIS projects for the relevant years and submitted it to the Department. CIS is based on a minimum community contribution of either 10% or 20%. Where the local community contribution is monetary a minimum contribution of 10% will apply, 20% applies when the community contribution comprises of works.

While it is envisaged that the CIS will relate to mainly local roads, projects may be carried out on a regional road where the local community contribution is monetary only. Kilkenny County Council is required under the CIS to assess the condition Pavement Surface Cracking Index (PSCI) of any local roads for which they intend to apply for funds. Roads are assessed using the Paving Rating Manual (rating is 1 to 10 with 1 being very poor and 10 being excellent). When schemes are approved and proceed the "after" PSCI condition must be subsequently rated. Kilkenny County Council records the road length and width and the number of dwellings along the roads under consideration.

Kilkenny County Council estimate the overall cost of the scheme taking account of material, labour, machinery and traffic management costs. The community contribution may be monetary or in kind (labour/machinery). This will determine the percentage contribution. Records are kept of the community contribution and the Department of Transport may request this information in relation to each scheme.

Eligible road works under the scheme are detailed in Circular RW 13/2023 and include general road works, drainage, pavement works, repair of footpaths and construction of new footpaths. The submission of applications for CIS to the Department of Transport for funding are submitted on MapRoad. There is also a requirement on Kilkenny County Council to export the application from MapRoad into an excel sheet for submission electronically to the Department.

Community groups are invited by the Council to apply for inclusion in the CIS. CIS applications are progressed in date order. The community contribution is an integral part of the CIS. Kilkenny County Council must ensure that all community contributions are paid before any works commence. There is no monetary cap on the community contribution.

In February 2024 Kilkenny County Council received notification of their 2024 Regional and Local Road Grant Allocations from the Department of Transport. This allocation was €17,795,040 in total and included €440,100 for the CIS. Kilkenny County Council adhered to the Memorandum on Grants for Regional and Local Roads issued by the Department of Transport in January 2024. This Memorandum provides information on and defines the conditions governing the allocation and payment of monies to Local Authorities in respect of all grant programmes for Regional & Local Roads. Local Authorities

in receipt of State Grants from the Department of Transport must follow the procedures and comply with the conditions contained within this document.

Kilkenny County Council completed 9 projects under the CIS in 2024. The total expenditure on these projects were €519,657.29. This was funded by the Department of Transport CIS Grant in the amount of €471,545.99, local contributions amounted to €48,111.30. There was an overspend of €31,446 due to inflation, rising cost of material and an increase in wages cost as per National Pay Agreements. A request was submitted to the Department for this overspend which was approved and paid to Kilkenny County Council in addition to its original 2024 Grant Allocation.

Section B - Step 1: Logic Model Mapping

As part of this In-Depth Check, Internal Audit have completed a Programme Logic Model (PLM) for Kilkenny County Council's Community Involvement Scheme. A PLM is a standard evaluation tool and further information on their nature is available in the [Public Spending Code](#).

Objectives	Inputs	Activities	Outputs	Outcomes
<p>To administer the Community Involvement Scheme in its functional area.</p> <p>To carry out improvement work on local roads and cul-de-sacs that would not normally be included on the Council's main roadworks programme.</p>	<p>Department of Transport grant funding of €471,545.99.</p> <p>Local Contributions from beneficiaries in the amount of €48,111.30.</p> <p>Kilkenny County Council Roads Staff.</p> <p>Department of Transport Memorandum on Grants for Regional & Local Roads.</p>	<p>Kilkenny County Council assesses the condition (PSCI) of any local roads for which they intend to apply for funds.</p> <p>Submission of CIS applications to the Department of Transport for review.</p> <p>Municipal District Offices send letters of offer to community groups and collect community group contributions.</p> <p>Complete projects in line with Memorandum on Grants for Regional & Local Roads & Circular</p>	<p>To manage and deliver road repair work in its functional area under the CIS.</p>	<p>The CIS projects provide communities the opportunity to have road repair work carried out at relatively modest cost on local roads and cul-de-sacs that would not normally be included on the Council's main roadworks programme.</p>

		Letter RW 13/2023 & RW 02/2024. Submit all required documents to draw down funds from Department.		
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Description of Programme Logic Model

Objectives:

Kilkenny County Council is responsible for the administration of the Community Involvement Scheme in Kilkenny. The Community Involvement Scheme funds the carrying out of improvement works on local roads and cul-de-sacs that would not normally be included on the Council's main roadworks programme.

Inputs:

The primary input to the programme is the grant funding of €471,545.99 from the Department. Local Contributions from beneficiaries of the projects amounted to €48,111.30 in 2024. Kilkenny County Council Staff in the Road's Directorate undertake the administration and operational work associated with the Scheme. The Memorandum on Grants for Regional and Local Roads issued by the Department of Transport in January 2024 provides information on and defines the conditions governing the allocation and payment of monies to Local Authorities in respect of the CIS. Funding for the Community Involvement Scheme is allocated to Local Authorities for a 2-year period, with a view to giving the Authority more flexibility in delivering the scheme.

Activities:

Kilkenny County Council is required under the CIS to assess the condition (PSCI) of any local roads for which they intend to apply for funds. The Council estimate the overall cost of the scheme taking account of material, labour, machinery and traffic management costs. Once this assessment is complete the applications for CIS are submitted on MapRoad to the Department of Transport for review. The Department of Transport issues its Regional & Local Road Grant Allocations which includes the funds for CIS. The Council is then in a position to progress the CIS applications.

Letters of Offer are issued to the relevant community groups. Once these are accepted and the community contribution is paid work on the projects can commence. The Local Authority is provided with a defined period of time in which to complete the works and submit their funding drawdown requests. The Roads Department in the Council arrange for the drawdown of grant funding from the Department for the CIS.

Outputs:

Kilkenny County Council completed 9 projects under the CIS in 2024. The Council undertook eligible road works under the scheme as detailed in Circular RW 13/2023.

Outcomes:

The 9 CIS projects provided communities with road repair work carried out at relatively modest cost on local roads and cul-de-sacs that would not normally be included on the Council's main roadworks programme.

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

The following section tracks the Community Involvement Scheme 2024 from inception in terms of major project milestones.

July 2023	Issue of Circular RW 13/2023 from Department of Transport confirming the continuation of the CIS for 2024/2025
July 2023	Request from Department of Transport to Kilkenny County Council to submit its CIS applications for funding for 2024/2025
Aug 2023	Clarification from Department of Transport on funding model for CIS for 2024
Oct 2023	Kilkenny County Council submits CIS applications for 2024/2025 and this submission is acknowledged by the Department
Jan 2024	Department of Transport issues Memorandum on Grants for Regional & Local Roads
Feb 2024	Department of Transport issues Circular RW 02/2024 to Kilkenny County Council with details of Roads funding for 2024
April 2024	Municipal Districts issue Letter of Offers for CIS to community groups including amount of contribution due and date for payment
May 2024	Contributions paid by community groups to the value of €48,111.30
July – Oct 2024	Municipal Districts Roads Section undertake works on 9 CIS Projects
Nov 2024	Kilkenny County Council return Drawdown Request and associated documents to Department of Transport for CIS 2024 including request for overspend
Dec 2024	CIS funding received from Department of Transport in the amount of €471,545.99 including the amount of €31,446 for the overspend

Section B - Step 3: Analysis of Key Documents

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

Project/Programme Key Documents	
Title	Details
Circular RW 13/2023	Provides details from the Department of Transport confirming the continuation of the CIS for 2024/2025
Request from the Department of Transport to Kilkenny County Council	Kilkenny County Council is requested to submit its CIS applications for funding for 2024/2025
Kilkenny County Council submission to Department of Transport	CIS submission to Department of Transport
Department of Transport Memorandum on Grants for Regional & Local	Provides information and defines the conditions governing the allocation and payment of CIS funds
Circular RW 02/2024	Details of Kilkenny County Council Roads funding for 2024
Letters of Offer to community groups for CIS	Letters of Offer to confirm funding is available for CIS applications and details of contribution required
Community Group required documents	Required documents from community groups of CIS
Drawdown Request & Associated Documents	Kilkenny County Council's Drawdown Request and Associated Documents to Department of Transport
Kilkenny City and County Development Plan 2021 - 2027	The City & County Development Plan details the overall strategy of the Council for the proper planning and sustainable development of the County over a 6-year period.
Climate Action Plan 2023	The plan implements the carbon budgets and sectoral emission ceilings and sets out a roadmap for taking decisive action to halve our emissions by 2030 and reach net zero no later than 2050.

Key Document 1: Circular RW 13/2023

Circular RW 13/2023 confirms the continuation of the CIS for 2024/2025. The document details the

requirements for the Community Involvement Scheme and details the work that can be completed under the scheme.

Key Document 2: Request from the Department of Transport to Kilkenny County Council

The Department of Transport requested Kilkenny County Council to submit its CIS projects for 2024/2025.

Key Document 3: Kilkenny County Council submission to Department of Transport

Kilkenny County Council submits its list of CIS for 2024/2025 on MapRoad and in electronic excel format to the Department of Transport.

Key Document 4: Department of Transport Memorandum on Grants for Regional & Local Roads

The Memorandum on Grants for Regional and Local Roads issued by the Department of Transport in January 2024 provides information on and defines the conditions governing the allocation and payment of monies to Local Authorities in respect of the CIS.

Key Document 5: Circular RW 02/2024

This document from the Department of Transport details Kilkenny County Councils grant allocations in respect of the maintenance and improvement of regional and local roads for 2024.

Key Document 6: Letters of Offer to community groups for CIS

The Municipal Districts issue Letters of Offer to community groups to advise that funding is available for their CIS application. It also details the amount of the monetary contribution payable by them.

Key Document 7: Community groups required documents

The community group submit their required documents and their monetary contribution to the scheme. The contribution must be paid in advance any work proceeding.

Key Document 8: Drawdown Request & Associated Documents

Kilkenny County Council must have all road works completed and the drawdown request submitted in advance of the deadline as set out in by the Department. The drawdown to the Department also includes the Agresso Financial Management Expenditure, MapRoad details and Spreadsheets with details of all roads completed under the Scheme.

Key Document 9: Kilkenny City and County Development Plan 2021 – 2027

The City & County Development Plan details the overall strategy of the Council for the proper planning and sustainable development of the County over a 6-year period.

Key Document 10: Climate Action Plan 2023

The plan implements the carbon budgets and sectoral emissions ceilings and sets out a roadmap for taking decisive action to halve our emissions by 2030 and reach net zero no later than 2050.

Section B - Step 4: Data Audit

The following section details the data audit that was carried out for the Local Improvement

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

Data Required	Use	Availability
Kilkenny County Council CIS application to the Department of Transport	Details of funding applied for CIS Projects	Yes
Grant Allocation Circular	Details of Department of Transport funding for 2024	Yes
Letters of Offer to community groups for CIS	Letters advising community groups of terms and conditions of CIS	Yes
Contributions & required documents from community groups	Required documents and financial contribution from community groups	Yes
Individual files containing all information for audit	Required for future assessment and audit review if required	Yes
Agresso details on Scheme Expenditure	Financial monitoring of Scheme and compliance with grant allocation	Yes
Drawdown Request Form, MapRoad files & Excel spreadsheet	Required under the Scheme to facilitate drawdown of funds from Department of Transport	Yes
Progress Reports to the Municipal District meetings	Ensure the Elected Council Members are kept up to date with progress on LIS	Yes

Data Availability and Proposed Next Steps

The necessary data is available on file to evaluate the Community Involvement Scheme. Kilkenny County Council completed 9 Community Involvement Scheme projects in 2024. The scheme is an opportunity for communities to have road repair work carried out at relatively modest cost on local roads and cul-de-sacs that would not normally be included on the Council's main roadworks programme. The financial management information is available from Agresso (Financial Management System). Adherence by Kilkenny County Council to the Community Involvement Scheme requirements is evident on the selection of files which were reviewed.

Section B - Step 5: Key Evaluation Questions

The following section looks at the key evaluation questions for Kilkenny County Council's Community Involvement Scheme based on the findings from the previous sections of this report.

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

The delivery of the Community Involvement Scheme complies with the broad principles of the

Public Spending Code. The Department of Transport Circulars RW 13/2023, RW 02/2024 and the Memorandum on Grants for Regional & Local Roads clearly defines the terms and conditions of the Scheme which are being adhered to by Kilkenny County Council. Kilkenny County Council Road Staff complete the projects, machinery is procured on LA Quotes with materials procured centrally. Climate Action measures were also implemented with the use of warm mix macadam and the re-use/recycling of materials used for the sub bases on projects.

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

The necessary data and information is available on file should there be a requirement for a full evaluation of the programme in the future.

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

Kilkenny County Council works in collaboration with the Department of Transport to progress Community Involvement Schemes for County Kilkenny. Release of funding from the Department is dependent on projects adhering to the requirements set out in the Department of Transport Circulars and Memorandum on Grants for Regional & Local Roads. These procedures are intended to assist both the Council and the Department of Transport to secure effective delivery of quality projects to an agreed timeline and budget.

It is important that the Department of Transport can ensure that Kilkenny County Council can demonstrate that projects are well managed and deliver value for money. Kilkenny County Council must continue to ensure that the relevant staff in the Roads Section are aware of the need to apply the guidelines fully in order to ensure reimbursement of relevant costs. It is noted that there was an overspend on the CIS in 2024 of €31,446, while the Department of Transport did reimburse Kilkenny County Council for the overspend this may not be the case in future years. Therefore, Kilkenny County Council must ensure adherence to the given budget.

Section: In-Depth Check Summary

The following section presents a summary of the findings of this In-Depth Check on Kilkenny County Council's Community Involvement Scheme.

Summary of In-Depth Check

Overall, I find that the Community Involvement Scheme in Kilkenny County Council complies with the broad principles of the Public Spending Code. Kilkenny County Council completed 9 CIS projects in 2024. The projects completed included road repairs on local roads and cul-de-sacs that would not normally be included on the Council's main roadworks programme.

Kilkenny County Council adheres to the requirements of the Department of Transport Circulars and the Memorandum on Grants for Regional & Local Roads. The terms and conditions as set out in these documents were implemented. The required data is available in the files in an orderly manner which will allow for evaluation at a late date if required.

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	Kilkenny County Council's Roads Local Improvement Scheme (LIS)
Detail	Kilkenny County Council's LIS funds the construction or improvement of non-public roads.
Responsible Body	Kilkenny County Council
Current Status	Revenue expenditure being incurred annually
Start Date	Ongoing Annual Budget
End Date	Ongoing Annual Budget
Overall Cost	€806,948.86 for 2024

Project Description

Kilkenny County Council's Local Improvement Scheme funds the construction or improvement of non-public roads. Projects are funded by the Department of Rural and Community Development (DRCD) and are managed and delivered by the Local Authorities. The Department of Rural and Community Development document 'LIS 2024 Scheme Outline' sets out the terms and conditions for the delivery of the 2024 LIS. The statutory basis for the LIS is contained in Section 81 of the Local Government Act 2001.

Grant allocations to deliver the LIS are notified to individual Local Authorities annually. Kilkenny County Council is required to submit a Priority List of eligible road projects which will be completed within this allocation. A Secondary List of eligible roads is also submitted which can be used to select substitute road(s) in the event that a road on the Priority List cannot be completed. The selection of road projects is a matter for each Local Authority to decide, the Local Authority may rely on existing lists of eligible roads and/or advertise for new applicant roads.

Eligible road projects are those that involve the construction or improvement of non-public roads which provide access to parcels of land, of which two or more are owned or occupied by different persons, one of which must be engaged in separate agricultural activities or for harvesting purposes. These roads are not normally maintained by Local Authorities.

Funded projects aim to provide a soundly constructed and well drained road capable of being easily maintained by beneficiaries. The quality of the work should be such as to last for several years.

The local contribution is an integral part of the LIS. Kilkenny County Council must ensure that all local contributions are paid before any works commence. The local contributions are set at 10% for eligible roads with up to 5 beneficiaries and at 15% for those with 6 or more beneficiaries. The maximum amount that any beneficiary is required to contribute is capped at €1200.

Section 81(4) (a) of the Local Government Act 2001 requires a prior written agreement between the beneficiaries and the road authority as well as detail of the financial contribution to be made by the beneficiaries to the road authority towards the planned works. A project cannot commence without such agreement being in place.

The Department of Rural and Community Development granted €23.5m funding nationally for LIS in 2024. Kilkenny County Council received €752,874 for the LIS in 2024.

Kilkenny County Council completed 10 projects under the LIS in 2024. The total expenditure on these projects were €806,948.86. This was funded by the Department of Rural & Community Development LIS Grant in the amount of €752,874, local contributions amounted to €41,345. There was an overspend of €12,729.96 due to inflation, rising cost of material, increase in wages cost as per National Pay Agreements. The absence of data on the ground condition of one of the projects required additional capping from a structural point of view. A request was submitted to the Department for this overspend which was approved and paid to Kilkenny County Council in addition to its original 2024 Grant Allocation.

Section B - Step 1: Logic Model Mapping

As part of this In-Depth Check, Internal Audit have completed a Programme Logic Model (PLM) for Kilkenny County Council's (Roads) Local Improvement Scheme. A PLM is a standard evaluation tool and further information on their nature is available in the [Public Spending Code](#).

Objectives	Inputs	Activities	Outputs	Outcomes
<p>To administer the Local Improvement Scheme in its functional area.</p> <p>To carry out improvement work on private and non-publicly maintained roads.</p>	<p>Department of Rural and Community Affairs grant funding of €765,603.86.</p> <p>Local Contributions from beneficiaries in the amount of €41,345.</p> <p>Kilkenny County Council Road Staff.</p> <p>Our Rural Future – Rural Development Policy 2021-2025</p> <p>Department of Rural and Community Development Local Improvement Scheme Outline.</p>	<p>Kilkenny County Council is responsible for identifying and prioritising roads for improvement under the LIS in consultation with residents and landowners.</p> <p>Submission of Priority & Secondary Lists to Department of Rural and Community Development for review.</p> <p>Acceptance of Letter of Offer & Funding Agreements from Department.</p> <p>Administer written Agreements/Consents and collect beneficiary contributions.</p> <p>Complete projects in line with Letter of Offer/Scheme Outline and draw down funding from Department on completion.</p>	<p>Construction or improvement works to private and non-publicly maintained roads in Kilkenny County Council's functional area.</p>	<p>The LIS projects provide a soundly constructed and well drained road capable of being easily maintained by the beneficiaries.</p> <p>The quality of the work should be such as to last for several years.</p>

Description of Programme Logic Model

Objectives:

Kilkenny County Council is responsible for the administration of the Local Improvement Scheme in Kilkenny. The Local Improvement Scheme funds the construction or improvement of non-public roads which are not maintained by the Council. This investment demonstrates the continued commitment of the Minister of Rural & Community Development to vital road infrastructure in rural Ireland providing access to people's homes and farms.

Inputs:

The primary input to the programme is the grant funding of €752k from the Department. Local Contributions from beneficiaries of the projects amounted to €41k in 2024. Kilkenny County Council Staff in the Roads Directorate undertake the administration and operational work associated with the Scheme. The Government of Ireland 'Our Rural Future – Rural Development Policy 2021-2025 provides a framework for the development of rural Ireland. This Policy contains a commitment to increase investment in the repair of non-public roads through the Local Improvement Scheme. The Department of Rural & Community Development issue the Scheme Outline which contains the details pertaining to the Scheme.

Activities:

Grant allocations to deliver the Local Improvement Scheme are notified to individual Local Authorities annually. Kilkenny County Council submitted a Priority List of eligible road projects to be completed within this allocation. A Secondary List of eligible roads is also submitted which can be used to select substitute road(s) in the event that a road on the Priority List cannot be completed. The selection of road projects is a matter for each Local Authority to decide. Once the Department has received and reviewed the lists of roads, a Letter of Offer is issued to each eligible Local Authority. Kilkenny County Council is required to sign and submit an acceptance of this offer. The Local Authority is provided with a defined period of time in which to complete the works and submit their funding drawdown requests.

The Municipal District Offices in Kilkenny County Council have responsibility to liaise with the beneficiaries of the scheme and ensure that the terms and conditions as outlined in the Funding Agreement are adhered to. The Roads Department in the Council arrange for the drawdown of grant funding from the Department for the LIS.

Outputs:

Kilkenny County Council completed 10 projects under the LIS in 2024. These projects included construction or improvement works to private and non-publicly maintained roads in Kilkenny County Council's functional area.

Outcomes:

The projects completed under LIS in 2024 included work that beneficiaries could not be reasonably expected to undertake. These projects were of a substantial nature such as strengthening weak sections, rut filling, resurfacing and opening water channels. The improvements made to the private and non-public roads will provide a soundly constructed and well drained road capable of being easily maintained by the beneficiaries in the future. The quality of the work will last for several years.

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

The following section tracks the Local Improvement Scheme 2024 from inception in terms of major project milestones.

April 2024	Launch of LIS 2024 Funding by Ms. Heather Humphreys T.D., Dept of Rural & Community Development
April 2024	Department of Rural & Community Affairs notification to Chief Executive, Kilkenny County Council of LIS funding for 2024
May 2024	Submission by Kilkenny County Council of LIS Priority & Secondary list to DRCD
May 2024	Letter of Offer & LIS 2024 Funding Agreement Terms & Conditions received by Kilkenny County Council from DRCD
May 2024	Acceptance Form returned by Kilkenny County Council to DRCD for 2024 LIS Funding
May 2024	Municipal Districts verify all applications and supporting documentation for LIS
May 2024	Municipal Districts issue Letter of Offers for LIS to beneficiaries including amount of contribution due and date for payment
June 2024	Contributions paid by beneficiaries to the value of €41,345
July – Oct 2024	Municipal District Road Sections undertake works on 10 LIS Projects
Oct 2024	DRCD issue reminder to Kilkenny County Council of end of year drawdown deadline of Friday 8 th November, 2024
Oct 2024	Municipal Districts are requested to submit completed documentation to allow for preparation of documents for drawdown of funding from DRCD
Nov 2024	Kilkenny County Council return Drawdown Request and associated documents to DRCD for LIS 2024 including request for overspend
Nov 2024	DRCD agree Kilkenny County Councils request for overspend in the amount of €12,729.86
Dec 2024	LIS funding received from DRCD in the amount of €765,603.86

Section B - Step 3: Analysis of Key Documents

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

Project/Programme Key Documents	
Title	Details
Our Rural Future Rural Development Policy 2021 -2025	Provides a framework for the development of rural Ireland from 2021-2025.
Local Improvement Scheme 2024 Outline	This sets out the terms and conditions for the delivery of the 2024 LIS.
LIS Priority & Secondary Lists	A list of eligible road projects to be funded under LIS
DRCD Letter of Offer & Funding Agreement	Once the Department has reviewed the Priority & Secondary lists a Letter of Offer & Funding Agreement is issued to Kilkenny County Council
Acceptance Form	Acceptance Form to agree and accept the DRCD Letter of Offer & Funding Agreement
Letters of Offer to beneficiaries of LIS	Letters confirming funding is available to fund an application for LIS.
Required Documents	Required Documents from beneficiaries of LIS
Drawdown Request Form & Associated Documents	Kilkenny County Council's Drawdown Request Form and Associated Documents to DRCD
Kilkenny City and County Development Plan 2021 - 2027	The City & County Development Plan details the overall strategy of the Council for the proper planning and sustainable development of the County over a 6-year period.
Climate Action Plan 2023	The plan implements the carbon budgets and sectoral emissions ceilings and sets out a roadmap for taking decisive action to halve our emissions by 2030 and reach net zero no later than 2050.

Key Document 1: Our Rural Future Rural Development Policy 2021 – 2025

Our Rural Future provides a framework for the development of rural Ireland over the next five years. The policy is forward looking, ambitious and addresses both the challenges facing rural areas and the opportunities which rural economies and communities can benefit from in the coming years.

Key Document 2: Local Improvement Scheme 2024 Outline

This document sets out the terms and conditions for the delivery of the 2024 LIS and details the conditions which apply to the payment of grants to Local Authorities in respect of road projects completed under the Scheme.

Key Document 3: LIS Priority & Secondary Lists

Kilkenny County Council must submit a Priority List of eligible road projects which will be reviewed by DRCD for LIS funding. A Secondary List of eligible roads is also submitted which can be used to select a substitute road in the event a road on the Priority List cannot be completed.

Key Document 4: DRCD Letter of Offer & Funding Agreement

Once the Department has received and reviewed the list of roads a Letter of Offer & Funding Agreement will issue. The Local Authority is provided with a defined period of time in which to complete the works and submit their funding drawdown request.

Key Document 5: Acceptance Form

Kilkenny County Council must return the Acceptance Form to DCRD to accept the Letter of Offer. By accepting the offer the Council is agreeing to the terms and conditions set out in the Letter of Offer and the Funding Agreement

Key Document 6: Letters of Offers to beneficiaries of LIS

Once funding is in place the Municipal District Offices issue Letters of Offer to the beneficiaries of the Scheme advising them that funding is available. The beneficiaries are required to accept the Offer and its Terms & Conditions.

Key Document 7: Required Documents

The beneficiaries submit the required documents and their monetary contribution to the scheme. The contribution must be paid in advance any work proceeding.

Key Document 8: Drawdown Request Form & Associated Documents

Kilkenny County Council must have all road works completed and the drawdown request submitted in advance of the deadline as set out in the Letter of Offer. The drawdown to the Department also includes the Compliance Sheet, Agresso Financial Management Expenditure, Shapefiles and Spreadsheets with details of all roads completed under the Scheme.

Key Document 9: Kilkenny City and County Development Plan 2021 – 2027

The City & County Development Plan details the overall strategy of the Council for the proper planning and sustainable development of the County over a 6-year period.

Key Document 10: Climate Action Plan 2023

The plan implements the carbon budgets and sectoral emission ceilings and sets out a roadmap for taking decisive action to halve our emissions by 2030 and reach net zero no later than 2050.

Section B - Step 4: Data Audit

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

Data Required	Use	Availability
Kilkenny County Council Priority & Secondary Lists for Funding Application to DRCD	Details of funding applied for LIS Projects	Yes
Kilkenny County Council's LIS Weighting Scheme	Indicates how projects are ranked on Priority & Secondary Lists	Yes
Grant Allocation Letter of Offer & Funding Agreement	Details of DRCD offer for LIS for current year	Yes
Acceptance Form	Acceptance by Kilkenny County Council of DRCD Funding Offer and Terms and Conditions of LIS	Yes
Letters of Offer to beneficiaries of LIS	Letters advising beneficiaries of terms and conditions of LIS	Yes
Signed Acceptance Forms, Associated Documents/ Contributions from beneficiaries	Acceptance form agreeing to Terms and Conditions of scheme, required documents and financial contribution from beneficiaries	Yes
Individual files containing all information for audit, including invoices, before and after photos, proof of agricultural use, maps and consents	Required for future assessment and audit review if required	Yes
Agresso details on Scheme Expenditure	Financial monitoring of Scheme and compliance with grant allocation	Yes
Drawdown Request Form, Shapefiles & Compliance Sheet	Required under the Scheme to facilitate drawdown of funds from DRCD	Yes
Progress Reports to the Municipal District meetings	Ensure the Elected Council Members are kept up to date with progress on LIS	Yes

Data Availability and Proposed Next Steps

The necessary data is available on file to evaluate the Local Improvement Scheme. Kilkenny County Council completed 10 Local Improvement Scheme projects in 2024. These projects have provided vital road infrastructure in rural Ireland, providing access to people's homes

and farms. The financial management information is available from Agresso (Financial Management System). Adherence by Kilkenny County Council to the Local Improvement Scheme Outline/Letter of Offer and DRCD Funding Agreement is evident on the selection of files which were reviewed.

Section B - Step 5: Key Evaluation Questions

The following section looks at the key evaluation questions for Kilkenny County Council's Local Improvement Scheme based on the findings from the previous sections of this report.

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

The delivery of the Local Improvement Scheme complies with the broad principles of the Public Spending Code. The DRCD Scheme Outline clearly defines the Terms and Conditions of the Scheme which are being adhered to by Kilkenny County Council. Kilkenny County Council Roads Staff complete the projects, machinery is procured on LA Quotes with materials procured centrally. Climate Action measures were also implemented with the use of warm mix macadam and the re-use/recycling of materials used for the sub bases on projects.

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

The necessary data and information is available on file should there be a requirement for a full evaluation of the programme in the future.

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

Kilkenny County Council works in collaboration with the DRCD to progress Local Improvement Schemes for County Kilkenny. Release of funding from the DRCD is dependent on projects adhering to the requirements set out in the DRCD Scheme Outline. Kilkenny County Council must also ensure it implements the projects in line with the DRCD Terms & Conditions. These procedures are intended to assist both the Council and the DRCD to secure effective delivery of quality projects to an agreed timeline and budget.

It is important that the DRCD can ensure that Kilkenny County Council can demonstrate that projects are well managed and deliver value for money. Kilkenny County Council must continue to ensure that the relevant staff in the Roads Section are aware of the need to apply the guidelines fully in order to ensure reimbursement of relevant costs.

Section: In-Depth Check Summary

The following section presents a summary of the findings of this In-Depth Check on Kilkenny County Council's Local Improvement Scheme.

Summary of In-Depth Check

Overall, I find that the Local Improvement Scheme in Kilkenny County Council complies with the broad principles of the Public Spending Code. Kilkenny County Council completed 10 LIS

projects in 2024. The projects completed included repairs and improvement works on non-public rural roads and laneways which are not normally maintained by the Council.

Kilkenny County Council adheres to the requirements of the DRCD Local Improvement Scheme Outline. The Terms and Conditions as set out in the Letter of Offer and Funding Agreements were implemented. The required data is available in the files in an orderly manner which will allow for evaluation at a late date if required.

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	Kilkenny City North Transport Project (KCNTTP)
Detail	The scheme shall provide a high-quality transportation solution and when complete will connect strategically important elements of the existing land transport around Kilkenny City.
Responsible Body	Kilkenny County Council
Current Status	Expenditure Being Considered
Start Date	2021
End Date	2031
Overall Cost	€40m

Project Description

In the past, transport infrastructure was developed in Kilkenny City in response to an increasing demand for travel in the city. In stages over the last four decades a ring road has been constructed on the eastern and southern sides of the city, extending from the N77 Castlecomer Road on the north side of the city to the N76 Callan Road on the southwest and including a crossing of the river Nore at Ossory Bridge. That bridge carries about 40% of cross-river motor vehicle trips within the city. The remainder are carried by the other three city bridges (all within the city centre) John's Bridge, Green's Bridge and St. Francis Bridge. Over the last twenty years cycling infrastructure has been added to the Ring Road and to the radial roads of the city.

Within the last five years a city bus service has been put in place with two routes – one north-south and the other east-west. There was a 24% increase in public transport passenger numbers in 2023 compared with 2022.

This transport infrastructure has helped the city to cope with an increasing demand for travel arising from a growing population, increased tourist numbers and a daily influx of commuters. However, the north side of the city is not as well served, its transport network is old and not as well connected. The Kilkenny City North Transport Project aims to address its inadequacies.

Over a decade ago a plan was lodged with An Bord Pleanála to extend the ring road westward across the River Nore from the N77 Castlecomer Road (Junction 10) to the R693 Freshford Road (north of Aut Even Hospital). Consent for the proposed road was granted by An Bord Pleanála in 2014 but it was the subject of a subsequent legal challenge and did not progress further. The Kilkenny City North Transport Project for the north city area is now being considered afresh and the nature and scope of the options being considered for the intended project are not constrained by the proposals developed in the past.

The overarching objectives of the project are two-fold, to reduce motor traffic and to facilitate sustainable development in the city. Achieving those primary objectives would result in a flow of beneficial outcomes such as reduced noise pollution, improved air quality, improved road safety and increased accessibility to neighborhoods.

Kilkenny County Council engaged Consultants to prepare a Strategic Assessment Report (SAR) for the KCNTP in 2021. This SAR was submitted to the DoT in September 2022. The DoT identified a number of issues for consideration following a review of the SAR by the Strategic Research and Analysis Division (SRAD) and advice/feedback was received from the DoT in relation to how to progress the project. In June 2023 the DoT advised that the appraisal format for the project had changed from the SAR to a suite of alternative deliverables under Transport Appraisal Framework (TAF). The Consultants progressed with the new suite of documents which included a Programme Outline Document, Feasibility Report and a Project Execution Plan for the KCNTP which was submitted to the Department of Transport (DoT) in August 2024. The DoT reviewed these documents for the KCNTP and approval and funding in the amount of €200k has been granted to progress to the preferred option and development of Preliminary Business Case (PBC) (Gateway 1) under the TAF Guidelines. The DoT have requested that Kilkenny County Council use the TII Framework and follow the TII Guidelines through Phase 2 of (TII PMG) (PE-PMG-02041).

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 Kilkenny City North Transport Project. A PLM is a standard evaluation tool and further information on their nature is available in the [Public Spending Code](#).

Objectives	Inputs	Activities	Outputs	Outcomes
Reduce motor traffic by 25-50% in the north city centre.	Capital funding is currently in place from the DoT for €200k.	Scheme development and appraisal in accordance with DoT TAF 2023, NIFTI, TII PMG and Infrastructure Guidelines.	Outputs will vary by option and may comprise of;	Less motor traffic in the city.
Reduce HGV dependence on city centre routes.	Design Standards.	Planning.	Road safety measures.	Increased use of active travel.
Achieve KCC mode share for sustainable travel.	Staff and administration from KCC.	Public Consultations.	Junction improvements.	Increased reliability and use of public transport.
Improve road safety in line with RSA targets.	DoT resources.	Statutory Processes.	Park & Ride or other demand management measures.	Safer streets for users.
Connect the northwest city to the northeast.	Engineering resources, materials, plant and labour.	Design.	New linear active travel, public transport or all-purpose infrastructure	Improved health due to cleaner air, less noise and increased physical activity.
Connect the M8 & M9 motorways.		Advance works.	1.5km in length including a bridge over the River Nore.	Improved accessibility and social inclusion.
Provide transport infrastructure for development of Western Environs and Loughmacask.		Construction.		Reduced response times for emergency vehicles.
Provide a good emergency route to St Luke's Hospital.		Supervision.	Connections to existing active travel, physical activity or all-purpose transport infrastructure.	Better integration of M8/M9.
Increase physical activity in the north city area.		Post Completion Review.		Increased Climate resilience.
Reduce noise to below EU thresholds.				Reduced emissions from shorter trips and shift to sustainable transport.
Maintain good air quality.				

Description of Programme Logic Model

Objectives:

Kilkenny County Council's primary objective for the project is to reduce the volume of vehicular traffic in the city centre to enable the city's streets to form a safe, efficient, integrated and accessible transport network primarily serving sustainable travel modes supporting the 10-minute city. Meeting the primary objective of reducing motor traffic in the city would be expected to result in a number of beneficial outcomes such as reduced noise pollution, good air quality, HGV prohibition on city centre routes, modal shift to sustainable travel, improved road safety, increased physical activity and improved access to St Luke's General Hospital.

The second primary objective of the KCNTP project is to provide sustainable development of the city. Meeting this objective would be expected to result in increased connectivity from the northwest area of the city to the city centre and allow for full development of the areas in the north without increasing motor traffic volumes in the city centre.

Inputs:

The primary input to the programme is the capital funding of €40 million to 2031 which will be required from the Department of Transport. Funding in the amount of €200k is currently approved to advance the project to Gateway 1. Kilkenny County Council engineering and administration Staff will oversee the project.

Activities:

There will be a number of key activities carried out throughout the project. These include the project development and appraisal in accordance with DoT TAF 2023, NIFTI, TII PMG and Infrastructure Guidelines. Planning consents, public consultations, statutory processes, design, advance works, construction and supervision of the project will also take place.

Outputs:

Outputs will vary by depending on the most suitable option selected. They may comprise of road safety measures, junction improvements, park and ride, new linear active travel, public transport options and better connectivity to existing active travel infrastructure.

Outcomes:

The KCNTP will endeavor to ensure that there will be less motor traffic in the city. There will be an increased use of active travel and public transport. The health of citizens will be improved due to cleaner air, less noise and increased physical activity. Greater accessibility and social inclusion will be enhanced.

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

The following section tracks the Kilkenny City North Transport Project from inception in terms of major project milestones.

2021	Tender process for consultants to do a Strategic Assessment Report (SAR) for the KCNTP
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Sept 2022	SAR completed and submitted to DoT for KCNTP
Jan 2023	The DoT identified a number of issues for consideration following a review of the SAR by the Strategic Research and Analysis Division (SRAD) and advice was received from the DoT in relation to how to progress the project
June 2023	Appraisal format changed from the SAR to a suite of alternative deliverables under TAF.
April 2024	Draft Project Outline Document (POD) submitted to DoT
June 2024	DoT advise that the POD was reviewed by the Department of Transport Regional & Local Roads Strategic Research & Analysis Divisions
June 2024	DoT request Kilkenny County Council to submit final versions of all necessary documents to progress the project for Gateway 1 approval
July 2024	POD submitted to Dot together with timeline and consultancy services cost estimates for Stage 2 requirements
Aug 2024	Submission of remaining documents to DoT for Gateway 1 comprising Feasibility Report, Programme Execution Plan and completed National Investment Framework for Transport in Ireland (NIFTI) Assessment
Aug 2024	Capital Job Code set up on Agresso Financial Management System for project
Nov 2024	Presentation by Senior Engineer to DoT
March 2025	DoT reviewed the POD, Feasibility Report, Programme Execution Plan. NIFTI assessment and funding has been granted to progress to the preferred option and development of PBC (Gateway 1) under the TAF Guidelines. DoT have requested that KCC use the TII Framework.
March 2025	Request from Kilkenny County Council to use TII Framework to appoint Technical Consultants
March 2025	Deed of Adherence signed by Director of Services to use TII Framework
May 2025	DoT confirm that Kilkenny County Council are to develop tender documents to appoint consultants to follow the TII Guidelines through Phase 2 of (TII PMG) (PE-PMG-02041)
May 2025	Kilkenny County Council is currently preparing tender documents to appoint a multi-disciplinary team of consultants to progress the project

Section B - Step 3: Analysis of Key Documents

The following section reviews the key documentation relating to appraisal, analysis and evaluation for the Active Travel Programme.

Project/Programme Key Documents	
Title	Details
Project Ireland 2040: National Planning Framework (NPF)	NPF is the Government's overarching policy and planning framework for the social, economic and cultural development of our country.
Project Ireland 2040: National Development Plan (NDP) 2021 – 2030	As part of Project Ireland 2040 the NDP sets out the Government's over-arching investment strategy and budget for the period 2021-2030.
National Investment Framework for Transport in Ireland (NIFTI)	NIFTI is the Department of Transport's high-level strategic framework to support the consideration and prioritisation of future investment in land transport.
Ireland's Government Road Safety Strategy 2021-2030	Ireland's fifth Government Road Safety Strategy outlines our road safety priorities for the next decade.
National Sustainable Mobility Policy	National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations.
Climate Action Plan 2023	The plan implements the carbon budgets and sectoral emissions ceilings and sets out a roadmap for taking decisive action to halve our emissions by 2030 and reach net zero no later than 2050.
Healthy Ireland Strategic Action Plan 2021 – 2025	The Healthy Ireland Strategic Action Plan 2021-2025 provides a clear roadmap of how we can continue to work together to bring about good health, access to services, healthy environments and the promotion of resilience to ensure that everyone can enjoy physical and mental health and wellbeing to their full potential.
Town Centre First Policy	The Town Centre First policy aims to create town center's that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the service, social, cultural and recreational hub for the local community.

National Roads 2040 (April 2023)	This document is Transport Infrastructure Ireland's Strategy to enable Project Ireland 2040, responding to evolving national policy and aligning to the Department of Transport's National Investment Framework for Transport in Ireland (NIFTI).
CycleConnects Irelands Cycle Network	AECOM, as part of the NTA Cycle Design Office, have been requested by the NTA to develop comprehensive cycle plans for counties outside the Greater Dublin Area (GDA), including Kilkenny County Council. CycleConnects is intended to form a comprehensive cycle network for all cycle user types across each county in Ireland and to develop on from the cycle network proposed for the counties in the GDA.
Regional Spatial and Economic Strategy (RSES) – Southern Regional Assembly	The RSES provides a long-term, strategic development framework for the future physical, economic and social development of the Southern Region.
Kilkenny City and County Development Plan 2021 - 2027	The City & County Development Plan details the overall strategy of the Council for the proper planning and sustainable development of the County over a 6-year period.
Transport Appraisal Framework (TAF)	The Transport Appraisal Framework (TAF) provides appraisal and implementation guidance that aims to promote investment in the transport system.
Infrastructure Guidelines	The Infrastructure Guidelines sets out the value for money guidelines for the evaluation, planning and management of public investment projects, including purchase or acquisitions of assets or shareholdings, in Ireland.
Transport Infrastructure Ireland Project Management Guidelines (TII PMG)	These Project Management Guidelines provide a framework for a phased approach to the management of the development and delivery of National Road, Greenway, Active Travel and Public Transport Capital Projects.
DoT 2025 Regional & Local Road Grant Allocations RW 02/25	Confirmation of funding from DoT including €200k for KCNTP.

Key Document 1: Project Ireland 2040: National Planning Framework (NPF)

The NPF aims to enable more effective traffic management within and around cities and re-allocation of inner-city road-space in favour of bus-based public transport services and walking/cycling facilities.

Key Document 2: Project Ireland 2040: National Development Plan (NDP) 2021 – 2030

The NDP emphasises the need to provide safe alternative active travel options such as segregated cycling and walking facilities. These can also help alleviate congestion and meet climate action objectives by providing viable alternatives and connectivity with existing public transport infrastructure.

Key Document 3: National Investment Framework for Transport in Ireland (NIFTI)

Section 2.4 of the NIFTI Framework states that one of its main purposes is to “*Deliver Clean, Low-Carbon and Environmentally Sustainable Mobility*”. Furthermore, the reduction in Greenhouse gas emissions is a foremost priority. It is a national objective to achieve a low-carbon, economically competitive and environmentally sustainable economy by 2050. NIFTI will support investment in public transport, walking and cycling within cities and large towns to encourage modal shift away from the private car.

Key Document 4: Ireland’s Government Road Safety Strategy 2021-2030

This Strategy outlines our road safety priorities for the next decade.

Key Document 5: National Sustainable Mobility Policy

It contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys.

Key Document 6: Climate Action Plan 2023

The Plan details how Ireland’s transport system needs to make accessible, sustainable transport modes more attractive and shift away from car dependency through consideration of the proximity between people and places in land use and housing policy.

Key Document 7: Healthy Ireland Strategic Action Plan 2021 – 2025

The Plan promotes the implementation of the Design Manual for Urban Roads and Streets (2013) which incorporates good planning and design practice to support and encourage active travel (walking and cycling) in urban areas.

Key Document 8: Town Centre First Policy

There is a strong national policy framework in place to support a Town Centre First approach, from the overarching aspect of Project Ireland 2040, through to specific policies on climate action, housing and rural development.

Key Document 9: National Roads 2040 (April 2023)

National Roads 2040 addresses the needs of current and future users across Ireland ensuring a connected and efficient transport system. It expresses TII’s understanding of and response to environmental challenges such as the impact of climate change and biodiversity loss

Key Document 10: CycleConnects Irelands Cycle Network

The Draft Plan includes existing cycle networks such as urban cycle routes, greenways and interurban routes. This will be supplemented by proposed cycle routes/links outlined in latest development and transport plans and other networks required to maximise the connection of the network to communities. It should be noted that this network does not specify any infrastructure types on any route and is focused on highlighting the key links required to form a comprehensive cycle network connecting all major communities and destinations.

Key Document 11: Regional Spatial and Economic Strategy (RSES) – Southern Regional Assembly

The RSES seeks to achieve balanced regional development and full implementation of Project Ireland 2040 – The National Planning Framework. It will be implemented in partnership with local authorities and state agencies to deliver on this vision and build a cohesive and sustainable region.

Key Document 12: Kilkenny City and County Development Plan 2021 - 2027

This Development Plan emphasises the sustainable economic and physical development of the city in a compact form, combined with efficient transport links between the various land uses such as employment, education and residential, with strong policies for the conservation and protection of the natural and built environment and ensuring a good quality life for its inhabitants. Within the County Development Plan there is a specific Road Objective as follows: “R1- Reserve the proposed line of the western by-pass for the city from the Castlecomer Road to the Waterford Road free from development, including for a river crossing and seek approval from An Bord Pleanála for Phase 1 of the Western By-pass, the Kilkenny Northern Ring Road Extension.

Key Document 13: Transport Appraisal Framework (TAF)

The TAF framework meets the needs of society, fulfils strategic policy objectives and delivers value for money through a common framework for appraising transport investments in accordance with the Infrastructure Guidelines.

Key Document 14: Infrastructure Guidelines

The Infrastructure Guidelines sets out the value for money guidelines for the evaluation, planning and management of public investment projects in Ireland. The Guide replaces the Public Spending Code requirements for capital expenditure outlined in Public Spending Code.

Key Document 15: Transport Infrastructure Ireland Project Management Guidelines (TII PMG)

These Project Management Guidelines provide a framework for a phased approach to the management of the development and delivery of Transport Capital Projects.

Key Document 16: DoT 2025 Regional & Local Road Grant Allocations RW 02/25

Confirmation from DoT that funding in the amount of €200k is in place to progress the KCNTP project.

Section B - Step 4: Data Audit

The following section details the data audit that was carried out for the Kilkenny City North Transport Project. It evaluates whether appropriate data is available for the future evaluation of the project.

Data Required	Use	Availability
KCNTP Project Outline Document	In accordance with TAF a project in excess of €15m requires a POD to be prepared	Yes

	for investments in the transport sector. The POD assesses the project in detail and compiles a long-list of needs based and objectives led project options.	
KCNTP Feasibility Report	The feasibility study aims to assess the practicality and viability of the KCNTP. It helps determine whether the project is worth pursuing. The goal is to provide decision-makers with enough information to make informed choices about whether to proceed with the project.	Yes
Project Execution Plan	The Project Execution Plan (PEP) aims to define how a project will be carried out, including the specific activities, resources, and methods to be used, to ensure successful project delivery.	Yes
National Investment Framework for Transport in Ireland (NIFTI) Assessment	This assessment reviews the project against the four NIFTI investment priorities of decarbonization, protection and renewal and the mobility of people and goods in urban areas.	Yes
Details on Project Expenditure on Agresso FMS	Financial monitoring of projects and compliance with budgets	Yes
Signed Deed of Adherence	Application to use TII framework to tender for consultants	Yes
Presentations to DoT & Council members on project progress	Ensure the DoT & Elected Council Members are kept up to date with progress on KCNTP.	Yes

Data Availability and Proposed Next Steps

The necessary data is available on file to evaluate the Kilkenny City North Transport Project. The project is currently 'being considered' by Kilkenny County Council and the DoT. The documents and reports that were undertaken for the project thus far are available on file. The financial management information is available from Agresso (Financial Management System). In March 2025 the DoT reviewed the POD, Feasibility Report, Programme Execution Plan and NIFTI assessment. Funding has been granted to progress to the next step which is the

identification of the preferred option and development of Preliminary Business Case (Gateway 1) under the TAF Guidelines. The DoT have requested that Kilkenny County Council use the TII Framework and follow the TII Guidelines through Phase 2 of (TII PMG) (PE-PMG-02041).

Section B - Step 5: Key Evaluation Questions

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

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

The delivery of the Kilkenny City North Transport Project complies with the broad principles of the Public Spending Code. The project is in the early Appraisal Stage progressing towards the next step to Gateway 1. The DoT has clearly indicated that Kilkenny County Council is to follow the TAF Guidelines and use the TII Framework and follow the TII Guidelines going forward.

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

The necessary data and information is available on file should there be a requirement for a full evaluation of the programme in the future.

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

Kilkenny County Council is working closely with the DoT which is the Approving Authority for this project. It is essential that this collaboration is continued as it allows the Approving Authority advance knowledge of proposals and creates the opportunity for Kilkenny County Council, the Sponsoring Agency, to receive feedback on proposals as they are developed and streamlines the project lifecycle and approval process.

Following a tender process in 2021 Kilkenny County Council engaged the services of an Engineering/Transportation Consultancy Team to carry out a Strategic Assessment Report for the KCNTP. The tender was awarded for the fixed price lump sum fee of €21,795 excluding vat. The Consultants prepared the SAR and it was submitted to the DoT for review in September 2022. In June 2023 the DoT advised Kilkenny County Council that the appraisal format for the project had now changed from the SAR to a suite of alternative documents under TAF. The DoT now required the Council to submit a POD, Feasibility Report, Programme Execution Plan and NIFTI assessment. The Council requested the same Engineering/Consultancy Firm that had prepared the original SAR to prepare the new suite of documents. Kilkenny County Council omitted to re-tender or implement a Change Order for the preparation of the new documents. The Consultancy firm was paid €37,470 ex vat. in total. In this instance Kilkenny County Council is not adhering to Procurement Legislation. Kilkenny County Council's Management must ensure that all projects are in compliance with Procurement Legislation.

It is noted from the Feasibility Report that potential risks and their mitigations have been considered. It is imperative that Quantitative Risk Analysis is carried out in accordance with Section 7.9 of the Transport Appraisal Framework, Appraisal Guidelines for Capital Investments

in Transport Module 7- Detailed Guidance on Appraisal Techniques. A Risk Register should be completed with an accurate description of mitigation actions outlining the proactive measures to be taken on an ongoing basis to minimize the level of risk.

Section: In-Depth Check Summary

The following section presents a summary of the findings of this In-Depth Check on Kilkenny City North Transport Project.

Summary of In-Depth Check

Overall, I find that the Kilkenny City North Transport Project complies with the broad principles of the Public Spending Code. Kilkenny County Council is in the early appraisal stages of the project. The DoT have reviewed the relevant reports submitted to them thus far and have granted approval and funding for the Council to appoint Consultants to progress the project to the preferred option and develop the preferred PCB (Decision Gate 1) under the TAF guidelines.

Kilkenny County Council has identified the need to engage a multi-disciplinary team to advance the Kilkenny City North Transport Project. The KCNTP will now progress through Phase 2 of the current editions of Transport Infrastructure Ireland's Project Management Guidelines (TII PMG) (PE-PMG-02041). The tender documents are being prepared for publication in Q3 2025.

The Council will adhere to the frameworks and guidelines as outlined by the DoT to ensure that the project progresses and achieves its objectives as outlined in the Project Outline Document.