

NTA Responses to Parliamentary Questions Report – Q1 2025

Bulletin 4 – 2025

Prepared by the Public Affairs Unit



Introduction

This bulletin provides a report of the Parliamentary Question (PQ) responses issued by the NTA to members of Dáil Éireann during the relevant time period. The bulletin will be published on the NTA website on a quarterly basis.

If you have any queries in respect of the report you can contact the Public Affairs Unit via email at info@nationaltransport.ie.

The NTA issued responses to 248 Parliamentary Questions in quarter 1 of 2025.

The NTA received 338 Parliamentary Questions in quarter 1 of 2025.

PQ Date	PQ Number	Subject	Description	Response	Representative Name																																
22/01/2025	198	PQ Referred: 46815/24, for answer 22/01/2025, Written from - Thomas Gould	<p>Dail Question No: 198 To ask the Minister for Transport for an update on the reduced timetable and the current driver deficit in Cork, including the number of drivers in training.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>As the issues raised by the Deputy are operational matters for Bus Éireann, in conjunction with the National Transport Authority, I have therefore forwarded the Deputy's question to the company and the National Transport Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 198 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>As you are aware, Bus Éireann in association with the NTA introduced reduced timetables on certain routes in Cork City last October as a result of driver shortage which was particularly acute in the Cork region. The intervention was a temporary measure.</p> <p>The Authority is satisfied that this intervention has worked as intended as reasonable reliability standards were subsequently achieved, and Bus Éireann have been in a position to accelerate driver recruitment and training in the interim in order to achieve minimum driver establishment levels (within tolerances) as of February 2025. Consequently, as of Sunday 26 January, bus services have returned to full service level frequencies on certain Bus Éireann routes (i.e. 202, 202a, 205 & 208).</p> <p>The following routes are planned to have punctuality and reliability performance improvements introduced over the next few months (incl. returning full Service Level frequencies where applicable).</p> <table><tr><th>Month</th><th>April</th><th>May</th><th>June</th></tr><tr><td rowspan="8">Route Numbers</td><td>220</td><td>203</td><td>201</td></tr><tr><td>220x</td><td>205</td><td>202/a</td></tr><tr><td>225L</td><td>206</td><td>207a</td></tr><tr><td></td><td>207</td><td>212</td></tr><tr><td></td><td>214</td><td>213</td></tr><tr><td></td><td>219</td><td>215</td></tr><tr><td></td><td>31 (Early NRD</td><td>215a</td></tr><tr><td></td><td>Route – City to Knockraha)</td><td>216</td></tr><tr><td></td><td></td><td>223/x</td></tr></table> <p>Updated driver numbers provided to NTA by Bus Éireann for the Capwell Depot, Cork City (correct as of Sun 16 Feb 2025):</p> <ul style="list-style-type: none">• 507 – Baseline requirement to deliver services (includes some resilience for annual leave as well as other temporary leave as may occur);• 504 – Fully available to deliver services (this number changes week-to-week, but some overtime flexibilities do allow for additional driver shifts to bridge shortfall if required);• 15 – New drivers currently in-training. <p>I trust that the above information is of assistance.</p>	Month	April	May	June	Route Numbers	220	203	201	220x	205	202/a	225L	206	207a		207	212		214	213		219	215		31 (Early NRD	215a		Route – City to Knockraha)	216			223/x	Thomas Gould T.D
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				<p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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22/01/2025	194	<p>PQ Referred: 46716/24, for answer 22/01/2025, Written from - Robert Troy</p>	<p>Dail Question No: 194To ask the Minister for Transport if Bus Éireann can divert one of the morning Longford Mullingar routes into Multyfarnham village.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The query raised by the Deputy is an operational matter for Bus Éireann, in conjunction with the National Transport Authority. I have, therefore, referred the Deputy's question to Bus Éireann and the National Transport Authority for direct reply. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 194 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the Connecting Ireland Rural Mobility Plan, the Authority has identified a need for a PSO (Public Service Obligation) bus service in Multyfarnham. At this point, we do not have a definitive timeframe for the implementation of this service. However, we plan to work with Local Link Longford Westmeath Roscommon on the design and implementation of the new service.</p> <p>The rerouting of some existing Bus Éireann Expressway services is a commercial decision for Bus Éireann. Any requests for rerouting of their existing services should be addressed to them.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Robert Troy, T.D.
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22/01/2025	176	<p>PQ Referred: 46561/24, for answer 22/01/2025, Written from - Emer Currie</p>	<p>Dail Question No: 176To ask the Minister for Transport for an update on the ongoing anti-social behaviour and criminal damage taking place at Pelletstown train station and surrounding areas; any plans to introduce measures to reduce open access to the station, platforms and tracks; and any available funding that could be used to make the station more safe and secure.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The issues raised by the Deputy in relation to Pelletstown train station are a matter for Irish Rail, in conjunction with the National Transport Authority. Therefore, I have referred the Deputy's question to Irish Rail and the National Transport Authority for direct response to the Deputy.</p> <p>Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 176 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA meet with transport operators regularly and Anti-Social Behaviour matters are reported to us. We have established Public Transport Interchange Hubs in the Dublin area for multiple transport operators for Heuston Plaza and Connolly Plaza, Broombridge (to support the Maynooth line including Pelletstown) & Bray to support Iarnród Éireann, Bus Éireann, Dublin Bus, Go-ahead and Transdev Luas public transport providers as appropriate. These Hubs are led and chaired by An Garda Síochána and bring to four, the number of interchange hubs now established across the Greater Dublin Area.</p> <p>On Pelletstown specifically, a security team is currently deployed there at weekends from Friday to Sunday between the hours of 16.00 – 00.00hrs in addition to focussed attention from An Garda Síochána Community Engagement Unit. A forthcoming meeting is scheduled with An Garda Síochána to review these recent initiatives with particular focus on Pelletstown.</p> <p>Iarnród Éireann also have on-board security teams who continue to provide a rolling response both on-board and within stations in addition to a dedicated static security team.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Emer Currie, T.D
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22/01/2025	158	<p>PQ Referred: 46298/24, for answer 22/01/2025, Written from - Paul Donnelly</p>	<p>Dail Question No: 158To ask the Minister for Transport if the NTA will provide a new Dublin Bus PSO route (details supplied).</p> <p>Details Supplied: From Dublin 13 Area to RDS via National Concert Hall</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 158 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>There are no current plans for a direct bus between Dublin 13 and the National Concert Hall. However, the journey may be made by free interchange in the City centre between bus routes to/from Earlsfort Terrace (or St Stephens Green) and either DART services at Pearse Station or bus routes 6, H2 and H3 in the City Centre. Our Journey Planner (link of which is provided below) and the TFI Live app can be used to obtain details on how to make such a journey.</p> <p>https://www.transportforireland.ie/</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Interim Chief Executive</p>	Paul Donnelly, T.D.
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22/01/2025	160	<p>PQ Referred: 46323/24, for answer 22/01/2025, Written from - Paul Murphy</p>	<p>Dail Question No: 160To ask the Minister for Transport if he will request the NTA to reconsider a decision in relation to a bus route given the negative impacts for people in an area (details supplied).</p> <p>Details Supplied: Message sent to the NTA and their response – From: oireachtaslaison Sent: Monday, December 2, 2024 11:43 AM To: Paul Murphy</p> <p>Subject: RE: Changes to Rathfarnham bus routes Dear Deputy,I refer to your enquiry dated 24th November 2024.There are no current plans for a direct bus between Ballyboden / Ballyroan and UCD. Public transport options for making journeys can be viewed via the NTAs Journey Planner, link of which I have provided below or via the TFI Live App.I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p> <p>Further, the NTA's Customer Charter describes the Authority's commitments to public transport customers (Customer charter - National Transport). While the Authority's Customer Action plan describes how they deliver the commitments and standards that are set out in the Customer Charter (NTA Customer Action Plan). In the event that someone wishes to raise a complaint with the NTA, they can contact the Authority through any of the following means: Visit theSupport Page here; Email:info@transportforireland.ie; Phone: 01 879 8300; Letter: National Transport Authority, Haymarket House, Smithfield, Dublin 7, D07 CF98 Twitter: @TFIupdates</p> <p>The NTA will acknowledge all customer complaints received, and they aim to issue a full response in a timely manner. The NTA also use independent market research providers to audit and offer suggested improvements to their services. As such, the NTA remain the body best placed to assist with any queries or concerns in relation to public transport services.</p> <p>In the event that a complaint submitted to the NTA has not been responded to/resolved, the matter can ultimately be escalated to the the Office of the</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 160 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We have no current plans for a direct link direct between Ballyboden / Ballyroan and UCD. Our current focus is on completing the implementation of the BusConnects Network Redesign as published in 2020</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Interim Chief Executive</p>	Paul Murphy, T.D.
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22/01/2025	151	<p>PQ Referred: 46249/24, for answer 22/01/2025, Written from - Pat Buckley</p>	<p>Dail Question No: 151To ask the Minister for Transport the steps being taken to expand and improve bus services in east Cork, particularly in under-served areas such as Youghal.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 151 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We are planning on completing a review of the Youghal – Cork corridor in 2025 and will take your suggestions on board when conducting the review.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	Pat Buckley, T.D
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22/01/2025	150	<p>PQ Referred: 46248/24, for answer 22/01/2025, Written from - Pat Buckley</p>	<p>Dail Question No: 150 To ask the Minister for Transport if his Department will consider introducing a shuttle bus service between Youghal and the Midleton train station to improve connectivity.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 150 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We have no current plans for a shuttle bus service between Youghal and the Midleton train station. That said, we are planning on completing a review of the Youghal – Cork corridor in 2025 and will take on board your suggestion when conducting that review.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Chief Executive (Interim)</p>	Pat Buckley, T.D
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22/01/2025	313	<p>PQ Referred: 2118/25, for answer 22/01/2025, Written from - Mark Wall</p>	<p>Dail Question No: 313To ask the Minister for Transport the up-to-date position on the roll out of the new train fares under the Dublin commuting zone, the current timeframe involved; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in the matter, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 313 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>By way of update, Bus Éireann, Irish Rail and Luas are currently working with their ticketing contractors to enable implementation of the Phase 2 fares changes. The implementation of the rail fares is being led by Irish Rail and the work requires updates to ticketing systems, ticketing machines and installation of new leap card validators at stations that will now come under the new fares structure.</p> <p>We are in regular contact with Irish Rail on this matter. In that context, Irish Rail have informed us that there is likely to be a delay to the previously anticipated completion date of end of March 2025. Irish Rail have informed us that the changes are currently expected to be completed by end of April 2025. The NTA is once again disappointed with this and we fully appreciate the impact that this will have on customers but please note that we will continue to work with Irish Rail to minimise or reduce this delay.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Interim Chief Executive</p>	Mark Wall, T.D
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22/01/2025	309	<p>PQ Referred: 2105/25, for answer 22/01/2025, Written from - Barry Ward</p>	<p>Dail Question No: 309To ask the Minister for Transport his views on the retention of the No. 4 bus route in Dublin; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, the NTA also has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including BusConnects Dublin.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 309 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the BusConnects Network Redesign for Dublin and the introduction of phase 6a of the, route 4 will now operate between Monkstown and Heuston Station. Services along the Ballymun Road and the N11 corridor will now be provided by new E-spine routes E1 and E2 running every 4-5 minutes at most times. Free interchange is available for any passengers needing to interchange with route 4, or any other bus, Luas, DART or local rail service.</p> <p>The changes to route 4 are part of a wider programme to transform the local bus network in the Dublin area, with high-frequency "spine" services such as routes E1 and E2 on the main radial roads and new cross-suburban orbital links on, for example, new routes S6 and S8 in the Blackrock and Dún Laoghaire areas.</p> <p>More details regarding phase 6a can be found at the link below; https://www.transportforireland.ie/getting-around/by-bus/phase-6a-e-spine/</p> <p>More information regarding route 4 timetable and the areas it will serve can be accessed at the following link; https://www.transportforireland.ie/wp-content/uploads/2025/01/Route-4-timetable.pdf</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Interim Chief Executive</p>	Barry Ward, T.D
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22/01/2025	303	<p>PQ Referred: 2020/25, for answer 22/01/2025, Written from - Jerry Buttimer</p>	<p>Dail Question No: 303To ask the Minister for Transport to provide an update on the bus service to and from Cork city to Cork Airport, and on an increased frequency, extended to cover later flights.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 303 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The new Cork BusConnects Network is currently intended to continue with the present half-hourly frequency between the Airport and the City Centre. However, we will take account of the suggestions on frequency and for later journeys prior to finalising detailed timetables. The new Cork BusConnects Network is currently planned to commence implementation in 2026, subject to operational readiness and funding availability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Interim Chief Executive</p>	Jerry Buttimer, T.D
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22/01/2025	300	<p>PQ Referred: 1874/25, for answer 22/01/2025, Written from - Martin Kenny</p>	<p>Dail Question No: 300To ask the Minister for Transport if he will carry out a review of the Swinford to Sligo 922 bus route following the withdrawal for the route during the response to Covid; if the National Transport Authority will carry out an assessment on the impact of the withdrawal of this service, to bring back a much-needed service; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services. In light of the NTA's responsibilities for integrated local and rural transport in Counties Mayo and Sligo, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 300 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Route 922 was a service provided by a commercial bus operator. Should operators or another operator wish to provide/ reinstate such a service then they can make a bus licence application which the Authority would review.</p> <p>We have no current plans to implement a new PSO (Public Service Obligation) service between Swinford and Sligo.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Interim Chief Executive</p>	Martin Kenny T.D
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22/01/2025	290	<p>PQ Referred: 1841/25, for answer 22/01/2025, Written from - Barry Ward</p>	<p>Dail Question No: 290 To ask the Minister for Transport if he will take steps to ensure that bicycles can be carried on public buses; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, securing the provision of public passenger transport services nationally, including the PSO bus fleets, and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 290 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We are conscious of the needs and desires of cyclists as we are currently managing a large active travel infrastructure investment programme amounting to several hundred millions euros per annum over the last number of years.</p> <p>Historically in Ireland, the provision of bicycle stands at bus stations, bus interchanges and bus stops (and indeed at railway stations and Luas stops) was designed to encourage the use of bicycles for 'last-mile' trips at the outer or 'home' end of a journey, as urban bus services will typically serve bus stops within walking distance of the passenger's destination at the other end of the journey. Hence, there is currently no provision for the carriage of bicycles on urban buses.</p> <p>The challenge that has arisen in more recent times with the advent of low-floor urban buses is that there are now significant demands upon the floor space within the low-floor area of these vehicles. We currently specify the incorporation of a large wheelchair space and a separate buggy space on its urban buses in order to reduce conflict between persons with reduced mobility and parents/guardians with infants. However, even this level of provision of provision is still seen as insufficient by these stakeholders. In addition, the low-floor area must also accommodate four priority seats (mandated by regulations but also endorsed by stakeholders) and a centre doorway (necessary to minimise dwell times in order to maintain journey times), as well as, on double-deck buses, the lower half of the stairwell to the upper deck.</p> <p>Taken together, the existing demands placed upon this low-floor area, which must be located between the front axle and rear axle, are significant and it is therefore very difficult to envisage where internal bicycle storage could also be accommodated within the passenger saloon of the bus without discommoding other important stakeholders and/or lengthening journey times. There are also potential safety issues with the correct application of restraints to bicycles being the responsibility of passengers on urban buses and the interactions of bicycles with standing passengers.</p> <p>Regarding the potential for exterior bicycle racks, it is our view that such an arrangement would not be safe or appropriate for a number of reasons. The concerns that arise with this type of arrangement include: impact on driver visibility; delays while bicycles are being loaded and unloaded; responsibility for securing of bicycles on the rack; responsibility for bicycles in transit; accident impacts – particularly the possibility of more severe impacts for vulnerable road users; impact on insurances; interference with forward facing cameras; need for driver intervention in the event of bicycles becoming loose; risk of theft of bicycles from the rack; interference with bus headlight operation; obscuring of number plates from overhead cameras; potential need for pre-booking of bicycle spaces; engine/battery access difficulties and several other issues.</p> <p>While some of these items may have been resolved in other jurisdictions, we are not aware of any case where all of them have been satisfactorily resolved. Given these</p>	Barry Ward, T.D
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				<p>concerns there are no proposals to introduce arrangements for bicycle carrying facilities on the front or rear of buses at the present time.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Interim Chief Executive</p>	
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22/01/2025	289	<p>PQ Referred: 1835/25, for answer 22/01/2025, Written from - Barry Ward</p>	<p>Dail Question No: 289To ask the Minister for Transport if he will invite Iarnród Éireann to revise its ban on electric scooters on its services; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The matter raised by the Deputy is a matter for Irish Rail in conjunction with the National Transport Authority. Therefore, I have referred the Deputy's question to Irish Rail and the National Transport Authority for direct response to the Deputy.</p> <p>Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 289 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>This prohibition is solely being introduced for the benefit of passenger safety on public transport. As micro-mobility devices operated by electrical power become more commonplace across the world, there is considerable evidence of such vehicles posing a potential serious risk in certain circumstances. In particular, lithium-ion batteries, which are commonplace in such devices, can develop internal faults, leading to what is known as ‘thermal runaway’, whereby the battery becomes overheated leading to higher and higher temperatures and potentially resulting in the emission of toxic fumes, extreme heat, fire and potentially explosion. Lithium-ion batteries fires burn hotter - between 1000oC and 2000oC - than those involving conventional materials and are particularly difficult to extinguish.</p> <p>There have been a number of such events on public transport vehicles, where lithium-ion batteries have ignited on micro-mobility devices being carried on such services. While there has been no known recorded loss of life due to such events, a number of the incidents have resulted in injuries and major amounts of damage, including complete loss of rail carriages.</p> <p>There is a growing level of evidence that there is a greater risk of fire or explosion of components of e-scooters when compared to other e-mobility devices. This risk is mainly due to the following factors:</p> <ul style="list-style-type: none"> Ø the position of the batteries at the bottom of the e-scooter platform makes them more prone to physical damage than in the case of e-bikes where the batteries are usually positioned in a less vulnerable location; and Ø the quality control of e-scooter manufacturing does not appear to be as mature and developed as other e-mobility devices. <p>As an example of the seriousness of this risk, a video showing the commencement of an e-scooter fire on a train in Barcelona is available at the following link: https://www.catalannews.com/society-science/item/e-scooters-banned-from-public-transport-in-barcelona-from-february-1. It shows the extensive release of fumes and smoke from the e-scooter battery, enveloping the carriage in seconds.</p> <p>As the ensuring of passenger safety on public transport vehicles is the primary responsibility of transport operators, it is considered both appropriate and necessary to address this emerging risk. Internationally, e-scooters are not allowed on public transport vehicles in London, Lisbon, Madrid, Barcelona, Berlin and a host of other cities, due to the identified safety risk. In most cases the prohibitions are temporary and are subject to periodic reviews to allow reassessment of the position.</p> <p>The NTA has adopted the same approach, with a prohibition in place from October last year but with a commitment to review the safety position on a regular basis. It is recognised that this will inconvenience some people who have e-scooters and wish to bring them on buses, trains or trams as part of their overall journey. However, the need to ensure overall passenger safety must prevail despite the inconvenience.</p>	Barry Ward, T.D
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				<p>I hope that the above information clarifies the position.</p> <p>Yours sincerely,</p> <p>_____</p> <p>_____ Hugh Creegan, Interim Chief Executive.</p>	
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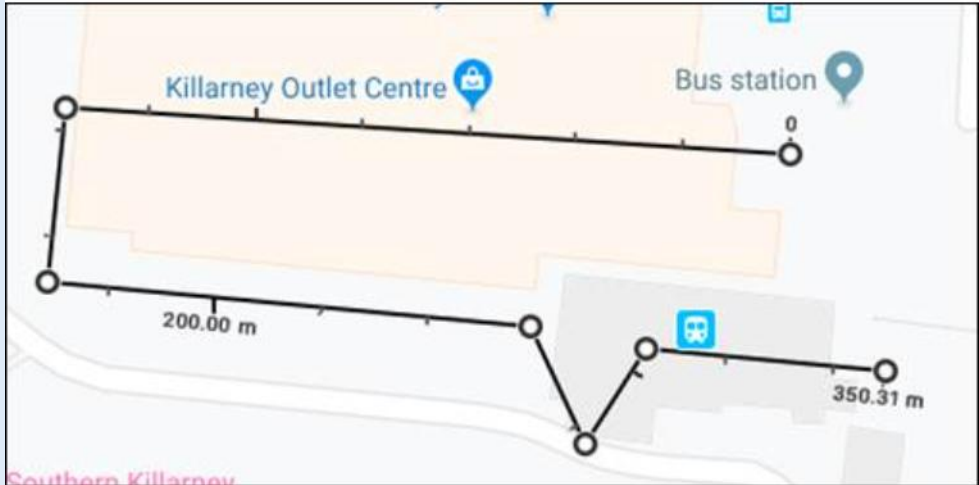
22/01/2025	283	<p>PQ Referred: 1828/25, for answer 22/01/2025, Written from - Barry Ward</p>	<p>Dail Question No: 283To ask the Minister for Transport if he will implement a reduced fare or flat daily fare for public transport users who are residents of Ireland; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 283 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has no plans for a reduced fare or flat daily fare for public transport users across the State. Some of the initiatives in the last number of years include the 20% reduction in public transport fares on PSO (Public Service Obligation) services nationwide, and the introduction of the 90 minute fare in Dublin.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Interim Chief Executive</p>	Barry Ward, T.D
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22/01/2025	270	<p>PQ Referred: 1635/25, for answer 22/01/2025, Written from - Paul Lawless</p>	<p>Dail Question No: 270 To ask the Minister for Transport to provide an update on the National Transport Authority's one-off grant scheme for rural transport; and if he will reinstate the scheme, as it was a valuable resource in providing for hardship experienced by individuals or groups but was discontinued in 2020.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for public transport services, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 270 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Community Once Off Fund was provided to Transport Coordination Units (TCUs) for the the provision of once off non regular passenger transport for individual groups or events up until 2020.</p> <p>Since 2020, the National Transport Authority (NTA) has focussed on continued investment in the development of the public transport network across rural Ireland with the Connecting Ireland Rural Mobility Plan launched in 2022. The Connecting Ireland Rural Mobility Plan continues to make public transport more accessible for people in towns and villages across the country in a number of ways by:</p> <ul style="list-style-type: none"> • Adding new high-frequency services; • Enhancing existing services; and • Providing improved connectivity to the wider transport network. <p>These improvements are creating a more effective and integrated system, which brings people in rural areas to where they want to go, though the development of the open public transport network.</p> <p>At this time the re-introduction of the Community Once off Fund would not be envisaged but instead a more beneficial and long lasting investment in the TFI Local Link network to enable people across rural Ireland access more locations.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Paul Lawless, T.D
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22/01/2025	268	<p>PQ Referred: 1598/25, for answer 22/01/2025, Written from - Natasha Newsome Drennan</p>	<p>Dail Question No: 268 To ask the Minister for Transport to examine issues with a service (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: is he aware the first morning TFI 822 Mountrath to Carlow service is leaving too late in the mornings, and encountering significant morning traffic in Abbeyleix and Carlow leading to bus users, particularly students arriving very late for classes</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for integrated local and rural transport in Counties Laois and Carlow, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 268 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Traffic congestion particularly in urban areas along with the lack of bus priority measures means that some bus services may be susceptible to delays from time to time.</p> <p>In respect of the particular service noted in your Parliamentary Question, it should be noted that the morning service from Mountrath to Carlow is due to depart at 07.15 hrs. This departure time cannot be altered as there are a number of other routes which connect into this service. Altering the departure time of this service would have a knock on impact on this and other services thereby reducing the overall attractiveness of the public transport offering in the area.</p> <p>It should be noted that TFI (Transport for Ireland) Local Link Laois Offaly monitor this service on an ongoing basis. They have outlined that over the last number of months, the number of delays experienced has reduced.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	<p>Natasha Newsome Drennan, T.D</p>
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22/01/2025	248	<p>PQ Referred: 1450/25, for answer 22/01/2025, Written from - Niamh Smyth</p>	<p>Dail Question No: 248 To ask the Minister for Transport to review correspondence regarding the new Bus Éireann route 30 timetable (details supplied); if he will have the changes to the new timetable reviewed; and if he will make a statement on the matter.</p> <p>Details Supplied: Details supplied emailed to dept @ 14:32 on 13/01/2025 LMC</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this instance Bus Éireann.</p> <p>Further, Bus Éireann's Expressway services, including route 30/X30, are commercial bus services and responsibility for the operation of those services is a matter for the company.</p> <p>I have, therefore, referred the Deputy's question to Bus Éireann and the NTA for direct reply. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 248 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Route 30 is a commercial service operated by Bus Éireann Expressway – it does not form part of the State subsidised services managed by the NTA. As such, I would suggest contacting Bus Éireann Expressway as these are matters for their consideration given the commercial status of this service.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Interim Chief Executive</p>	Niamh Smyth, T.D.
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22/01/2025	208	<p>PQ Referred: 1018/25, for answer 22/01/2025, Written from - Paula Butterly</p>	<p>Dail Question No: 208 To ask the Minister for Transport to provide an updated brief on any proposed future park and ride facilities for County Louth and east Meath; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of park and ride facilities.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 208 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA established a Park and Ride Development Office (PRDO) in February 2020. The function of the PRDO is to enable and advance the delivery of strategic Park & Ride sites in collaboration with Local Authorities and transport agencies, across all regions of the state by providing full time specialist resources on these projects.</p> <p>The PRDO published a Park and Ride Strategy for the Greater Dublin Area as part of the NTA Transport Strategy for the Greater Dublin Area 2022 - 2027. The Strategy sets out the vision and objectives for Park & Ride and identified the zones for strategic Park and Ride sites in the region. A copy of the strategy is available here.</p> <p>Based on comprehensive demand analysis, the Park and Ride Strategy identified the need for a bus based Strategic Park and Ride sites on the M1 corridor at Lissenhall and on the M2 corridor at Ashbourne.</p> <p>The PRDO is currently progressing a project to develop a Bus Based Park and Ride at Junction 4 of the M1 at Lissenhall. While it is not located in Co. Louth it is expected to serve traffic from the M1 corridor. This Park and Ride will be located close to the northern extent of the Metrolink line (Estuary Station) and is planned to act as an interim solution to reduce non-HGV vehicles entering the city prior to the commencement of operation of the Metrolink, at which point the Lissenhall bus based Park and Ride would be superseded by the Metrolink Park and Ride at Estuary Station.</p> <p>The Lissenhall Park and Ride will provide approximately 900 spaces. The project is currently at Preliminary Design Stage and is expected to be submitted for planning in the coming months.</p> <p>The PRDO is also working on the development of a new bus-based Park & Ride with approximately 350 spaces to the south of Ashbourne at Junction 3. This site will be serviced by the existing Ashbourne and Rathoath bus services. The PRDO is engaging with the relevant landowner and the local authority to progress this scheme.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Paula Butterly, T.D
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22/01/2025	192	<p>PQ Referred: 46713/24, for answer 22/01/2025, Written from - Michael Cahill</p>	<p>Dail Question No: 192 To ask the Minister for Transport to request Iarnród Éireann to provide the long-awaited footbridge between the train and bus stations in Killarney (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: as it's a no brainer, why would you expect people to walk with luggage, people with a disability, our senior citizens, parents with buggies, our small children, etc, to walk all the way around outside, when both terminals are practically side by side in Killarney</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including, in consultation with Iarnród Éireann, a proposed footbridge between the train and bus stations in Killarney.</p> <p>Noting the NTA's responsibility in this matter I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 192 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>While the railway station and bus station in Killarney are located adjacent to one another, the route for passenger transfer between the two is circuitous. There are two main route options as follows:</p> <p>a) From the bus station, through the Killarney Outlet Centre and around the public footpath to the train station, approximately 350m. See Figure 1 below. This route is dependent on the opening hours of the outlet centre (typically 10am to 6pm), or,</p> <p>b) From the bus station, on the public footpath around the perimeter of the Killarney Outlet Centre to the train station, approximately 400m. See Figure 2. This is the default route when the outlet centre is closed.</p>  <p>Figure 1: Passenger route through outlet centre to main railway platform, approximately 350m</p>	Michael Cahill, T.D
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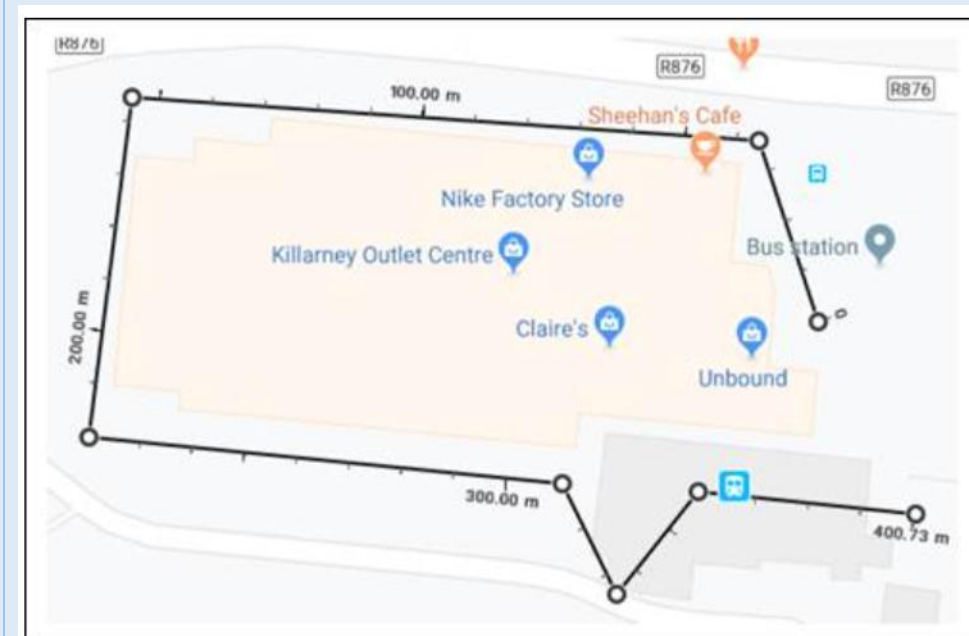


Figure 2: Route around Outlet Centre to main railway platform, approximately 400m

Using the longer distance, the estimated walk time for the current connection between the two stations, is between 5.6 minutes and 9.6 minutes, depending on age characteristics and the presence of luggage.

	Age Profile			
	< 50	50-64	65 -74	>74
Walking Speed (m/s)				
- No Luggage	1.2	1.1	0.95	0.8
- With Luggage	1.1	1	0.85	0.7
400m Transfer Duration (mins)				
- No Luggage	5.6	6.1	7.1	8.4
- With Luggage	6.1	6.7	7.9	9.6

Notes

1. 1.2m/s based on DoT guidelines (not age specific)
2. Remaining rates estimated based on TILDA report (2015)

In 2019, at the NTA's request, Irish Rail undertook a review of the options available for improved connectivity between the bus station and the railway station at Killarney. That review identified that the option of a new pedestrian bridge spanning two tracks and landing on the main platform in the railway station is the preferred technical solution. In addition to the footbridge construction, a lift and steps would be provided in either side of the railway tracks, and the solution would also involve reducing the length of the northern railway siding by approximately 44 metres to release the necessary space. An indicative concept layout is shown in Figure 3 below.

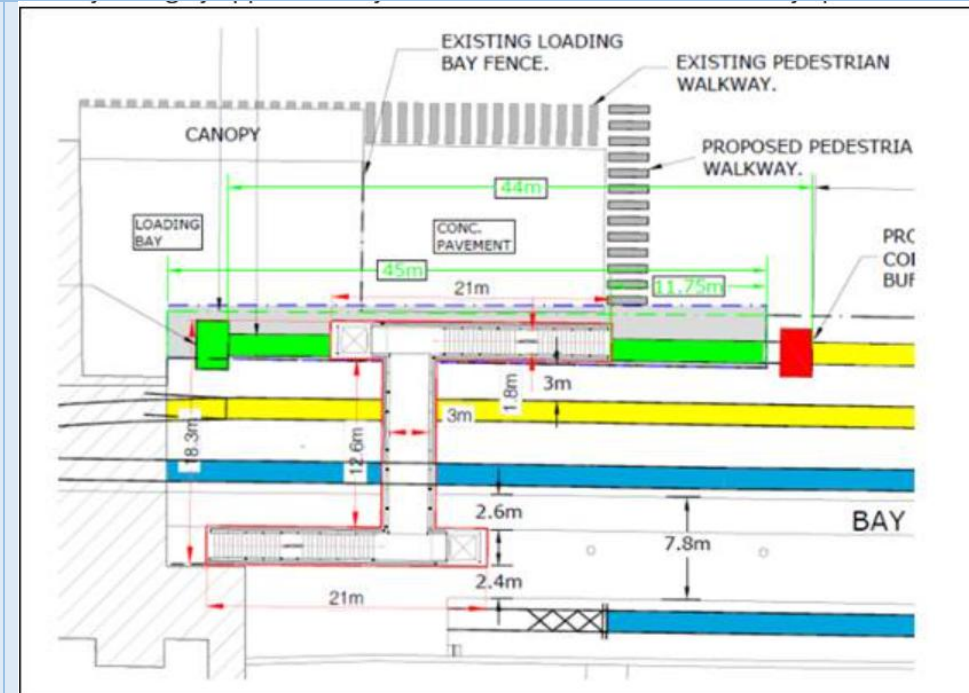


Figure 3: Concept Layout for Recommended Alternative Option

This alternative access arrangement, completed with pedestrian footbridge, lifts, steps and pedestrian walkways, would reduce the interstation walk time to around 2 to 3 minutes.

However, there is a significant cost attached to this proposal, which was very approximately estimated as being between €1.5 million and €2 million in 2019. Given construction inflation in the intervening period, and cost outturns on similar type projects, a cost range of between €3 million and €5 million in current values is considered more prudent.

Given the necessity to address the acute accessibility deficiencies at other rail and bus stations across the network, and the capital cost associated with this connectivity upgrade proposal in a limited funding environment, this scheme is regarded as a low priority investment and is not being progressed at present.

It should also be noted that that a LTP (Local Transport Plan), funded by the NTA, is currently being prepared by Kerry County Council for Killarney and that this transport plan may include the new link as proposed/ and may also explore other measures to address local connectivity in this area.

I trust that the above is of assistance.

Yours sincerely,

Hugh Creegan,
Chief Executive (Interim).

22/01/2025	201	<p>PQ Referred: 46870/24, for answer 22/01/2025, Written from - Eoghan Kenny</p>	<p>Dail Question No: 201To ask the Minister for Transport to confirm when next gen ticketing will be rolled out on the Cork fleet for bus services.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects.</p> <p>The NTA’s Next Generation Ticketing (NGT) project is for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an ‘Account Based Ticketing’ scheme incorporating mobile and card-based payments.</p> <p>In April 2024, following a competitive tender process conducted in line with all relevant EU and Irish procurement regulations, the NTA entered into a multi-year framework agreement with Indra Sistemas to deliver the NGT project. The advantage of the framework agreement is the flexibility it affords in terms of drawing down various services if required over the lifetime of the agreement.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for direct reply in relation to this project. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 201 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the BusConnects Cork Programme, a new ticketing system will be introduced which will incorporate the latest developments in account-based ticketing technology, including allowing use of credit / debit cards or mobile devices as a convenient means of payment. This Next Generation Ticketing project will significantly enhance passenger payment options as well as enabling more ticket choices, which are not capable of being provided with the existing system.</p> <p>Following a highly competitive procurement process, a contract for this new system has been signed with a Spanish company – Indra Sistemas, S.A. - who have designed, installed and operated similar systems internationally. Because this is a very large, complex IT development project, the implementation and rollout of the new system will take a number of years – an exact delivery date for Cork buses is not available yet.</p> <p>In the intervening period prior to that rollout, it is intended to enhance the existing system on Cork buses by installing a piece of equipment called a “validator” on a pole at the entry door onto the buses. Passengers who have a Leap card and who currently all have to go to the driver when boarding, will, instead, be able to present their Leap card at the validator and board the bus. This will significantly enhance bus boarding times and speed up overall journeys. This validator installation project is underway at present and we expect to complete the installation on all Cork urban buses later this year.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Interim Chief Executive</p>	Eoghan Kenny, T.D
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22/01/2025	175	<p>PQ Referred: 46556/24, for answer 22/01/2025, Written from - Paul McAuliffe</p>	<p>Dail Question No: 175To ask the Minister for Transport when the F spine of BusConnects in Dublin will be implemented; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA).</p> <p>New bus services in Dublin are already being delivered, with the first five phases of the Network Redesign rolled out in recent years.</p> <p>I understand that the F-Spine, connecting Finglas to Tallaght via the City Centre, is currently expected to rollout by Quarter 3 2025 subject to funding and resource availability.</p> <p>Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably, and I look forward to its full implementation.</p> <p>The NTA has responsibility for the planning and development of public transport infrastructure, including BusConnects. Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 175 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>It is currently anticipated that F Spine will launch in Q3/Q4 of this year subject to funding and resource availability. The date of implementation is subject to assurance checks on operational readiness.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	Paul McAuliffe, T.D.
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22/01/2025	174	<p>PQ Referred: 46555/24, for answer 22/01/2025, Written from - Paul McAuliffe</p>	<p>Dail Question No: 174 To ask the Minister for Transport when the E spine of BusConnects in Dublin will be implemented; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA).</p> <p>New bus services in Dublin are already being delivered, with the first five phases of the Network Redesign rolled out in recent years.</p> <p>I understand that Phase 6a of the BusConnects Network Redesign roll-out, including the local L routes in Wicklow and the E-Spine connecting north Dublin to Wicklow, is scheduled to launch on 26 January 2025. The Network Redesign for the entire network will continue in the coming years.</p> <p>Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably, and I look forward to its full implementation.</p> <p>The NTA has responsibility for the planning and development of public transport infrastructure, including BusConnects. Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 174 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The E Spine and associated routes commenced services on the 26 January 2025. More information in respect of phase 6a can be accessed by clicking the link below; https://www.transportforireland.ie/getting-around/by-bus/phase-6a-e-spine/</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Interim Chief Executive</p>	Paul McAuliffe, T.D.
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22/01/2025	173	<p>PQ Referred: 46554/24, for answer 22/01/2025, Written from - Paul McAuliffe</p>	<p>Dail Question No: 173 To ask the Minister for Transport when the Finglas/Ballymun core bus corridor is expected to go to tender; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State and is managed by the National Transport Authority (NTA).</p> <p>The major infrastructure element of BusConnects Dublin comprises Core Bus Corridors (CBCs). These CBCs will provide over 200 kilometres of enhanced walking, cycling, and bus route infrastructure in the Dublin region.</p> <p>An Bord Pleanála has approved ten CBC schemes so far, including the Ballymun/Finglas scheme. The tender process for the Ballymun/Finglas scheme is underway.</p> <p>The NTA has responsibility for the planning and development of public transport infrastructure, including BusConnects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 173 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The tender process for the Ballymun Finglas Core Bus Corridor Scheme is currently underway. The closing date for the receipt of tenders for the Scheme is end of March 2025 and the NTA expect to award the construction contract shortly thereafter.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Paul McAuliffe, T.D.
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22/01/2025	168	<p>PQ Referred: 46395/24, for answer 22/01/2025, Written from - Paul Donnelly</p>	<p>Dail Question No: 168To ask the Minister for Transport the number of EV charging points currently available for use in each Bus Éireann depot.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including, public transport fleet.</p> <p>No new diesel-only buses have been purchased for urban public service obligation bus fleets since July 2019, as set out in the National Development Plan 2018-2027. The transition to a zero-emission urban bus fleet is currently programmed to take up until 2035, based on replacement of non-zero-emission buses as they reach the end of their efficient service lives.</p> <p>There are 11 battery-electric buses in operation on public bus services provided by Bus Éireann in Athlone since January 2023.</p> <p>There are currently 34 battery-electric buses in operation on public bus services provided by Bus Éireann in Limerick City, all of which were first deployed in 2024.</p> <p>Electric buses produce no tailpipe carbon emissions and offer reduced interior and exterior noise levels compared to diesel buses. This transition to electric buses will result in cleaner air and less noise pollution in areas where the buses are operating, while also providing a quieter journey for passengers.</p> <p>Noting the NTA's responsibility in this matter I have referred your question to the NTA for a more detailed direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 168 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) is currently funding Bus Éireann for the provision of charging infrastructure to support the operation of zero-emission battery-electric buses on Public Service Obligation (PSO) urban bus services across Ireland.</p> <p>As of today, 18 charging guns are available in Athlone and 30 charging guns in Limerick (with a further 40 charging guns there currently being brought on stream).</p> <p>Procurement of a further 70 charging guns in Galway is well advanced with contract award expected soon.</p> <p>The NTA is also aware that Bus Éireann has installed a number of additional charging guns at several other locations across Ireland to support its fleet of service support vehicles.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	Paul Donnelly, T.D.
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22/01/2025	314	<p>PQ Referred: 2120/25, for answer 22/01/2025, Written from - Mark Wall</p>	<p>PQ 2120/25</p> <p>Dail Question No: 314 To ask the Minister for Transport the work ongoing and plans to upgrade the train stations in Kildare south (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Newbridge , Kildare Town , Monasterevin and Athy</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including, in conjunction with Iarnród Éireann, upgrades to train stations.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to it for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 314 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA has no current plans to refurbish the train stations located in the Kildare South constituency. Your query however may be best directed to Iarnród Éireann as they may have some plans for works under its Building and Facilities programmes.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Mark Wall, T.D
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22/01/2025	301	<p>PQ Referred: 1980/25, for answer 22/01/2025, Written from - Réada Cronin</p>	<p>Dail Question No: 301To ask the Minister for Transport if he has identified a depot to support the DART+ programme; and if he will provide an update on the sites being considered.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. TheNational Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ Programme and its constituent projects, which includes DART+ West.</p> <p>A Railway Order application for DART+ West was submitted to An Bord Pleanála in July 2022, following which an Oral Hearing took place in September/October 2023. A Railway Order was granted by An Bord Pleanála in July 2024 for DART+ West subject to certain conditions, notably that the proposed depot west of Maynooth not be constructed due to concerns about flood risk. Iarnród Éireann are currently exploring other options for the construction of a depot, in collaboration with the NTA, to progress the project into the procurement process and enter into construction stage. Iarnród Éireann and the NTA are also considering responses to legal issues with respect to the project's planning decision.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a more detailed reply on the specific issue raised. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 301 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Railway Order for the DART + West project was submitted to An Bord Pleanála (ABP) in July 2022, and in July 2024 ABP issued its determination granting approval to Iarnród Éireann for progressing all of the work – electrification, resignalling, track work, station work – needed to enable electrified DART services to operate the railway line from Dublin City Centre to Maynooth. However, the proposed Depot located west of Maynooth was not approved and ABP has requested that a new Railway Order application is made in respect of the Depot.</p> <p>A process to identify depot options for a new Railway Order application (for the depot only) is underway. That process is not yet complete and no final preferred site has been selected yet.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	<p>Reada Cronin</p>
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22/01/2025	167	<p>PQ Referred: 46394/24, for answer 22/01/2025, Written from - Paul Donnelly</p>	<p>Dail Question No: 167To ask the Minister for Transport the number of EV charging points currently available for use in each Dublin Bus depot; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including public transport fleet.</p> <p>No new diesel-only buses have been purchased for urban public service obligation bus fleets since July 2019, as set out in the National Development Plan 2018-2027. The transition to a zero-emission urban bus fleet is currently programmed to take up until 2035, based on the replacement of non-zero-emission buses as they reach the end of their efficient service lives.</p> <p>In November 2023, the initial element of the first phase of depot electrification to support the transition of Dublin city bus services to operation by zero-emission buses was completed with the inauguration of 56 charging guns and associated infrastructure funded through the NTA at Dublin Bus's Summerhill bus depot. In December 2023 and January 2024, a further 80 charging guns were commissioned at Dublin Bus's Phibsborough bus depot, which was also funded through the NTA. Following this installation, the first 100 double-deck electric buses ordered have entered service in the Dublin area using charging facilities in Phibsborough and Summerhill.</p> <p>Electric buses produce no tailpipe carbon emissions and offer reduced interior and exterior noise levels compared to diesel buses. This transition to electric buses will result in cleaner air and less noise pollution in areas where the buses are operating, while also providing a quieter journey for passengers.</p> <p>Noting the NTA's responsibility in this matter I have referred your question to the NTA for a more detailed direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 167 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) is currently funding Bus Átha Cliath - Dublin Bus (BÁC) for the provision of charging infrastructure to support the operation of zero-emission battery-electric buses on Public Service Obligation (PSO) urban bus services across Ireland.</p> <p>As of today, 56 charging guns are available in the BÁC depot at Summerhill and 80 charging guns in the BÁC depot at Phibsboro (with a further 20 charging guns at the latter location currently being brought on stream).</p> <p>Provision of a further 80 charging guns in the BÁC depot at Harristown is also well advanced, with the initial phase of 40 charging guns expected to be available later this year.</p> <p>Procurement of further charging guns for installation in BÁC depots will commence soon.</p> <p>The NTA is also aware that BÁC has installed a number of additional charging guns at its depots to support its fleet of service support vehicles.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	Paul Donnelly, T.D.
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22/01/2025	266	<p>PQ Referred: 1564/25, for answer 22/01/2025, Written from - Denise Mitchell</p>	<p>Dail Question No: 266To ask the Minister for Transport the engagement his Department or the National Transport Authority has had with the residents of Ayrfield, Dublin 13, in relation to the proposed BusConnects plan which would see the removal of a section of the estate boundary wall between Ayrfield Drive and the Malahide Road; if the Minister is aware of the serious safety concerns which have been raised by residents that the removal of this wall between the residential estate and a large main road would pose to children; the actions the Minister or the NTA is proposing to address those concerns; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA).</p> <p>The specific issue which the Deputy has raised relates to the Clongriffin Core Bus Corridor (CBC) and proposals for a pedestrian/cycle connection which is planned to provide direct access for the residents of the Ayrfield estate to the bus service on the Malahide Road.</p> <p>I understand that the NTA met with a delegation of the residents in July 2022, following the submission of the Clongriffin CBC to An Bord Pleanala to discuss concerns related to the proposal. The NTA committed to further discussion regarding the final details of the link design following a decision by the Board.</p> <p>The issue of connection route at Ayrfield Drive was also subject to a number of submissions and considered by An Bord Pleanala as part of its review of the Clongriffin CBC planning application, with the inspector noting that there is a justifiable need for the connection route at Ayrfield Drive based on the level of car dependency within the area.</p> <p>The inspector also concluded that there had been extensive public consultation on the proposed changes.</p> <p>The Clongriffin CBC received planning approval in January 2024, and Judicial Review proceedings have been commenced seeking to quash An Bord Pleanala's approval of the project by a resident in a different area of the scheme on a matter unrelated to Ayrfield Estate.</p> <p>Due to those proceedings, the scheme is currently paused. The consultation with the residents in relation to the scheme details is also paused pending the outcome of the (separate) Judicial Review proceedings.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for direct reply in relation to this project. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 266 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I note that the Minister has provided a comprehensive response to this Parliamentary Question. The NTA has nothing further to add to the Ministers response.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Chief Executive (Interim)</p>	Denise Mitchell, T.D.
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22/01/2025	256	<p>PQ Referred: 1514/25, for answer 22/01/2025, Written from - John Connolly</p>	<p>Dail Question No: 256To ask the Minister for Transport if, as part of the bus shelter enhancement programme, suitable locations had been agreed and funding provided for the provision of bus shelters in Bearna and in An Spidéal, Contae na Gaillimhe.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. TheNational Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 256 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each Local Authority (LA) in Ireland has received an allocation of €500,000 in 2025 under the Bus Stop Enhancement Programme (BSEP).</p> <p>This BSEP funding is intended to cover works that will be delivered through the LA, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area.</p> <p>The NTA will be engaging further with each LA over the next few weeks to agree a programme of works for 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	John Connolly T.D
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22/01/2025	211	<p>PQ Referred: 1026/25, for answer 22/01/2025, Written from - Paula Butterly</p>	<p>Dail Question No: 211To ask the Minister for Transport to provide the details on the expected commencement date for the DART expansion to Drogheda; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ Programme and its constituent projects, which includes DART+ Coastal North.</p> <p>The Preliminary Business Case for the whole DART+ programme was approved by Cabinet at Decision Gate 1 of the Public Spending Code in December 2021. The Decision also permitted the purchase of DART Fleet. This first order of DART+ Fleet comprised of an initial purchase of 95 DART carriages - 65 battery-electric and 30 electric.In November 2022, the Government approved a second purchase of fleet under the framework agreement with Alstom, which will see 90 new battery-electric carriages arrive around 2026/27.</p> <p>The first of the new carriages have started arriving, for testing and commissioning before deployment. The first batch of 65 battery-electric train carriages are expected to enter service on the Dublin to Drogheda line, in early 2026. To enable the roll-out of these DART trains to Drogheda, new battery-electric charging infrastructure is being developed at Drogheda station. This will allow the DART trains to operate on battery power between Malahide and Drogheda, in advance of the extension of overhead electric wires in future, under DART+ Coastal North.</p> <p>A Railway Order for DART+ Coastal North was lodged in July 2024. The project will significantly increase the peak hourly capacity and frequency on the Northern route between Dublin city and Malahide, Howth and Drogheda, with the section between Malahide and Drogheda (as part of the service between Dublin city and Drogheda) increasing in capacity from circa 4,800 to 8,800 passengers at peak hour/direction upon project completion.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a more detailed reply on the specific issue raised. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 211 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question which notes that “[t]he first batch of 65 battery-electric train carriages are expected to enter service on the Dublin to Drogheda line, in early 2026”. As such, the NTA has nothing further to add.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Paula Butterly, T.D
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22/01/2025	162	<p>PQ Referred: 46332/24, for answer 22/01/2025, Written from - John Connolly</p>	<p>Dail Question No: 162To ask the Minister for Transport the number of front of school projects on the safe routes to school scheme across the country that have been fully completed since the initiation of the scheme in 2020.</p> <p>Answer</p> <p>The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions including, in some cases, School Zones.</p> <p>These projects should help alleviate congestion at school gates and increase the number of students who walk or cycle to school.The Safe Routes to School Programme is funded by my Department through the National Transport Authority (NTA) and An Taisce's Green Schools is co-ordinating the programme.</p> <p>Invitations to express interest were sent to all primary and secondary schools in the country, and 931 applications were received from schools across every county in Ireland. 167 schools form Round 1 of the SRTS Programme while a further108 schools were announced for Round 2 in December 2022. Round 3 of the SRTS Programme was launched in November 2024.It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in the Rounds to date will be selected for forthcoming rounds.</p> <p>Noting the role of the NTA in the programme, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 162 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School (SRTS) Programme was developed in on request of the Department of Transport. All schools in the state were eligible to apply to the programme.</p> <p>By the deadline of 16th April 2021, 933 schools applied for the programme. 932 schools applied for the programme in 2021, of those 421 are engaged in the active programme (170 in Round 1, 109 in Round 2 and 142 in Round 3 which includes 47 schools on higher speed rural roads).</p> <p>Timelines for delivery of SRTS schemes depend on several factors, including timelines for public engagement and consultation, securing planning consent, securing contractors, and timing construction periods to reduce school disturbance and annual funding envelopes.</p> <p>Outline plans compiled by the Safe Routes to School team in An Taisce in collaboration with schools and local authorities are reviewed by the NTA and submitted to local authorities for progression through design and implementation. In this way, a community driven, evidence-based rationale for interventions is developed, which can support schemes through the planning process and increases the likelihood of modal shift.</p> <p>As of end January 2025</p> <ul style="list-style-type: none"> • 96 SRTS schemes are completed incorporating front of school ‘School Zone’ measures; • 34 SRTS schemes are under construction; • 29 SRTS schemes are at detail design stage (post statutory consent approval); • 15 SRTS schemes are currently undergoing Statutory Process with public consultation; • 63 SRTS scheme are at Preliminary Design stage; • 66 SRTS schemes are at options development; • The remained are in the initial stages of contact which will involve site visits, site audits, meetings with the principal, and parental surveys; • Cycle/scooter parking has been installed at 822 schools who applied for SRTS; and • An additional 72 schools who applied to the SRTS programme and 339 other schools have directly benefited from Active Travel infrastructure, delivered under Active Travel Investment Programme since 2021. <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p>	John Connolly T.D
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22/01/2025	152	<p>PQ Referred: 46251/24, for answer 22/01/2025, Written from - Pat Buckley</p>	<p>Dail Question No: 152 To ask the Minister for Transport to outline the plans to assess and improve the safety of walking routes to schools in rural areas such as Youghal.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions including, in some cases, School Zones.</p> <p>These projects should help alleviate congestion at school gates and increase the number of students who walk or cycle to school. The Safe Routes to School Programme is funded by my Department through the National Transport Authority (NTA) and An Taisce's Green Schools is co-ordinating the programme.</p> <p>Invitations to express interest were sent to all primary and secondary schools in the country, and 931 applications were received from schools across every county in Ireland. 167 schools form Round 1 of the SRTS Programme while a further 108 schools were announced for Round 2 in December 2022. Round 3 of the SRTS Programme was launched in November 2024. It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in the Rounds to date will be selected for forthcoming rounds.</p> <p>Given the number of schools currently registered with the Programme, there is currently no plans to open up the Programme for additional applications. It should be noted, however, that funding for Active Travel infrastructure for schools is not confined to the Safe Routes to Schools Programme alone. In some cases, schools outside the SRTS Programme are included in wider Active Travel projects if they are in the vicinity of these works.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 152 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School (SRTS) Programme was developed in partnership with the NTA and An Taisce Green-Schools in 2020, on request of the Department of Transport, as a response to the need to improve safety at the 'front of school' environment and enhance access to school grounds, and accelerate the delivery of walking, scooting and cycling infrastructure on key access routes to school.</p> <p>932 schools applied for the programme in 2021, of those 421 are engaged in the active programme (170 in Round 1, 109 in Round 2 and 142 in Round 3).</p> <p>South Abbey National School in Youghal was not yet included in the active programme. However, it is on the SRTS list and will not need to reapply, as schools will come into the programme on a rolling basis.</p> <p>The other schools in Youghal did not send their application to be part of the programme. The NTA understand that many schools faced significant challenges in 2021 due to Covid-19 and may have missed the opportunity to apply for the programme. Unfortunately, given the high number of applications—933 schools, nearly a quarter of schools in Ireland—there are currently no plans for an additional application call, as the NTA and Local Authorities are working to progress the existing pipeline of projects. Outside of the SRTS programme, many schools benefit from more general active travel projects funded by the NTA.</p> <p>It should be noted, that funding for Active Travel infrastructure for schools is not confined to the Safe Routes to Schools Programme alone. At the moment we are working on a scheme in Youghal aiming to connect the Summerfield Cross to Scoil Na Trinode. This project is in the detailed design stage, with the tender pack expected to be finalised later this year.</p> <p>Schools outside of the programme may contact the relevant Local authority regarding specific safety or infrastructure issues at their school. Information on what schools can do to support active travel is contained in the NTA's Toolkit for School Travel. Guidance regarding the infrastructure that might support active travel is available in the SRTS Design Guide which may assist in conversations with local authorities, and sample costs of infrastructure interventions are available here https://www.nationaltransport.ie/wp-content/uploads/2024/11/Active-Travel-Infrastructure_Cost-Information-Booklet-.pdf. Schools can also take part in the Green School Programme which provides support to schools to develop travel plans: https://greenschoolsireland.org/themes/travel/</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p>	Pat Buckley, T.D
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				Hugh Creegan, Chief Executive (Interim).	
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22/01/2025	153	<p>PQ Referred: 46252/24, for answer 22/01/2025, Written from - Pat Buckley</p>	<p>Dail Question No: 153 To ask the Minister for Transport his plans to address east Cork's infrastructure needs, such as roads and public transport, in the coming years.</p> <p>Dail Question No: 154 To ask the Minister for Transport if he will commit to developing a comprehensive transport strategy for east Cork, integrating road upgrades, train lines, and bus services.</p> <p>Answer</p> <p>The Cork County Development Plan 2022 to 2028 provides for the development of the county over the coming years and has been developed by the local authority in accordance with all relevant statutory and policy frameworks. The Plan sets out a comprehensive framework for the development of the county's transport network across all modes, including bus, rail and road.</p> <p>The Deputy will also be aware that the National Transport Authority (NTA) has developed the Cork Metropolitan Area Transport Strategy (CMATS) in collaboration with Transport Infrastructure Ireland, Cork City Council and Cork County Council. The strategy sets out a framework for the planning and delivery of transport infrastructure and services in the Cork Metropolitan Area up to 2040.</p> <p>Noting the NTA's role in the development of the CMATS, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 153 & 154 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>In addressing your questions relating to the infrastructural needs of East Cork and the development of a comprehensive transport strategy for east Cork, integrating road upgrades, train lines, and bus service, I will refer firstly to the provisions of the Cork Metropolitan Area Transport Strategy and programmes managed by the NTA on behalf of the Department of Transport which relate to planning and investment in sustainable transport infrastructure and services in the East Cork area.</p> <p>Cork Metropolitan Area Transport Strategy (CMATS) Cork Metropolitan Area Transport Strategy (CMATS) was developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland, Cork City Council and Cork County Council. The strategy sets out a framework for the planning and delivery of transport infrastructure and services in the Cork Metropolitan Area up to 2040.</p> <p>The area covered by CMATS is coterminous with the Metropolitan Area Strategy Plan (MASP) area for Cork, as presented in the Regional Spatial and Economic Strategy (RSES) for the Southern Region. In relation to East Cork, the MASP includes an area to the east of Cork City, including Little Island, the settlements of Carrigtwohill, Midleton and Cobh and the eastern side of Cork Harbour. Areas of East Cork outside of the Metropolitan Area are not, however, included within the scope of CMATS. Whilst CMATS and other metropolitan area transport strategies will be subject to periodic reviews over time, it is not currently envisaged, in the case of CMATS, that the extent of the area covered by it would be extended to incorporate the wider east Cork area beyond the existing Metropolitan Area boundary.</p> <p>Since its publication in 2020, there has been good progress in delivering key elements of CMATS, including Cork Commuter Rail Programme, BusConnects Cork and the Active Travel Programme. Each of these elements, of relevance to the East Cork area are dealt with in more detail, below. Also included are national strategies and programmes managed by the NTA on behalf of the Department of Transport, which are of relevance to the planning and provision of sustainable transport infrastructure and services in East Cork.</p> <p>Planning and Delivery of Heavy Rail Infrastructure and Services in East Cork</p> <p>Cork Commuter Rail Programme The Cork Area Commuter Rail Programme represents the largest investment in the rail network in Cork undertaken by the State. Phase 1 of the Cork Area Commuter Rail Programme is progressing well, with works on a new 'through' platform at Kent station, re-signalling of the network, and doubletracking from Glounthaune to Midleton on track to be completed by 2026. Work is also underway on an overall Programme Preliminary Business Case, which will consider the future rail electrification and fleet options for Cork. Iarnród Éireann awarded a contract to TYP SA and Roughan O'Donovan appointing them as multidisciplinary consultants for the design of Phase 2 of the Programme, which includes the electrification of the</p>	Pat Buckley, T.D
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				<p>operating across the BusConnects NRD area, including services from the East Cork area in Cork City. Three rounds of public consultation have been undertaken in relation to the proposed Sustainable Transport Corridors across Cork. Work is now ongoing to prepare the required statutory consent applications and associated Compulsory Purchase Orders (CPO) that will be submitted for determination to An Bord Pleanála (ABP) on a phased basis commencing later this year.</p> <p>Connecting Ireland The Connecting Ireland Rural Mobility Plan is a major public transport initiative developed by the NTA with the aim of increasing connectivity, particularly for people living outside our major towns and cities. The plan aims to improve mobility in rural areas by providing frequent and affordable transport services that offer freedom to travel and sustainable transport connections.</p> <p>Under Connecting Ireland, there is a proposed regional bus corridor route (Route No.6) from Cork to Waterford via Youghal, with more frequent services on this corridor and better integration of existing services proposed to commence in the coming years.</p> <p>Planning and Delivery of Active Travel projects</p> <p>NTA Active Travel Investment Grants (Cycling, Walking) The NTA has a dedicated Active Travel team who work in collaboration with Local Authorities across the country on the delivery of hundreds of Active Travel projects. This includes the development of segregated cycle lanes and widened footpaths, new walking and cycling bridges, and new pedestrian crossings.</p> <p>The overall 2025 funding allocation to Cork County Council under the Active Travel Investment Grants and other NTA funding streams is €20,900,000, allowing the progression and development of 36 separate projects. The funding will support a range of walking and cycling schemes including improved pedestrian environments, new segregated cycling lanes, pedestrian and cycling bridges and pedestrian crossings and includes a substantial number of active travel and other sustainable transport projects in the East Cork area, details of which can be found here: https://www.nationaltransport.ie/wp-content/uploads/2025/01/Full-Allocations-Table-130125.pdf</p> <p>Cycle Connects Ireland’s Cycle Network aims to improve sustainable travel by providing the potential for more trips on a safe, accessible and convenient cycling network, connecting more people to more places. Proposals for cycling links in key cities, towns and villages in each county are included in the plan, in addition to connections between the larger towns, villages and settlements. The plan also incorporates existing and planned cycle routes such as greenways and blueways. The draft proposals envisage an extensive cycling network across the 22 counties, including the East Cork area.</p> <p>Further details on the proposed Cork Cycle Network can be found here: https://consult.nationaltransport.ie/sites/default/files/CycleConnects%20-%20Cork%20Cycle%20Network.pdf</p>	
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				<p>https://consult.nationaltransport.ie/en/consultation/cycleconnects</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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22/01/2025	234	<p>PQ Referred: 1247/25, for answer 22/01/2025, Written from - Eoin Ó Broin</p>	<p>PQ 1247/25</p> <p>Dail Question No: 234To ask the Minister for Transport the reason an application by a person (details supplied) for the wheelchair accessible vehicle grant 2025 was rejected; and if this will be reviewed.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including the administration of the wheelchair accessible vehicle (WAV) grant scheme, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</p> <p>Accordingly, I have referred your question to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 234 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Once again, the NTA saw incredible demand for the Wheelchair Accessible Vehicle Grant Scheme, with Round 1 of WAV25 closing early on opening day, January 6th 2025. The NTA can confirm that Mr Grant's application for a WAV Grant this year was unsuccessful as all funding for Round 1 of the 2025 Grant scheme had been allocated at the time his application was received.</p> <p>As set out in our December update, the NTA revised the Grant Scheme for 2025 in response to industry feedback and to enhance the process for all. This included increasing the time applicants have to complete the grant process and providing two opportunities for applying in the year: January and July.</p> <p>Under the Terms and Conditions of the WAV Grant Scheme 2022, which applied to the grant in this case, the WAV had to be available for the purpose of providing the WAV services for a period of 3 years from payment. Accordingly [Name Removed] repaid a portion of that 2022 grant in compliance with the Terms and Conditions applicable.</p> <p>Each grant scheme operated by NTA is independent of any previous scheme (save and except very particular conditions regarding WAVs already in use and/or previously grant aided), each scheme operates on its own terms and conditions and applications can only be considered in line with such terms and conditions as they apply in that year. The repayment of any grant is not required to apply for any future grant. Applicants who are successful in obtaining a Provisional Grant Offer may be required to repay part of a previous grant in order to meet the terms and conditions of the current year's scheme, however that is a matter which is resolved as part of the grant process after a Provisional Grant Offer has issued.</p> <p>[Name Removed] will have the opportunity to make a further application in July and NTA would recommend that [Name Removed] can familiarise himself with the updated Terms and Conditions, Information Guide and WAV 25 Grant Scheme FAQs in preparation for a July application; information and updates on the July application process will be made available on the NTA website, and he can check such updates on the SPSV Latest News section of the website.</p> <p>I trust that the above is of assistance.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Interim Chief Executive</p>	Eoin O'Broin
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22/01/2025	219	<p>PQ Referred: 1093/25, for answer 22/01/2025, Written from - Richard Boyd Barrett</p>	<p>Dail Question No: 219 To ask the Minister for Transport if he is aware of the wheelchair-accessible taxi grant scheme portal's technical failure which left many applicants unable to apply for the grant; if he will ensure that drivers who were unable to access the scheme this time are prioritised in the next round of applications; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including the administration of the wheelchair accessible vehicle (WAV) grant scheme, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</p> <p>Accordingly, I have referred your question to the NTA for direct reply. Please advise my private office if you have not received a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 219 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA saw incredible demand for the Wheelchair Accessible Vehicle Grant Scheme, with Round 1 of this year's grant scheme (WAV25) closing early on the opening day, Monday 06 January 2025. The immediate demand for applications resulted in limited web page slowness, however NTA can confirm that no technical issues affected the online application portal on the opening day, as illustrated by the almost 2000 applications that were received shortly after opening. While the funding amount of the grant scheme is now higher than in previous years, the level of applications received on the first day of the WAV25 scheme fully utilised the grant funding available.</p> <p>In line with previous public NTA information notices on the topic, the WAV25 application portal will open again in July. Prospective applicants should familiarise themselves on how to apply by reviewing the following: FAQs on WAV Grant Scheme 2025; WAV25 Terms and Conditions and Information Guide.</p> <p>All applications received in Round 2 will be considered on a first received basis in accordance with the provisions of the Terms and Conditions, as above.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	<p>Richard Boyd Barrett, T.D.</p>
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22/01/2025	200	<p>PQ Referred: 46869/24, for answer 22/01/2025, Written from - Eoghan Kenny</p>	<p>Dail Question No: 200To ask the Minister for Transport if consideration will be given to expanding the public bike scheme in a location (details supplied).</p> <p>Details Supplied: Expanding the bike scheme to blackrock village and out to Rochestown and Douglas Village</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to cycling and public transport infrastructure, including the provision of funding to the National Transport Authority (NTA) for public bike-sharing schemes in Cork, Waterford, Limerick and Galway.</p> <p>However, matters related to the day-to-day operations, management or expansion of public bike schemes are matters for the relevant local authorities, in conjunction with the NTA. As such, I have referred your question to the NTA for a more detailed reply. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 200 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA will not be providing any additional TFI (Transport for Ireland) bike docking stations in its current format as that contract will expire by the end of this year.</p> <p>The NTA is currently in the process of reviewing the existing Regional Public Bike Schemes to enhance coverage, operations, and potentially integrate electric bikes into the system. This review includes assessing the feasibility of expanding the scheme to new areas and improving the overall user experience.</p> <p>As part of this review, the NTA is considering various factors such as the demand for bike-sharing services, infrastructure requirements, and funding availability. The NTA aims to ensure that any expansion of the public bike scheme aligns with the evolving needs of cyclists and contributes to sustainable urban mobility.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p> </p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Eoghan Kenny, T.D
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22/01/2025	139	<p>PQ Referred: 46201/24, for answer 22/01/2025, Written from - Michael Fitzmaurice</p>	<p>Dail Question No: 139 To ask the Minister for Transport the number of civil servants in his Department, and in agencies under the aegis of his Department, who were on career break in 2023 or 2024, by month and grade, and by length of career break; the number of civil servants in his Department and in agencies under the aegis of his Department who were on career break for longer than five years or longer than six years in 2023 or 2024, by month, grade, and length of career break, in tabular form; and if he will make a statement on the matter.</p> <p>Identical Question(s): to all Depts.</p> <p>Answer</p> <p>There were 15 civil servants in my Department who were on a career break in 2023 or 2024, outlined below by month and by grade.</p> <table><tr><td>Grade</td><td>Start date of career break</td><td>End date of career break</td><td>Duration</td></tr><tr><td>Service Officer</td><td>02/09/2019</td><td>02/09/2024</td><td>5 years</td></tr><tr><td>Executive Officer</td><td>01/01/2020</td><td>06/01/2025</td><td>5 years</td></tr><tr><td>Executive Officer</td><td>07/04/2020</td><td>07/04/2025</td><td>5 years</td></tr><tr><td>Executive Officer</td><td>27/02/2023</td><td>13/07/2024</td><td>1 year, 4 months</td></tr><tr><td>Higher Executive Officer</td><td>02/08/2022</td><td>03/08/2027</td><td>5 years</td></tr><tr><td>Higher Executive Officer</td><td>20/05/2024</td><td>21/11/2024</td><td>6 months</td></tr><tr><td>Higher Executive Officer</td><td>26/02/2024</td><td>01/03/2027</td><td>3 years</td></tr><tr><td>Higher Executive Officer</td><td>03/10/2022</td><td>01/02/2023</td><td>4 months</td></tr><tr><td>Health and Safety Officer</td><td>30/09/2022</td><td>21/09/2024</td><td>< 2 years</td></tr><tr><td>Radio Officer Grade 3</td><td>30/09/2022</td><td>01/10/2027</td><td>5 years</td></tr><tr><td>Assistant Principal</td><td>27/06/2022</td><td>02/05/2023</td><td>10 months</td></tr><tr><td>Economist</td><td>21/08/2023</td><td>19/08/2026</td><td>3 years</td></tr><tr><td>Clerical Officer</td><td>10/11/2023</td><td>11/11/2024</td><td>1 year</td></tr><tr><td>Principal Officer</td><td>01/08/2024</td><td>03/08/2027</td><td>3 years</td></tr><tr><td>Administrative Officer</td><td>24/10/2024</td><td>27/10/2025</td><td>1 year</td></tr></table> <p>There were no staff members on a career break of more than five years in my department in 2023 and 2024.</p>	Grade	Start date of career break	End date of career break	Duration	Service Officer	02/09/2019	02/09/2024	5 years	Executive Officer	01/01/2020	06/01/2025	5 years	Executive Officer	07/04/2020	07/04/2025	5 years	Executive Officer	27/02/2023	13/07/2024	1 year, 4 months	Higher Executive Officer	02/08/2022	03/08/2027	5 years	Higher Executive Officer	20/05/2024	21/11/2024	6 months	Higher Executive Officer	26/02/2024	01/03/2027	3 years	Higher Executive Officer	03/10/2022	01/02/2023	4 months	Health and Safety Officer	30/09/2022	21/09/2024	< 2 years	Radio Officer Grade 3	30/09/2022	01/10/2027	5 years	Assistant Principal	27/06/2022	02/05/2023	10 months	Economist	21/08/2023	19/08/2026	3 years	Clerical Officer	10/11/2023	11/11/2024	1 year	Principal Officer	01/08/2024	03/08/2027	3 years	Administrative Officer	24/10/2024	27/10/2025	1 year	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 139 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Of the public servants employed in the NTA, none were on a career break during the 2023 and 2024 period referenced in your query.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	<p>Michael Fitzmaurice, T.D.</p>
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			<p>I have asked the Agencies under my aegis to provide the information directly to the Deputy. If you do not hear back from the Agencies within 10 working days please contact my office.</p>		
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22/01/2025	312	<p>PQ Referred: 2117/25, for answer 22/01/2025, Written from - Mark Wall</p>	<p>Dail Question No: 312 To ask the Minister for Transport if a private company providing school transport can use an NTA bus stop in South Kildare, given the importance of safety at the location; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. The NTA is also responsible for the day to day operations of Public Transport.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to your enquiry dated 10th January 2025. My apologies for the delay in responding.</p> <p>In terms of assisting all passengers on their journeys, persons who wish to operate Small Public Service Vehicles (SPSVs) which includes taxis, limousines and hackneys are required to pass the SPSV Driver Entry Test which consists of 2 modules, an Industry Knowledge Test and an Area Knowledge Test. To prepare for the Industry Knowledge Module (designed to check that applicants are familiar with the relevant legislation and, most importantly, understand good practice in the industry when providing services to the public), applicants study The Official Manual for Operating in the SPSV Industry. Included in that manual is information and guidance on assisting customers with disabilities (see Chapter 8). In addition applicants are required to undertake a course around Safeguarding and Disability Awareness, prior to applying for their new SPSV Driver Licence. The course aims to provide information to professional drivers enabling them to provide a better service to vulnerable or disabled passengers.</p> <p>In terms of taxi equipment to assist passengers, in particular taxi meters as alluded to below, all taxis being operated in Ireland are required to be fitted with a taximeter. The Legal Metrology Service (part of NSAI) are the agency responsible for the regulation and verification of taximeters, and they may have more information on plans in this area. The NTA is however not aware of any current implementation plans with regard to such assistive technologies. Such matters are kept under review by NTA, and should changes be envisaged within the wider scope of SPSV services under its remit, the NTA will publicise any related updates or initiatives.</p> <p>By way of further assisting with professional development of SPSV operators, as and from 1st January 2025, the NTA is making available to all operators, free of charge, Wheelchair Accessible Vehicle (WAV) Practical Training; whilst the training has in the past been primarily aimed at those operators offering a WAV service, it now includes training on interacting with persons with disabilities and continues the development of SPSV operator skills, awareness and knowledge.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p>	Mark Wall, T.D
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22/01/2025	306	<p>PQ Referred: 2085/25, for answer 22/01/2025, Written from - Rose Conway-Walsh</p>	<p>Dail Question No: 306To ask the Minister for Transport to provide a breakdown of the annual allocation of capital and current spend and the annual drawdown of capital and current spend by each local authority for each of the years from 2020 to 2024, in tabular form.</p> <p>Answer</p> <p>There are four main programmes supported by my Department which provide funding to local authorities - Active Travel: my Department funds the National Transport Authority (NTA) which in turn allocates funding to individual local authorities. Details of those allocations are published by theNTA:https://www.nationaltransport.ie/planning-and-investment/transport-investment/active-travel-investment-programme/active-travel-publications/ Greenways: my Department funds Transport Infrastructure Ireland (TII)which in turn allocates funding to individual local authorities. Details of those allocations are published by TII:https://www.tii.ie/en/news/press-releases/ National Roads: my Department funds Transport Infrastructure Ireland (TII)which in turn allocates funding to individual local authorities. Details of those allocations are published by TII:https://www.tii.ie/en/news/press-releases/ Regional Local Roads: my Department funds local authorities directly in relation to the regional and local roads programme and a a detailed breakdown of funding for each local authority per grant type (of which there are currently 17 types) per year (including outturn) is outlined in the regional and local road allocations and payments booklets which are available on the Oireachtas Digital Library.</p> <p>I have also forwarded your question to both NTA (active travel) and TII (greenways and national roads) for further detailed reply, please contact my Office if you do not receive such a reply within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 306 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>In relation to NTA’s Active Travel Programme, this provides grants to local authorities in respect of their active travel projects (cycling and walking schemes). The table below sets out the Active Travel allocations to each local authority by year(2020 to 2024), and the final expenditure under that grant allocation for the relevant year.</p> <table><tr><th>Local Authority</th><th>2020 Allocations</th><th>2020 Expenditure</th><th>2021 Allocations</th><th>2021 Expenditure</th><th>2022 Allocations</th><th>2022 Expenditure</th><th>2023 Allocations</th><th>2023 Expenditure</th><th>2024 Allocations</th><th>2024 Expenditure</th></tr><tr><td>Dublin City Council</td><td>43,730,720</td><td>24,153,950</td><td>41,209,820</td><td>26,267,346</td><td>73,470,029</td><td>41,181,468</td><td>79,964,177</td><td>67,241,407</td><td>41,031,084</td><td>17,459,689</td></tr><tr><td>Dún Laoghaire Rathdown County Council</td><td>29,551,067</td><td>19,742,411</td><td>39,865,576</td><td>17,911,055</td><td>41,781,260</td><td>24,630,871</td><td>32,291,585</td><td>19,684,454</td><td>22,034,931</td><td>18,059,555</td></tr><tr><td>Fingal County Council</td><td>9,323,867</td><td>4,926,052</td><td>16,489,500</td><td>9,078,369</td><td>26,701,306</td><td>13,608,092</td><td>21,146,071</td><td>15,749,556</td><td>26,846,056</td><td>26,239,706</td></tr><tr><td>Kildare County Council</td><td>2,639,864</td><td>2,214,122</td><td>9,242,383</td><td>3,222,868</td><td>19,620,148</td><td>9,707,909</td><td>12,537,250</td><td>10,562,109</td><td>10,340,000</td><td>9,386,515</td></tr><tr><td>Mouth County Council</td><td>11,156,843</td><td>8,535,433</td><td>16,613,623</td><td>11,082,755</td><td>17,252,313</td><td>13,155,432</td><td>19,281,009</td><td>17,561,620</td><td>15,181,219</td><td>14,479,659</td></tr><tr><td>South Dublin County Council</td><td>12,157,889</td><td>8,571,158</td><td>20,101,094</td><td>10,959,422</td><td>20,745,427</td><td>15,496,892</td><td>26,281,448</td><td>22,333,365</td><td>25,090,000</td><td>22,785,622</td></tr><tr><td>Wicklow County Council</td><td>7,014,050</td><td>3,877,457</td><td>9,089,213</td><td>5,500,384</td><td>11,967,500</td><td>7,864,185</td><td>8,601,370</td><td>7,548,713</td><td>8,166,350</td><td>6,051,181</td></tr><tr><td>GDA - Grand Total</td><td>115,574,299</td><td>72,020,583</td><td>173,617,209</td><td>84,052,690</td><td>211,518,381</td><td>127,648,648</td><td>195,102,900</td><td>160,281,303</td><td>168,689,700</td><td>156,405,923</td></tr><tr><td>Cork City Council</td><td>17,760,000</td><td>11,870,070</td><td>33,071,735</td><td>19,156,352</td><td>53,443,110</td><td>29,752,251</td><td>37,336,845</td><td>35,190,079</td><td>31,772,084</td><td>31,034,772</td></tr><tr><td>Cork County Council</td><td>3,290,403</td><td>2,419,640</td><td>18,156,943</td><td>11,162,596</td><td>26,478,545</td><td>18,477,287</td><td>24,750,800</td><td>24,429,216</td><td>21,935,354</td><td>20,128,799</td></tr><tr><td>Galway City Council</td><td>12,470,164</td><td>4,636,517</td><td>13,245,000</td><td>5,571,513</td><td>16,987,000</td><td>8,994,120</td><td>10,712,700</td><td>10,575,373</td><td>8,293,000</td><td>6,431,907</td></tr><tr><td>Limerick City and County Council</td><td>16,790,000</td><td>4,525,239</td><td>22,793,359</td><td>18,054,271</td><td>30,039,386</td><td>18,322,601</td><td>24,213,964</td><td>22,620,825</td><td>21,195,395</td><td>20,841,148</td></tr><tr><td>Watersford City and County Council</td><td>18,352,500</td><td>9,635,859</td><td>15,486,500</td><td>9,751,275</td><td>53,332,000</td><td>40,588,903</td><td>21,569,087</td><td>21,365,285</td><td>26,430,134</td><td>24,470,743</td></tr><tr><td>Regional Cities - Grand Total</td><td>68,663,067</td><td>33,087,315</td><td>102,773,538</td><td>63,658,007</td><td>180,280,041</td><td>116,135,163</td><td>118,579,396</td><td>113,980,778</td><td>111,625,967</td><td>101,901,368</td></tr><tr><td>Carlow County Council</td><td>260,000</td><td>234,920</td><td>2,903,577</td><td>1,181,897</td><td>3,206,000</td><td>2,371,361</td><td>2,717,600</td><td>2,712,877</td><td>3,014,600</td><td>2,994,259</td></tr><tr><td>Cavan County Council</td><td></td><td></td><td>3,000,240</td><td>1,323,005</td><td>5,313,767</td><td>3,505,543</td><td>3,873,547</td><td>3,342,736</td><td>3,383,839</td><td>1,668,010</td></tr><tr><td>Clare County Council</td><td>310,403</td><td>291,449</td><td>4,993,520</td><td>3,113,509</td><td>6,793,196</td><td>3,915,877</td><td>3,870,011</td><td>2,782,667</td><td>3,222,311</td><td>2,068,561</td></tr><tr><td>Downall County Council</td><td></td><td></td><td>5,406,100</td><td>2,281,572</td><td>6,212,000</td><td>4,595,480</td><td>4,518,000</td><td>4,187,736</td><td>4,405,500</td><td>4,093,641</td></tr><tr><td>Galway County Council</td><td></td><td></td><td>6,794,000</td><td>4,547,001</td><td>7,756,000</td><td>2,667,256</td><td>2,855,472</td><td>2,234,167</td><td>2,659,445</td><td>954,656</td></tr><tr><td>Kerry County Council</td><td>364,500</td><td>364,711</td><td>2,168,386</td><td>1,009,038</td><td>5,428,486</td><td>1,914,431</td><td>2,746,214</td><td>1,528,981</td><td>3,142,472</td><td>1,963,639</td></tr><tr><td>Kilkenny County Council</td><td>211,030</td><td>211,030</td><td>3,204,500</td><td>1,608,936</td><td>3,961,100</td><td>2,907,325</td><td>3,159,142</td><td>3,012,064</td><td>3,000,000</td><td>2,956,902</td></tr><tr><td>Leam County Council</td><td></td><td></td><td>1,839,163</td><td>413,300</td><td>4,629,680</td><td>3,137,834</td><td>3,525,502</td><td>3,251,839</td><td>3,147,109</td><td>3,140,159</td></tr><tr><td>Louth County Council</td><td></td><td></td><td>1,722,250</td><td>1,073,787</td><td>2,402,169</td><td>1,558,269</td><td>1,998,784</td><td>1,910,854</td><td>1,900,000</td><td>1,464,839</td></tr><tr><td>Longford County Council</td><td></td><td></td><td>2,170,000</td><td>74,183</td><td>2,798,668</td><td>1,098,684</td><td>4,208,000</td><td>3,268,464</td><td>3,500,000</td><td>2,863,647</td></tr><tr><td>Louth County Council</td><td>610,000</td><td>585,193</td><td>6,545,811</td><td>1,788,045</td><td>6,869,298</td><td>4,285,635</td><td>5,302,191</td><td>3,355,166</td><td>4,000,000</td><td>2,547,660</td></tr><tr><td>Mayo County Council</td><td></td><td></td><td>6,177,125</td><td>3,457,567</td><td>7,594,711</td><td>4,444,570</td><td>3,740,076</td><td>1,152,082</td><td>3,573,399</td><td>2,903,144</td></tr><tr><td>Monaghan County Council</td><td></td><td></td><td>1,556,916</td><td>349,621</td><td>4,271,705</td><td>2,587,640</td><td>3,000,001</td><td>2,470,822</td><td>2,986,032</td><td>2,228,550</td></tr><tr><td>Offaly County Council</td><td></td><td></td><td>3,278,455</td><td>682,171</td><td>4,425,383</td><td>1,831,240</td><td>3,424,783</td><td>3,314,689</td><td>3,500,000</td><td>3,499,890</td></tr><tr><td>Roscommon County Council</td><td></td><td></td><td>3,895,466</td><td>1,652,647</td><td>3,164,792</td><td>3,509,094</td><td>2,395,000</td><td>1,483,084</td><td>3,050,001</td><td>1,049,995</td></tr><tr><td>Sligo County Council</td><td>80,000</td><td>71,877</td><td>2,214,405</td><td>1,232,840</td><td>3,517,000</td><td>2,002,136</td><td>2,970,000</td><td>2,136,917</td><td>2,994,158</td><td>1,362,094</td></tr><tr><td>Tipperary County Council</td><td>90,000</td><td>52,181</td><td>6,795,342</td><td>5,060,811</td><td>9,597,191</td><td>7,374,513</td><td>4,589,414</td><td>4,266,476</td><td>3,999,000</td><td>3,925,387</td></tr><tr><td>Westmeath County Council</td><td></td><td></td><td>4,209,300</td><td>389,038</td><td>4,368,887</td><td>2,333,405</td><td>3,529,362</td><td>2,757,448</td><td>3,999,998</td><td>3,364,459</td></tr><tr><td>Wexford County Council</td><td></td><td></td><td>6,798,042</td><td>3,041,275</td><td>5,582,001</td><td>2,839,650</td><td>5,602,173</td><td>3,511,231</td><td>4,692,413</td><td>3,795,837</td></tr><tr><td>Non GDA and Regional Local Authorities - Grand Total</td><td>1,925,933</td><td>1,811,161</td><td>76,890,998</td><td>32,189,841</td><td>97,631,155</td><td>56,880,423</td><td>67,897,232</td><td>52,680,249</td><td>64,225,077</td><td>51,797,329</td></tr><tr><td>Grand Total</td><td>186,163,218</td><td>106,915,009</td><td>352,281,745</td><td>179,905,537</td><td>489,349,576</td><td>300,664,634</td><td>385,579,537</td><td>326,942,351</td><td>344,540,744</td><td>310,164,621</td></tr></table>	Local Authority	2020 Allocations	2020 Expenditure	2021 Allocations	2021 Expenditure	2022 Allocations	2022 Expenditure	2023 Allocations	2023 Expenditure	2024 Allocations	2024 Expenditure	Dublin City Council	43,730,720	24,153,950	41,209,820	26,267,346	73,470,029	41,181,468	79,964,177	67,241,407	41,031,084	17,459,689	Dún Laoghaire Rathdown County Council	29,551,067	19,742,411	39,865,576	17,911,055	41,781,260	24,630,871	32,291,585	19,684,454	22,034,931	18,059,555	Fingal County Council	9,323,867	4,926,052	16,489,500	9,078,369	26,701,306	13,608,092	21,146,071	15,749,556	26,846,056	26,239,706	Kildare County Council	2,639,864	2,214,122	9,242,383	3,222,868	19,620,148	9,707,909	12,537,250	10,562,109	10,340,000	9,386,515	Mouth County Council	11,156,843	8,535,433	16,613,623	11,082,755	17,252,313	13,155,432	19,281,009	17,561,620	15,181,219	14,479,659	South Dublin County Council	12,157,889	8,571,158	20,101,094	10,959,422	20,745,427	15,496,892	26,281,448	22,333,365	25,090,000	22,785,622	Wicklow County Council	7,014,050	3,877,457	9,089,213	5,500,384	11,967,500	7,864,185	8,601,370	7,548,713	8,166,350	6,051,181	GDA - Grand Total	115,574,299	72,020,583	173,617,209	84,052,690	211,518,381	127,648,648	195,102,900	160,281,303	168,689,700	156,405,923	Cork City Council	17,760,000	11,870,070	33,071,735	19,156,352	53,443,110	29,752,251	37,336,845	35,190,079	31,772,084	31,034,772	Cork County Council	3,290,403	2,419,640	18,156,943	11,162,596	26,478,545	18,477,287	24,750,800	24,429,216	21,935,354	20,128,799	Galway City Council	12,470,164	4,636,517	13,245,000	5,571,513	16,987,000	8,994,120	10,712,700	10,575,373	8,293,000	6,431,907	Limerick City and County Council	16,790,000	4,525,239	22,793,359	18,054,271	30,039,386	18,322,601	24,213,964	22,620,825	21,195,395	20,841,148	Watersford City and County Council	18,352,500	9,635,859	15,486,500	9,751,275	53,332,000	40,588,903	21,569,087	21,365,285	26,430,134	24,470,743	Regional Cities - Grand Total	68,663,067	33,087,315	102,773,538	63,658,007	180,280,041	116,135,163	118,579,396	113,980,778	111,625,967	101,901,368	Carlow County Council	260,000	234,920	2,903,577	1,181,897	3,206,000	2,371,361	2,717,600	2,712,877	3,014,600	2,994,259	Cavan County Council			3,000,240	1,323,005	5,313,767	3,505,543	3,873,547	3,342,736	3,383,839	1,668,010	Clare County Council	310,403	291,449	4,993,520	3,113,509	6,793,196	3,915,877	3,870,011	2,782,667	3,222,311	2,068,561	Downall County Council			5,406,100	2,281,572	6,212,000	4,595,480	4,518,000	4,187,736	4,405,500	4,093,641	Galway County Council			6,794,000	4,547,001	7,756,000	2,667,256	2,855,472	2,234,167	2,659,445	954,656	Kerry County Council	364,500	364,711	2,168,386	1,009,038	5,428,486	1,914,431	2,746,214	1,528,981	3,142,472	1,963,639	Kilkenny County Council	211,030	211,030	3,204,500	1,608,936	3,961,100	2,907,325	3,159,142	3,012,064	3,000,000	2,956,902	Leam County Council			1,839,163	413,300	4,629,680	3,137,834	3,525,502	3,251,839	3,147,109	3,140,159	Louth County Council			1,722,250	1,073,787	2,402,169	1,558,269	1,998,784	1,910,854	1,900,000	1,464,839	Longford County Council			2,170,000	74,183	2,798,668	1,098,684	4,208,000	3,268,464	3,500,000	2,863,647	Louth County Council	610,000	585,193	6,545,811	1,788,045	6,869,298	4,285,635	5,302,191	3,355,166	4,000,000	2,547,660	Mayo County Council			6,177,125	3,457,567	7,594,711	4,444,570	3,740,076	1,152,082	3,573,399	2,903,144	Monaghan County Council			1,556,916	349,621	4,271,705	2,587,640	3,000,001	2,470,822	2,986,032	2,228,550	Offaly County Council			3,278,455	682,171	4,425,383	1,831,240	3,424,783	3,314,689	3,500,000	3,499,890	Roscommon County Council			3,895,466	1,652,647	3,164,792	3,509,094	2,395,000	1,483,084	3,050,001	1,049,995	Sligo County Council	80,000	71,877	2,214,405	1,232,840	3,517,000	2,002,136	2,970,000	2,136,917	2,994,158	1,362,094	Tipperary County Council	90,000	52,181	6,795,342	5,060,811	9,597,191	7,374,513	4,589,414	4,266,476	3,999,000	3,925,387	Westmeath County Council			4,209,300	389,038	4,368,887	2,333,405	3,529,362	2,757,448	3,999,998	3,364,459	Wexford County Council			6,798,042	3,041,275	5,582,001	2,839,650	5,602,173	3,511,231	4,692,413	3,795,837	Non GDA and Regional Local Authorities - Grand Total	1,925,933	1,811,161	76,890,998	32,189,841	97,631,155	56,880,423	67,897,232	52,680,249	64,225,077	51,797,329	Grand Total	186,163,218	106,915,009	352,281,745	179,905,537	489,349,576	300,664,634	385,579,537	326,942,351	344,540,744	310,164,621	<p>Rose Conway-Walsh, T.D.</p>
Local Authority	2020 Allocations	2020 Expenditure	2021 Allocations	2021 Expenditure	2022 Allocations	2022 Expenditure	2023 Allocations	2023 Expenditure	2024 Allocations	2024 Expenditure																																																																																																																																																																																																																																																																																																																																																																																																							
Dublin City Council	43,730,720	24,153,950	41,209,820	26,267,346	73,470,029	41,181,468	79,964,177	67,241,407	41,031,084	17,459,689																																																																																																																																																																																																																																																																																																																																																																																																							
Dún Laoghaire Rathdown County Council	29,551,067	19,742,411	39,865,576	17,911,055	41,781,260	24,630,871	32,291,585	19,684,454	22,034,931	18,059,555																																																																																																																																																																																																																																																																																																																																																																																																							
Fingal County Council	9,323,867	4,926,052	16,489,500	9,078,369	26,701,306	13,608,092	21,146,071	15,749,556	26,846,056	26,239,706																																																																																																																																																																																																																																																																																																																																																																																																							
Kildare County Council	2,639,864	2,214,122	9,242,383	3,222,868	19,620,148	9,707,909	12,537,250	10,562,109	10,340,000	9,386,515																																																																																																																																																																																																																																																																																																																																																																																																							
Mouth County Council	11,156,843	8,535,433	16,613,623	11,082,755	17,252,313	13,155,432	19,281,009	17,561,620	15,181,219	14,479,659																																																																																																																																																																																																																																																																																																																																																																																																							
South Dublin County Council	12,157,889	8,571,158	20,101,094	10,959,422	20,745,427	15,496,892	26,281,448	22,333,365	25,090,000	22,785,622																																																																																																																																																																																																																																																																																																																																																																																																							
Wicklow County Council	7,014,050	3,877,457	9,089,213	5,500,384	11,967,500	7,864,185	8,601,370	7,548,713	8,166,350	6,051,181																																																																																																																																																																																																																																																																																																																																																																																																							
GDA - Grand Total	115,574,299	72,020,583	173,617,209	84,052,690	211,518,381	127,648,648	195,102,900	160,281,303	168,689,700	156,405,923																																																																																																																																																																																																																																																																																																																																																																																																							
Cork City Council	17,760,000	11,870,070	33,071,735	19,156,352	53,443,110	29,752,251	37,336,845	35,190,079	31,772,084	31,034,772																																																																																																																																																																																																																																																																																																																																																																																																							
Cork County Council	3,290,403	2,419,640	18,156,943	11,162,596	26,478,545	18,477,287	24,750,800	24,429,216	21,935,354	20,128,799																																																																																																																																																																																																																																																																																																																																																																																																							
Galway City Council	12,470,164	4,636,517	13,245,000	5,571,513	16,987,000	8,994,120	10,712,700	10,575,373	8,293,000	6,431,907																																																																																																																																																																																																																																																																																																																																																																																																							
Limerick City and County Council	16,790,000	4,525,239	22,793,359	18,054,271	30,039,386	18,322,601	24,213,964	22,620,825	21,195,395	20,841,148																																																																																																																																																																																																																																																																																																																																																																																																							
Watersford City and County Council	18,352,500	9,635,859	15,486,500	9,751,275	53,332,000	40,588,903	21,569,087	21,365,285	26,430,134	24,470,743																																																																																																																																																																																																																																																																																																																																																																																																							
Regional Cities - Grand Total	68,663,067	33,087,315	102,773,538	63,658,007	180,280,041	116,135,163	118,579,396	113,980,778	111,625,967	101,901,368																																																																																																																																																																																																																																																																																																																																																																																																							
Carlow County Council	260,000	234,920	2,903,577	1,181,897	3,206,000	2,371,361	2,717,600	2,712,877	3,014,600	2,994,259																																																																																																																																																																																																																																																																																																																																																																																																							
Cavan County Council			3,000,240	1,323,005	5,313,767	3,505,543	3,873,547	3,342,736	3,383,839	1,668,010																																																																																																																																																																																																																																																																																																																																																																																																							
Clare County Council	310,403	291,449	4,993,520	3,113,509	6,793,196	3,915,877	3,870,011	2,782,667	3,222,311	2,068,561																																																																																																																																																																																																																																																																																																																																																																																																							
Downall County Council			5,406,100	2,281,572	6,212,000	4,595,480	4,518,000	4,187,736	4,405,500	4,093,641																																																																																																																																																																																																																																																																																																																																																																																																							
Galway County Council			6,794,000	4,547,001	7,756,000	2,667,256	2,855,472	2,234,167	2,659,445	954,656																																																																																																																																																																																																																																																																																																																																																																																																							
Kerry County Council	364,500	364,711	2,168,386	1,009,038	5,428,486	1,914,431	2,746,214	1,528,981	3,142,472	1,963,639																																																																																																																																																																																																																																																																																																																																																																																																							
Kilkenny County Council	211,030	211,030	3,204,500	1,608,936	3,961,100	2,907,325	3,159,142	3,012,064	3,000,000	2,956,902																																																																																																																																																																																																																																																																																																																																																																																																							
Leam County Council			1,839,163	413,300	4,629,680	3,137,834	3,525,502	3,251,839	3,147,109	3,140,159																																																																																																																																																																																																																																																																																																																																																																																																							
Louth County Council			1,722,250	1,073,787	2,402,169	1,558,269	1,998,784	1,910,854	1,900,000	1,464,839																																																																																																																																																																																																																																																																																																																																																																																																							
Longford County Council			2,170,000	74,183	2,798,668	1,098,684	4,208,000	3,268,464	3,500,000	2,863,647																																																																																																																																																																																																																																																																																																																																																																																																							
Louth County Council	610,000	585,193	6,545,811	1,788,045	6,869,298	4,285,635	5,302,191	3,355,166	4,000,000	2,547,660																																																																																																																																																																																																																																																																																																																																																																																																							
Mayo County Council			6,177,125	3,457,567	7,594,711	4,444,570	3,740,076	1,152,082	3,573,399	2,903,144																																																																																																																																																																																																																																																																																																																																																																																																							
Monaghan County Council			1,556,916	349,621	4,271,705	2,587,640	3,000,001	2,470,822	2,986,032	2,228,550																																																																																																																																																																																																																																																																																																																																																																																																							
Offaly County Council			3,278,455	682,171	4,425,383	1,831,240	3,424,783	3,314,689	3,500,000	3,499,890																																																																																																																																																																																																																																																																																																																																																																																																							
Roscommon County Council			3,895,466	1,652,647	3,164,792	3,509,094	2,395,000	1,483,084	3,050,001	1,049,995																																																																																																																																																																																																																																																																																																																																																																																																							
Sligo County Council	80,000	71,877	2,214,405	1,232,840	3,517,000	2,002,136	2,970,000	2,136,917	2,994,158	1,362,094																																																																																																																																																																																																																																																																																																																																																																																																							
Tipperary County Council	90,000	52,181	6,795,342	5,060,811	9,597,191	7,374,513	4,589,414	4,266,476	3,999,000	3,925,387																																																																																																																																																																																																																																																																																																																																																																																																							
Westmeath County Council			4,209,300	389,038	4,368,887	2,333,405	3,529,362	2,757,448	3,999,998	3,364,459																																																																																																																																																																																																																																																																																																																																																																																																							
Wexford County Council			6,798,042	3,041,275	5,582,001	2,839,650	5,602,173	3,511,231	4,692,413	3,795,837																																																																																																																																																																																																																																																																																																																																																																																																							
Non GDA and Regional Local Authorities - Grand Total	1,925,933	1,811,161	76,890,998	32,189,841	97,631,155	56,880,423	67,897,232	52,680,249	64,225,077	51,797,329																																																																																																																																																																																																																																																																																																																																																																																																							
Grand Total	186,163,218	106,915,009	352,281,745	179,905,537	489,349,576	300,664,634	385,579,537	326,942,351	344,540,744	310,164,621																																																																																																																																																																																																																																																																																																																																																																																																							

22/01/2025	297	<p>PQ Referred: 1849/25, for answer 22/01/2025, Written from - Barry Ward</p>	<p>Dail Question No: 297To ask the Minister for Transport if he will safeguard trees in Shankill village that are under threat from BusConnects; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA).</p> <p>New bus services in Dublin are already being delivered, with the first five phases of the Network Redesign rolled out in recent years. I understand that Phase 6a of the BusConnects Network Redesign roll-out, including the local L routes in Wicklow and the E-Spine connecting north Dublin to Wicklow, is scheduled to launch on 26 January 2025. The Network Redesign for the entire network will continue in the coming years.</p> <p>Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably, and I look forward to its full implementation.</p> <p>The NTA has responsibility for the planning and development of public transport infrastructure, including BusConnects. Noting the NTA's responsibility in the matter, I have referred the Deputy's specific question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 297 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>On 28 January 2025, An Bord Pleanála approved the NTA's planning consent application for the BusConnects Bray to City Centre Core Bus Corridor Scheme. This Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing and all future services who will use the corridor. As part of this planning application, an Environmental Impact Assessment Report (EIAR) was prepared which sets out how the construction and operation of this Scheme will impact upon the surrounding environment including the identification of various mitigation measures.</p> <p>On the specific matter of trees in Shankill, the Environmental Impact Assessment Report includes an Arboricultural Report which sets out the impacts of the scheme on existing trees along the entire Bray to City Centre CBC including in Shankill. This report includes the proposed mitigates measures to protect and safeguard the retained trees that may be impacted upon by the construction works. Volume 3 Part 1 of the EIAR includes a full set of Landscape Drawings showing what trees are to be removed or retained, and what new trees are proposed. In overall terms, it is proposed to remove 359 no. trees and plant 551 no. new trees along the Bray to City Centre Core Bus Corridor, giving an overall increase in tree numbers along the corridor.</p> <p>These matters were assessed by An Bord Pleanála in their consideration of the planning consent application, including the various submission made to An Bord Pleanála as part of the associated public consultation process, prior to the issue of planning consent by the Board.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Barry Ward, T.D
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22/01/2025	171	<p>PQ Referred: 46527/24, for answer 22/01/2025, Written from - Pat Buckley</p>	<p>Dail Question No: 171To ask the Minister for Transport the reason civilian cars with registration number plates dating from 2010 to 142 remain operational on the road after being granted a Covid-related extension of the NCT, which were given a two-, three- and four-year extensions, but taxis up to a 151 registration plate have not received the same extension; the reason for this; and his views on the matter, given this will affect up to 1,489 taxi drivers in January 2025.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including vehicle age limits for SPSVs, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Act 2013 and 2016. I have no role in the day-to-day operations of the SPSV industry.</p> <p>Regulations made by the NTA in 2010 first established a maximum permissible age of 10 years for new standard taxis and hackneys. The ten-year rule was adopted in recognition of the need to strike a balance between achieving standards that offer the customer confidence, comfort, and safety, and allowing industry members to operate successfully.</p> <p>The Consolidated Taxi Regulation Acts 2013 and 2016 require the NTA to seek to promote the provision and maintenance of quality services by SPSVs and their drivers. The Taxi Regulation (Small Public Service Vehicle) Regulations 2015 continued the age limit for taxis and hackneys as, in general, less than 10 years old, and always of a condition and quality suitable to provide SPSV services.</p> <p>Wheelchair accessible taxis and wheelchair accessible hackneys can operate up to 15-years old.No maximum age is set for limousines due to the vintage nature of many of these vehicles, and the reduced mileage they do due to their ceremonial and prestigious roles.</p> <p>The NTA's extension of age limits during Covid-19 was an emergency measure of a temporary nature, taken in recognition of the particular challenges posed by the pandemic and was specifically aimed at ensuring that no operator would be required to change their vehicle while passenger demand remained low, and there was a lack suitable vehicles available for purchase.</p> <p>The 2022 Regulations amend Regulation 31 (Maximum Permissible Age Requirements) of the Taxi Regulation (Small Public Service Vehicle) Regulations 2015. This amendment was made as an exceptional provision and contingency measure, as a result of vehicle supply issues. The Regulations also provide for a graduated return to the ten-year age limit, with vehicles whose 10-year limit was originally in 2020 or 2021 now extended to 2025; those whose original limit was in 2022 or 2023 now extended to 2026, and those whose original limit was reached in 2024,</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 171 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>It is understood that this query relates to the National Car Test (NCT) arrangements that were put in place during Covid.</p> <p>As advised in the Minister’s response, the operation of the National Car Test Service (NCTS) is the statutory responsibility of the Road Safety Authority. It is noted that the Minister’s response clarified the extent of the extension of NCT test due dates and identified the applicability of the extension arrangements.</p> <p>As NCT matters are outside of the ambit of the NTA, I have no further information to add to the Minister’s response.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Pat Buckley, T.D
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		<p>extended to 2027.</p> <p>Regarding the Covid related extension of the National Car Test (NCT) which was granted on 28 March 2020, the operation of the National Car Test Service (NCTS) is the statutory responsibility of the Road Safety Authority. The Road Traffic (National Car Test) (Amendment) Regulations 2020 provided for a permanent four-month extension to test due dates for certain qualifying vehicles. The extension was automatically applied to vehicles with an NCT certificate in force on 28 March 2020 and those with a first test due falling during the period between 28 March and 31 July 2020. Cars first registered on or after 1st August 2016 were not eligible for the extension.</p> <p>Given the NTA's responsibility in this area, I have referred your question to the NTA for further information. Please advise my private office if you have not received a response within 10 working days</p>		
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22/01/2025	220	<p>PQ Referred: 1094/25, for answer 22/01/2025, Written from - Richard Boyd Barrett</p>	<p>Dail Question No: 220To ask the Minister for Transport the measures that are in place to prevent potential exploitation of the wheelchair-accessible taxi grant scheme by rental firms, which would prevent other drivers from owning their own taxis; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including the administration of the wheelchair accessible vehicle (WAV) grant scheme, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</p> <p>The NTA introduced a number of updates to the 2025 Grant Scheme to support applicants. These included setting two application periods, with the second round for applications due to open in July 2025; limiting the applications that a single party can make from 10 to 5, and extending the time limit for grant offers to successful applicants from 3 months to 5 months, to allow more time for completion of the grant process.</p> <p>Given the NTA's responsibility in this area, I have referred your question to the NTA for further information. Please advise my private office if you have not received a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 220 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The 2025 Wheelchair Accessible Vehicle (WAV) Grant Scheme) opened on 06 January 2025 to incredible demand, with Round 1 of the Scheme closing early on that opening day.</p> <p>In response to industry feedback and to enhance the process for all, the NTA revised the WAV Grant Scheme for 2025. This included reducing the number of applications which any one individual or entity could make from ten to five; increasing the time allowed to applicants to complete the grant process from three to five months and providing two opportunities for applying in the year: January and July. These revisions are contained in the WAV25 scheme documents published by the NTA in the SPSV section of nationaltransport.ie namely the updated Terms and Conditions, Information Guide and WAV 25 Grant Scheme FAQs and which the NTA would urge all those intending to apply in July to fully review.</p> <p>In addition, all applicants are subject to the de minimis rules on state funding which provide that aid granted by any EU member state to a single undertaking shall not exceed €300,000 over any period of three fiscal years. Applications to the grant scheme are received and assessed on a first come first served basis and the NTA does not discriminate between new entrants, or existing individual, company or multiple licence holders with respect to supporting the provision of WAV services. The NTA can also confirm that the majority of applicants who received a grant offer in January for WAV25 are new entrants to the sector i.e. they do not currently hold any SPSV licence. NTA reports on the WAV Grant Scheme annually and publishes the data in its statistical bulletin which is available in the SPSV Statistics and Legislation section of its website; the 2023 bulletin can be viewed here.</p> <p>As is NTA's practice, all feedback and representations received together with ongoing engagement with industry and the NTA's own annual review of the Scheme, will continue to inform decisions to enhance the WAV Grant Scheme.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	<p>Richard Boyd Barrett, T.D.</p>
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22/01/2025	156	<p>PQ Referred: 46262/24, for answer 22/01/2025, Written from - Peadar Tóibín</p>	<p>Dail Question No: 156To ask the Minister for Transport to detail and break down the latest projected costs made by the NTA for the construction of the Navan to Dublin rail line.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority, or NTA, has statutory responsibility for transport planning in the Greater Dublin Area, including County Meath.</p> <p>The NTA's Transport Strategy for the Greater Dublin Area, which I approved in early 2023, sets out a framework for transport investment across the region over a 20-year period from 2022 to 2042. The Transport Strategy provides a clear statement of transport planning policy for counties Meath, Dublin, Louth, Kildare and Wicklow.</p> <p>The issue of a rail connection between Dublin and Navan was re-examined as part of the development of the Transport Strategy. That re-examination supported the development of a rail line from Dublin to Navan and the final Strategy now includes delivery of the line between 2031 and 2036, subject to planning and funding approvals.</p> <p>I am pleased to confirm that in 2024 the NTA allocated funding to Iarnród Éireann (IÉ) for the establishment of a design team to commence work on the Navan rail line project. This work involves route option selection, planning and design phases of the project.</p> <p>IÉ commenced the procurement process for this pre-construction phase of the project, and issued a tender to prequalified consultants at the end of May 2024. In November 2024, multi-disciplinary consultants were appointed by IÉ for the duration of the project to work with the rail company's in-house project team.</p> <p>It is anticipated that a public consultation on the route options for the project will take place by early 2026. That process will ultimately recommend a defined route and develop a preliminary business case, which will need to be approved by Government before it enters the planning system.</p> <p>The Navan Rail Line is being delivered by IÉ on behalf of the NTA, with funding for the project being provided by my Department through the NTA. As the project is still in the preliminary stages of development, a detailed breakdown of the final construction cost has not yet been received from the NTA by my Department.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 156 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question on the 23 July 2024. By way of supplement, we would note that the cost of the project can only be fully established at a later stage in the project life cycle, when the design process is more advanced. However, a feasibility study carried out as part of the preparatory work for the Greater Dublin Area Transport Strategy in 2021 identified some early indicative costs, and indicated the cost of a potential option as being in the €1.5 billion to €2 billion range, when calculated in 2021. Given inflationary pressures since then, it is likely that the cost will be in €2 billion to €3 billion range.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Peadar Tóibín, T.D.
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22/01/2025	298	<p>PQ Referred: 1850/25, for answer 22/01/2025, Written from - Barry Ward</p>	<p>Dail Question No: 298 To ask the Minister for Transport if he will make a statement on the extension of the Luas Green Line to link to the DART line in Shankill.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), including light rail.</p> <p>The NTA published the GDA Transport Strategy 2022-2042 in January 2023, following Ministerial approval. The strategy sets out a statutory framework for transport investment across the region over a twenty-year period and provides a clear statement of transport planning policy for the GDA.</p> <p>Implementation of the strategy has been divided into three phases – short-term up to 2030 to align with the National Development Plan, medium-term from 2031 to 2036, and longer-term from 2037 to 2042. The GDA Transport Strategy 2022-2042 identifies a number of proposed extensions to the Luas network in Dublin. While the Strategy does not include plans to extend the Luas Green Line to the Shankill DART station, it includes the intention to extend the Luas Green Line southwards in order to serve (nearby) Bray during the medium term (2031-2036).</p> <p>Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 298 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Transport Strategy for the Greater Dublin Area, 2022-2042 sets out the objective for an extension of the Luas Green Line to Bray. Measure LRT5 of the Transport Strategy states: “It is intended to extend the Luas Green Line southwards in order to serve the Bray and Environs area.”</p> <p>Prior to being able to extend the Luas system to Bray, there is a need to increase the capacity of the existing Green Line in order to be able to cater for the additional passenger demand from all of the new areas south of Bride’s Glen that would be added to the lengthened Green Line. Extending the Luas Green Line to Bray would add significant demand to the Green Line, which is already running close to capacity at peak times. That additional capacity on the existing Green Line is a pre-requisite for any extension to Bray – it does not make sense to extend the existing network and then be unable to carry the increased number of passengers.</p> <p>As a first step, it is intended that Transport Infrastructure Ireland (TII) will undertake a detailed capacity assessment study of the existing Luas Green line to identify and plan for the implementation of capacity enhancement measures to ensure that the additional demand from the Bray area can be accommodated. It is intended that that TII will undertake this capacity enhancement study, commencing later this year. The undertaking of this study is linked to the determination of the MetroLink railway order application to An Bord Pleanála, as that project has a considerable bearing on passenger flows on the existing Green Link. Accordingly, it is likely to be next year before the study is concluded and proposals to increase the passenger capacity of the existing Green Line finalised.</p> <p>Subsequent to that enabling study being completed, an options assessment process can begin to determine the most suitable alignment and stop locations between Bride’s Glen and Bray.</p> <p>As you can see, it will be some time before construction of an extension of the Luas Green Line to Bray could commence. However, the sequencing above is the correct approach to deliver a viable, workable extension that will be able to deliver its objective over the longer term.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Barry Ward, T.D
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22/01/2025	232	<p>PQ Referred: 1245/25, for answer 22/01/2025, Written from - Eoin Ó Broin</p>	<p>Dail Question No: 232To ask the Minister for Transport the pre-determined number of applications for the January 2025 round of the wheelchair accessible vehicle grant 2025; the time the portal closed at on 6 January 2025 when the pre-determined number of applications were received; the amount of funding that was available in this round; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including the administration of the wheelchair accessible vehicle (WAV) grant scheme, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</p> <p>The NTA has informed me that the 2025 WAV Grant Scheme (WAV25) opened for applications at 10am on 6 January 2025 and was closed shortly afterwards by the NTA, following a large number of early applications. Almost 2,000 WAV grant applications were received within that timeframe and that demand was the reason for its early closure.</p> <p>The NTA introduced a number of updates to the 2025 Grant Scheme to support applicants. These included setting two application periods, with the second round for applications due to open in July 2025; limiting the applications that a single party can make from 10 to 5, and extending the time limit for grant offers to successful applicants from 3 months to 5 months, to allow more time for completion of the grant process.</p> <p>The NTA intends that the level of grant funding for WAV25 will exceed all previous years, with a previous high of over €6 million being issued for WAV Grants in 2024.</p> <p>Given the NTA's responsibility in this area, I have referred your question to the NTA for further information. Please advise my private office if you have not received a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 232 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Under the Terms and Conditions of WAV25, and as set out in our December update, the NTA revised the Grant Scheme for 2025 in response to industry feedback and to enhance the process for all. This included increasing the time applicants have to complete the grant process and providing two opportunities for applying in the year: January and July.</p> <p>These changes required the NTA to allocate available funding between the 2 Rounds. In 2025, the NTA has allocated a record €7,000,000 in funding for the WAV Grant Scheme, which meant equal funding of €3,500,000 was targeted for each round. It should be noted that the sum of €3,500,000 relates to actual grants to be paid out in each round. To best align with this allocation, the NTA must assess the number of grant offers to issue. This is done by assessing the historical WAV Grant Scheme conversion rate i.e. the % of NTA grant offers that result in completed grant processes by applicants. This assessment concluded that an issuance of 680 grant offers by the NTA in Round 1 of the WAV25 Grant Scheme, could be expected to utilise the €3,500,000 allocation. Accordingly, the first 680 successful applications were identified for review for compliance with the Terms and Conditions. After a detailed review of the applications, 664 of these were deemed eligible to receive a Provisional Grant Offer and offers have now issued to each of them. The recipients have a period of 5 months within which to licence a WAV and drawdown the grant. Should any funding not be drawn down in Round 1 it will be included in the available funding for Round 2 when it opens in July.</p> <p>The online portal for WAV25 applications was closed at 10.19am on the 06 January 2025, when almost 2,000 applications had been made. The last successful application (being the 680th application that was determined to be at first instance valid and entitled to receive a Provisional Grant Offer) was received at 10.08am on that date.</p> <p>In line with previous public NTA information notices on the changes to WAV25 and the opportunity to apply again in July, prospective applicants should familiarise themselves with the application process apply by reviewing the following: FAQs on WAV Grant Scheme 2025; WAV25 Terms and Conditions and Information Guide.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Eoin O'Broin, T.D
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22/01/2025	239	<p>PQ Referred: 1318/25, for answer 22/01/2025, Written from - Niamh Smyth</p>	<p>Dail Question No: 239 To ask the Minister for Transport the measures his Department is taking to curb the problem of illegal taxis operating throughout Ireland; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including compliance and enforcement in the SPSV sector, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</p> <p>The NTA enforces legislation in relation to SPSVs and all members of An Garda Síochána (AGS) are empowered to investigate offences under the legislation. The NTA has six directly employed enforcement officers, which are supplemented by AGS officers and contractors. There has been a 50% increase in external compliance officers (through a service contract) since August 2024, to increase compliance activities. Enforcement checks are undertaken regularly and the NTA and AGS conduct joint enforcement operations nationwide. AGS also have access to the iCabs database on their smart phones which allows them to scan a roof sign to check if the taxi is licensed.</p> <p>The NTA regularly engages in compliance activities against unlicensed service provision. In 2023, 179,582 vehicle and driver licence checks were carried out, i.e., 93% of SPSVs were checked whilst operating. There were 222 criminal prosecutions in 2023 with 61% of these related to the operation of an unlicensed service and the NTA was successful in 86% of these prosecutions.</p> <p>I have referred your question to the NTA for further information. Please advise my private office if you do not receive a reply within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 239 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA's enforcement and compliance activity is carried out by persons designated as 'authorised persons' (compliance officers) under section 40 of the Taxi Regulation Acts 2013 and 2016. In addition to those compliance officers appointed by the NTA, 'authorised persons' includes any member of An Garda Síochána and therefore enforcement of SPSV legislation is not performed solely by NTA-appointed personnel. An Garda Síochána also remains the licensing authority for SPSV drivers in Ireland.</p> <p>The Compliance and Enforcement section of NTA's website provides general background on these NTA's compliance and enforcement activities. The approach to breaches depends on the offence committed; certain breaches have been declared as "Fixed Payment Offences" pursuant to Schedule 8 of the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 and therefore carry a fixed payment fine whilst others, in particular unlicensed operation, are subject to court prosecution; The NTA's approach to both of these is set out in the Fixed Payment Offences and Prosecutions section of the website. The NTA also publishes statistics on its compliance activities, the SPSV Statistics for Ireland 2023 provides further information on compliance related activity and outcomes for that year.</p> <p>With specific regard to unlicensed activities, please note that this is dealt with at Section 22 of the Taxi Regulation Act 2013 and 2016, "Prohibition on providing small public services without licence". With any allegation of an unlicensed SPSV service, information is received, assessed in terms of evidence and acted upon wherever possible by NTA compliance officers and/or members of An Garda Síochána. For a successful prosecution, there must be evidence that the individual is operating for 'hire or reward', therefore evidence of payment must be presented to the court.</p> <p>The NTA compliance officers work for the benefit of the industry and the travelling public. They support the vast majority of SPSV operators who provide an excellent public service, and ensure that standards throughout the industry remain high. Compliance officers have the right to approach any SPSV operator while they are working. They will generally want to carry out some basic checks on the vehicle or the driver – sometimes this is a routine check, and sometimes it is part of an investigation into a complaint. Authorised persons have the power to request and seize documents, and they can also enter premises connected with the provision of an SPSV service – for example, a dispatch operator's office – where they can secure evidence for potential prosecutions.</p> <p>2023 – Compliance Activity Year on year, approximately 90% of all active licenced vehicles are checked by Compliance Officers aka authorised persons. In 2023, NTA's compliance team comprised an administration team and 25 authorised persons (up from 20 such authorised persons in 2020) and compliance activities included:</p> <ul style="list-style-type: none"> • Vehicle and driver licensing checks during on street service provision 	Niamh Smyth, T.D.
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22/01/2025	279	<p>PQ Referred: 1811/25, for answer 22/01/2025, Written from - John Connolly</p>	<p>Dail Question No: 279To ask the Minister for Transport for an update on the development of park and ride facilities at strategic locations around Galway city as part of the existing Galway transport strategy.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of park and ride facilities.</p> <p>The Park Ride Development Office of the NTA has developed a Park and Ride Strategy for Galway City. That Park and Ride Strategy envisages the development of up to five bus-based strategic Park Ride sites (three for initial development and two for future development) and the expansion of rail-based Park Ride at Oranmore.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 279 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Park & Ride Development Office (PRDO) of the National Transport Authority (NTA) has developed a Park and Ride Strategy for Galway City. The Park and Ride Strategy envisages the development of up to five bus-based strategic Park & Ride sites (three for initial development and two for future development) and the expansion of rail-based Park & Ride at Oranmore.</p> <p>The five proposed bus-based strategic park and rides sites are located as follows: Proposed Park and Ride locations currently being advanced:</p> <ol style="list-style-type: none"> 1. On the N6 national road at Junction 19 (approximately 550 spaces); 2. On the N83 national road, just north of Claregalway (Approximately 320 spaces); and 3. On the Bearna Road (R336) at a location close to its junction with Cappagh Road (Memorial Cross) or at the Western Distributor Road Junction (Approximately 190 spaces). <p>Proposed locations for future development:</p> <ol style="list-style-type: none"> 4. On the N84 national road close to the City boundary (Approximately 170 spaces); and 5. On the N59 national road close to the City boundary (Approximately 290 spaces). <p>Work by the NTA's Park and Ride Development Office is ongoing in relation to sites 1 and 2 and 3 mentioned above, while planning for enhanced rail infrastructure to facilitate the expansion of rail-based park and ride at Oranmore is separately being undertaken by Irish Rail in conjunction with support from the NTA Park and Ride office.</p> <p>In relation to Site 1, the N6 national road at Junction 19 – a 550 space site - the site selection process has led to two emerging site options at this junction. While efforts have been made and continue to be made to acquire the necessary lands by agreement, it now appears likely that a compulsory purchase order (CPO) may be required, irrespective of which site is selected. Following finalisation of the site selection process in the next couple of months, the Park and Ride Development Office will commence design on the selected site with a view to preparing planning consent and CPO documentation this year. Because there is periodic traffic congestion on the N6 approaching Coolagh Roundabout, some level of bus priority in the westbound direction, probably in the form of hard shoulder bus running, will be required, or at least is highly desirable, to ensure that buses serving the park and ride site are not unduly delayed. However, the provision of such bus priority may be impacted by the uncertainties associated with the delivery of the separate Galway Ring Road project.</p> <p>In relation to Site 2, the N83 at Claregalway – a 320 space site - two possible site options have been identified. Discussions with the relevant landowners will commence shortly to see if one of these sites could be acquired by agreement. Furthermore, work is also ongoing in relation to establishing bus priority measures on the N83 to support the operation of this park and ride site. Following finalisation of the site selection process in the next couple of months, the Park and Ride</p>	John Connolly, T.D
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22/01/2025	203	<p>PQ Referred: 46872/24, for answer 22/01/2025, Written from - Eoghan Kenny</p>	<p>Dail Question No: 203To ask the Minister for Transport the funding available for the retrofitting of footpaths in areas of high walking commuter activity.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 203 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Retrofitting of footpaths can mean different things. If by “retrofitting” what is being referred to is repair and maintenance of existing footpaths, this is outside the scope of the funding programme operated by the NTA. The main reason that this type of work on existing infrastructure is classified as current expenditure and not capital expenditure, and no Exchequer monies have been made available to the NTA for the funding of such activities.</p> <p>If instead, what is meant by “retrofitting” is the development of a new footpath where none existed, this is something that is within the ambit of the NTA to fund, subject to funding availability. The NTA issues allocation to local authorities each year under the Active Travel Programme to fund an agreed programme of work within the relevant county. The 2025 allocations were issued to local authorities last month and are available at https://www.nationaltransport.ie/publications/active-travel-investment-grants-2025-allocations/.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Eoghan Kenny, T.D
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22/01/2025	267	<p>PQ Referred: 1591/25, for answer 22/01/2025, Written from - Malcolm Byrne</p>	<p>Dail Question No: 267To ask the Minister for Transport if his Department and agencies under the aegis of his Department have policies on the use of artificial intelligence (AI) within the Department and those agencies; whether training has been provided to staff on the use of AI; if his Department has used AI, including large language models, in the preparation of legislation or statutory instruments; and if he will make a statement on the matter.</p> <p>Identical Question(s): to all Depts.</p> <p>Answer</p> <p>My Department is awaiting the publication of updated guidelines on the use of AI from the Department of Public Expenditure, NDP Delivery and Reform, which are due in the near future and these will inform any internal policy that is subsequently developed. In the interim, some departmental staff have attended events and training relating to the capabilities and potential applications of AI. Use cases and possible proof of concepts are being explored. However, my Department has not used AI in the preparation of legislation or statutory instruments, nor has the Department deployed any AI tools on citizen facing services.</p> <p>I have referred the Deputy's questions to the Department's agencies for direct, detailed reply as regards their actions in this area. Please contact my private office if a response is not received within ten days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 267 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA does not currently make use of Artificial Intelligence (AI) or large language models in the preparation of legislation or statutory instruments. However, there is a project that is ongoing which will see AI being trialled within the Public Affairs team to generate responses for internal testing only. It should be noted that the NTA has developed an AI strategy and a Generative AI use policy which, while recognising its potential benefits, currently prohibits by default the use of Generative AI. Generative AI can only be used in cases where special exception has been granted by the Executive Board. The only derogation granted to date has been for the internal trial related to the Public Affairs Unit as noted above.</p> <p>The NTA has not provided specific training on the use of AI to staff, as it is not currently being used in the production of responses to Parliamentary Questions or in responses drafted to any correspondence from outside the organisation.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	Malcolm Byrne, T.D
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22/01/2025	196	<p>PQ Referred: 46810/24, for answer 22/01/2025, Written from - Thomas Gould</p>	<p>Dail Question No: 196To ask the Minister for Transport the number of universal design audits undertaken by local authorities in 2024.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>The Universal Design Walkability Audit Tool was developed as a collaboration between the National Transport Authority, Age Friendly Ireland, Green-Schools and the National Disability Authority's Centre for Excellence in Universal Design</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 196 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Universal Design Walkability Audit Tool was developed as a collaboration between the National Transport Authority, Age Friendly Ireland, Green-Schools and the National Disability Authority's Centre for Excellence in Universal Design. The guidance was developed to allow audits to be undertaken by a wide range of people of various ages and abilities including disability and older people's organisations, advocacy organisations, members of the public and Local Authority officers.</p> <p>The NTA does not collect information on the number universal design walkability audits or general universal design audits undertaken by local authorities. Local authorities are best placed to provide this information.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Thomas Gould, T.D
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22/01/2025	193	<p>PQ Referred: 46714/24, for answer 22/01/2025, Written from - Michael Cahill</p>	<p>Dail Question No: 193To ask the Minister for Transport to request Transport Infrastructure Ireland to get greenway ready for the south Kerry greenway by carrying out a major road overlay in Glenbeigh village as a matter of priority (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: and include the following : Traffic Calming measures, Pedestrian crossings, Speed Indicator signs, new footpaths, Bus and car parking, bicycle stands, signs and signage, Public lighting, etc, etc,</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme.Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned.This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding the N70 at Glenbeigh. Please advise my private office if you do not receive a reply within 10 working days</p> <p>I also as Minister have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer in relation to active travel measures.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 193 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>I can confirm that there are no NTA funded Active Travel projects in Glenbeigh Village. The Local Authority may have some projects in the area which are separate from the NTA funded projects, and it may be worthwhile contacting Kerry Council in that regard</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Michael Cahill, T.D
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22/01/2025	311	<p>PQ Referred: 2107/25, for answer 22/01/2025, Written from - Barry Ward</p>	<p>Dail Question No: 311To ask the Minister for Transport if he will retrofit the Luas Green Line with adjacent cycle lanes from the Grand Canal to Bride's Glen; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 311 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Retrofitting cycle facilities to be adjacent to the tram lines where they don't currently exist has significant engineering, operational, geometrical, safety, environmental and legal considerations amongst others. Such facilities would be technically unfeasible due to cross sectional width of the light rail line not having space for a parallel segregated cycle lane, and safety concerns at placing a cycle route along a high segregated light rail system operating at speeds of up to 70kph.</p> <p>The focus of NTA investment is the GDA cycle network plan, developed as part of the GDA strategy which provides an integrated framework for the planning and delivery of transport infrastructure and services in the GDA</p> <p>In January 2023, the Greater Dublin Area (GDA) Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the GDA was adopted as part of the GDA Transport Strategy 2022-2042. The counties covered by this plan includes:</p> <ul style="list-style-type: none"> • Dublin City Council (DCC) • South Dublin County Council (SDCC) • Dun Laoghaire Rathdown County Council (DLRCC) • Fingal County Council (FCC) • Meath County Council (MCC) • Kildare County Council (KCC) • Wicklow County Council (WCC) <p>The Cycle Network Plan identified and determined in a consistent, clear and logical manner, the following cycle networks within the GDA:</p> <ul style="list-style-type: none"> • The Urban Cycle Network at the Primary, Secondary and Feeder level; • The Inter-Urban Cycle Network, linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. The Inter-Urban Network also includes linkages to key transport locations outside of urban areas such as airports and ports; and • The Green Route Network that are cycle routes developed predominately for tourist, recreational and leisure purposes. <p>The Cycle Network Plan is consistent across county boundaries in the GDA, such that there is continuity of route networks across these administrative boundaries.</p> <p>The plan is available here: https://www.nationaltransport.ie/wp-content/uploads/2023/01/2022-GDA-Cycle-Network.pdf</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p>	Barry Ward, T.D
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22/01/2025	255	<p>PQ Referred: 1512/25, for answer 22/01/2025, Written from - John Connolly</p>	<p>Dail Question No: 255To ask the Minister for Transport if active travel funding has been sought for enhanced pedestrian facilities along the R336 at locations (details supplied).</p> <p>Details Supplied: Scoil Séamus Naofa, Bearna, Co na Gaillimhe and Scoil Náisiúnta Na bhForbacha, Contea na Gaillimhe.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions including, in some cases, School Zones.</p> <p>These projects should help alleviate congestion at school gates and increase the number of students who walk or cycle to school.The Safe Routes to School Programme is funded by my Department through the National Transport Authority (NTA) and An Taisce's Green Schools is co-ordinating the programme.</p> <p>Invitations to express interest were sent to all primary and secondary schools in the country, and 931 applications were received from schools across every county in Ireland. 167 schools form Round 1 of the SRTS Programme while a further108 schools were announced for Round 2 in December 2022. Round 3 of the SRTS Programme was launched in November 2024.It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in the Rounds to date will be selected for forthcoming rounds.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 255 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>No active travel funding has been sought for enhanced pedestrian facilities along the R336 at or near Scoil Séamus Naofa, Bearna, Co na Gaillimhe and Scoil Náisiúnta Na bhForbacha, Co na Gaillimhe</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	John Connolly, T.D
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22/01/2025	288	<p>PQ Referred: 1834/25, for answer 22/01/2025, Written from - Barry Ward</p>	<p>Dail Question No: 288To ask the Minister for Transport if he will set minimum standards for the installation of cycling infrastructure; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel infrastructure. The National Transport Authority (NTA) along with the relevant local authorities are responsible for the development and delivery of individual projects.</p> <p>In support of the quality of infrastructure, and in particular the standard of cycling infrastructure, there is much work underway in terms of core standards to support this. Both the NTA and Transport Infrastructure Ireland (TII) are updating relevant documents on cycling and Greenways and urban cycle lanes.</p> <p>Any new Active Travel infrastructure funded by my Department must be designed in compliance with the guidance and standards set out in the Cycle Design Manual. This work is geared to reflect best practice including improving design standards. In support of this, the Department of Transport is also working on updates supporting the Design Manual for Urban Roads and Streets (DMURS).</p> <p>In addition to the above, a National Guidelines and Standards Group has been established to oversee and coordinate all guidelines and standards (including cycling and other Active Travel projects) which have been developed by TII, the NTA and Department of Transport. This group comprises of members from each of these bodies as well as the City and County Management Association (CCMA). It also covers the areas of quality control, training and implementation monitoring. Progress to date includes:</p> <ul style="list-style-type: none"> - Circulars setting out a framework for guidelines and standards, as well as improved quality control measures; - Updates to DMURS Guidelines and supporting training on these guidelines, including online workshops and graduate programmes. <p>Noting the role of the NTA in the matter, i have forwarded your query to that agency for a more detailed response.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 288 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA published the Cycle Design Manual in 2023. It provides comprehensive guidance for the development of cycling infrastructure which local authorities, as the primary developers of cycling schemes, are required to follow.</p> <p>It is intended that manual will be a live document which will be updated and expanded as required to reflect emerging best practice and feedback from user experience of the manual. For this reason, the latest version of the guidance should always be accessed through the NTA website. The link to the Cycle Design Manual section of our website is below;</p> <p>https://www.nationaltransport.ie/publications/cycle-design-manual/</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Barry Ward, T.D
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22/01/2025	296	<p>PQ Referred: 1848/25, for answer 22/01/2025, Written from - Barry Ward</p>	<p>Dail Question No: 296To ask the Minister for Transport if he will give urgent consideration to the realisation of the Sutton to Sandycove coastal promenade and cycleway (S2S); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 296 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Sutton to Sandycove coastal promenade and cycleway (S2S) is not an individual route in terms of GDA Cycle Network Plan or the NTA Active Travel Investment Grants, however the route can be made up from a number of different projects which are serving multiple functions, but can also link these two locations. The various elements, and their current status, can be seen in the table below.</p> <p>Sutton to Sandycove - current configuration</p> <table><tr><th>Segment Name/Location</th><th>Description</th><th>Status</th><th>Expected Completion Date</th></tr><tr><td>Sutton to Clontarf</td><td>Existing off road two way cycle track</td><td>Complete</td><td>n/a</td></tr><tr><td>Clontarf - Alfie Byrne Road</td><td>Recently completed segregated cycle scheme</td><td>Complete</td><td>n/a</td></tr><tr><td>Alfie Byrne Road to East Wall Road</td><td>Two way cycle track</td><td>Complete</td><td>n/a</td></tr><tr><td>East Wall Road to East Road</td><td>Two way cycle track</td><td>Complete</td><td>n/a</td></tr><tr><td>East Road to Point Pedestrian & Cycle Bridge</td><td>Options assessment underway</td><td>Design</td><td>2027</td></tr><tr><td>Point Pedestrian and Cycle Bridge</td><td>Currently under design. Construction expected to commence late 2027/2028</td><td>Design</td><td>2030</td></tr><tr><td>Ringsend Busconnects scheme</td><td>Via Ringsend Bus Connects Cycle Facilities which will connect the Point Ped/Cycle Bridge with both the Sean Moore Roundabout leading to the Sean Moore Rd Two-way or via Pembroke Cottages and Ringsend Park, connecting to the proposed Strand Rd Two-way</td><td>Planning Granted</td><td>tbc</td></tr><tr><td>Strand Road Two -Way</td><td>Currently awaiting judicial review result. DCC are prepared to implement a scheme trial along Strand Road pending a positive JR result.</td><td>Under Judicial Review</td><td>tbc</td></tr><tr><td>Rock Road Two Way Facility</td><td>From Trimbleton Avenue to Blackrock Park Entrance at Booterstown Station</td><td>Complete</td><td>n/a</td></tr><tr><td>Blackrock Park Urban Greenway</td><td>Greenway through Blackrock Park connecting the above mentioned two-way facility to Blackrock Village</td><td>Complete</td><td>n/a</td></tr><tr><td>Blackrock Dart Station Link (Deepwell)</td><td>The Part 8 widening the link and involving land acquisition was brought to October 2024 DLRCC council Meeting and formally adopted at November meeting. Currently progressing detailed design.</td><td>Detailed design</td><td>Q1 2026</td></tr><tr><td>Idrone Terrace Quietway leading to Newtown Avenue</td><td>A mobility and village improvement scheme for Blackrock Village along Main Street, Rock Hill, George's Ave, Temple Hill and Carysfort Ave is preparing to be tendered. It will improve the connections in the village and the junction between Idrone Terrace and Newtown Avenue.</td><td>Construction project to go to Tender in Q1 2025</td><td>Q1 2027</td></tr><tr><td>Newtown Avenue Contraflow and On road shared surface</td><td>Existing contra flow cycle track.</td><td>Complete</td><td>n/a</td></tr><tr><td>DLR Coastal Mobility Route from Newtown Avenue to Sandycove</td><td>Dún Laoghaire-Rathdown County Council is planning to upgrade the Coastal Mobility Route (CMR) from a temporary design to a high-quality permanent scheme . Part 8 permission was given in 2023, but the screening reports was referred to An Bord Pleanála. In November 2024 the scheme ABP decided that the scheme was exempted development allowing design work to recommence.</td><td>Temporary Scheme completed - Permanent Scheme Detailed design</td><td>2028/2029</td></tr></table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>Hugh Creegan, Chief Executive (Interim).</p>	Segment Name/Location	Description	Status	Expected Completion Date	Sutton to Clontarf	Existing off road two way cycle track	Complete	n/a	Clontarf - Alfie Byrne Road	Recently completed segregated cycle scheme	Complete	n/a	Alfie Byrne Road to East Wall Road	Two way cycle track	Complete	n/a	East Wall Road to East Road	Two way cycle track	Complete	n/a	East Road to Point Pedestrian & Cycle Bridge	Options assessment underway	Design	2027	Point Pedestrian and Cycle Bridge	Currently under design. Construction expected to commence late 2027/2028	Design	2030	Ringsend Busconnects scheme	Via Ringsend Bus Connects Cycle Facilities which will connect the Point Ped/Cycle Bridge with both the Sean Moore Roundabout leading to the Sean Moore Rd Two-way or via Pembroke Cottages and Ringsend Park, connecting to the proposed Strand Rd Two-way	Planning Granted	tbc	Strand Road Two -Way	Currently awaiting judicial review result. DCC are prepared to implement a scheme trial along Strand Road pending a positive JR result.	Under Judicial Review	tbc	Rock Road Two Way Facility	From Trimbleton Avenue to Blackrock Park Entrance at Booterstown Station	Complete	n/a	Blackrock Park Urban Greenway	Greenway through Blackrock Park connecting the above mentioned two-way facility to Blackrock Village	Complete	n/a	Blackrock Dart Station Link (Deepwell)	The Part 8 widening the link and involving land acquisition was brought to October 2024 DLRCC council Meeting and formally adopted at November meeting. Currently progressing detailed design.	Detailed design	Q1 2026	Idrone Terrace Quietway leading to Newtown Avenue	A mobility and village improvement scheme for Blackrock Village along Main Street, Rock Hill, George's Ave, Temple Hill and Carysfort Ave is preparing to be tendered. It will improve the connections in the village and the junction between Idrone Terrace and Newtown Avenue.	Construction project to go to Tender in Q1 2025	Q1 2027	Newtown Avenue Contraflow and On road shared surface	Existing contra flow cycle track.	Complete	n/a	DLR Coastal Mobility Route from Newtown Avenue to Sandycove	Dún Laoghaire-Rathdown County Council is planning to upgrade the Coastal Mobility Route (CMR) from a temporary design to a high-quality permanent scheme . Part 8 permission was given in 2023, but the screening reports was referred to An Bord Pleanála. In November 2024 the scheme ABP decided that the scheme was exempted development allowing design work to recommence.	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22/01/2025	138	<p>PQ Referred: 2019/25, for answer 22/01/2025, Written from - Jerry Buttimer</p>	<p>Dail Question No: 138To ask the Minister for Transport the plans of his Department to support Cork City and County Councils to investigate, repair and upgrade footpaths in mature areas and estates in Cork which are in a condition of disrepair.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 138 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please note that the National Transport Authority works with local authorities to plan, implement and improve facilities for public transport and active travel users, including walking and cycling. While the Government has provided the NTA with Exchequer funding to support the development of Active Travel infrastructure, including cycle facilities and footpaths, no Exchequer monies have been made available to the NTA for the funding of maintenance activities. Accordingly, the NTA is not in a position, and is not empowered, to fund maintenance works.</p> <p>We have raised the issue of ensuring adequate funding of active travel infrastructure with the Department of Transport, and have asked that consideration be given to such funding as part of the annual budgetary process. We recognise that investment in new infrastructure without appropriate maintenance provision, risks the premature erosion of the benefits of the initial investment</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Jerry Buttimer, T.D
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22/01/2025	225	<p>PQ Referred: 1146/25, for answer 22/01/2025, Written from - Mairéad Farrell</p>	<p>Dail Question No: 225To ask the Minister for Transport regarding his Department's safe routes to school funding, if he will outline the grounds on which a school (details supplied) was turned down; and if he will make a statement on the matter.</p> <p>Details Supplied: Scoil Sheamais Naofa, the national school in Bearna and its Road Safety Action Group were turned down for funding</p> <p>Answer</p> <p>The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions including, in some cases, School Zones.</p> <p>These projects should help alleviate congestion at school gates and increase the number of students who walk or cycle to school.The Safe Routes to School Programme is funded by my Department through the National Transport Authority (NTA) and An Taisce's Green Schools is co-ordinating the programme.</p> <p>Invitations to express interest were sent to all primary and secondary schools in the country, and 931 applications were received from schools across every county in Ireland. 167 schools form Round 1 of the SRTS Programme while a further108 schools were announced for Round 2 in December 2022. Round 3 of the SRTS Programme was launched in November 2024.It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in the Rounds to date will be selected for forthcoming rounds.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 225 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School (SRTS) Programme was developed in partnership with the NTA and An Taisce Green-Schools in 2020, on request of the Department of Transport, as a response to the need to improve safety at the ‘front of school’ environment and enhance access to school grounds, and accelerate the delivery of walking, scooting and cycling infrastructure on key access routes to school.</p> <p>All schools in the state were eligible to apply to the programme and information was circulated in March 2021 from the Departments of Education and Transport to schools nationwide. By the deadline of 16 April 2021, 932 applications had been received from schools in every county in Ireland. Scoil Sheamais Naofa in Bearna was one of the schools that sent their application.</p> <p>170 schools were notified about their inclusion in the first round of the SRTS Programme on 21 June 2021. The Round 1 schools were selected using the following criteria: Mix of school type (primary, secondary), Mix of location [urban (village, town, city), suburban, rural], Socio-economic mix (non-DEIS, DEIS schools), School’s commitment to sustainable travel [the school has already demonstrated a commitment to promote walking or cycling and other active modes (e.g. Walk on Wednesday, Cycle on Wednesday, Cycle Bus, Park in Stride, audits etc.)], Cluster of schools (if schools are located on the same campus or street/section of road).</p> <p>108 additional schools (forming Round 2) were brought into the active programme in December 2022, determined by original criteria and complementary with other active travel schemes being implemented or planned by local authorities.</p> <p>In November 2024 a further 142 Round 3 schools were selected from the 932 that applied to SRTS in 2021. This ensures fairness to those schools that have been consistently informed they would be included in the programme on a rolling basis.</p> <ul style="list-style-type: none"> • 67 Schools on Higher Speed Rural Roads were selected based on both: <ul style="list-style-type: none"> o A Desktop Analysis such as speed limit (kph), road type and markings, adjacent land uses, road width, presence, and type of set down area, and other specific locational observations, and: o Liaison with the local authority’s executive to capture local knowledge and ensure complementarity with other active travel schemes being implemented or planned by local authorities. • 74 Standard SRTS schools were selected based on: <ul style="list-style-type: none"> o The original programme criteria: Mix of school type, Mix of location, Socio-economic mix, School’s commitment to sustainable travel and presence of a school’s cluster; and o Liaison with local authorities to capture local knowledge and ensure complementarity with other active travel schemes being implemented or planned by local authorities. 	Mairéad Farrell, T.D
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22/01/2025	154	<p>PQ Referred: 46252/24, for answer 22/01/2025, Written from - Pat Buckley</p>	<p>Dail Question No: 154 To ask the Minister for Transport if he will commit to developing a comprehensive transport strategy for east Cork, integrating road upgrades, train lines, and bus services.</p> <p>Answer The Cork County Development Plan 2022 to 2028 provides for the development of the county over the coming years and has been developed by the local authority in accordance with all relevant statutory and policy frameworks. The Plan sets out a comprehensive framework for the development of the county's transport network across all modes, including bus, rail and road. The Deputy will also be aware that the National Transport Authority (NTA) has developed the Cork Metropolitan Area Transport Strategy (CMATS) in collaboration with Transport Infrastructure Ireland, Cork City Council and Cork County Council. The strategy sets out a framework for the planning and delivery of transport infrastructure and services in the Cork Metropolitan Area up to 2040. Noting the NTA's role in the development of the CMATS, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 153 & 154 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>In addressing your questions relating to the infrastructural needs of East Cork and the development of a comprehensive transport strategy for east Cork, integrating road upgrades, train lines, and bus service, I will refer firstly to the provisions of the Cork Metropolitan Area Transport Strategy and programmes managed by the NTA on behalf of the Department of Transport which relate to planning and investment in sustainable transport infrastructure and services in the East Cork area.</p> <p>Cork Metropolitan Area Transport Strategy (CMATS) Cork Metropolitan Area Transport Strategy (CMATS) was developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland, Cork City Council and Cork County Council. The strategy sets out a framework for the planning and delivery of transport infrastructure and services in the Cork Metropolitan Area up to 2040.</p> <p>The area covered by CMATS is coterminous with the Metropolitan Area Strategy Plan (MASP) area for Cork, as presented in the Regional Spatial and Economic Strategy (RSES) for the Southern Region. In relation to East Cork, the MASP includes an area to the east of Cork City, including Little Island, the settlements of Carrigtwohill, Midleton and Cobh and the eastern side of Cork Harbour. Areas of East Cork outside of the Metropolitan Area are not, however, included within the scope of CMATS. Whilst CMATS and other metropolitan area transport strategies will be subject to periodic reviews over time, it is not currently envisaged, in the case of CMATS, that the extent of the area covered by it would be extended to incorporate the wider east Cork area beyond the existing Metropolitan Area boundary.</p> <p>Since its publication in 2020, there has been good progress in delivering key elements of CMATS, including Cork Commuter Rail Programme, BusConnects Cork and the Active Travel Programme. Each of these elements, of relevance to the East Cork area are dealt with in more detail, below. Also included are national strategies and programmes managed by the NTA on behalf of the Department of Transport, which are of relevance to the planning and provision of sustainable transport infrastructure and services in East Cork.</p> <p>Planning and Delivery of Heavy Rail Infrastructure and Services in East Cork</p> <p>Cork Commuter Rail Programme The Cork Area Commuter Rail Programme represents the largest investment in the rail network in Cork undertaken by the State. Phase 1 of the Cork Area Commuter Rail Programme is progressing well, with works on a new 'through' platform at Kent station, re-signalling of the network, and doubletracking from Glounthaune to Midleton on track to be completed by 2026. Work is also underway on an overall Programme Preliminary Business Case, which will consider the future rail electrification and fleet options for Cork. Iarnród Éireann awarded a contract to TYP&A and Roughan O'Donovan appointing them as multidisciplinary consultants for the design of Phase 2 of the Programme, which includes the electrification of the</p>	Pat Buckley, T.D
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				<p>area in Cork City. Three rounds of public consultation have been undertaken in relation to the proposed Sustainable Transport Corridors across Cork. Work is now ongoing to prepare the required statutory consent applications and associated Compulsory Purchase Orders (CPO) that will be submitted for determination to An Bord Pleanála (ABP) on a phased basis commencing later this year.</p> <p>Connecting Ireland</p> <p>The Connecting Ireland Rural Mobility Plan is a major public transport initiative developed by the NTA with the aim of increasing connectivity, particularly for people living outside our major towns and cities. The plan aims to improve mobility in rural areas by providing frequent and affordable transport services that offer freedom to travel and sustainable transport connections.</p> <p>Under Connecting Ireland, there is a proposed regional bus corridor route (Route No.6) from Cork to Waterford via Youghal, with more frequent services on this corridor and better integration of existing services proposed to commence in the coming years.</p> <p>Planning and Delivery of Active Travel projects</p> <p>NTA Active Travel Investment Grants (Cycling, Walking)</p> <p>The NTA has a dedicated Active Travel team who work in collaboration with Local Authorities across the country on the delivery of hundreds of Active Travel projects. This includes the development of segregated cycle lanes and widened footpaths, new walking and cycling bridges, and new pedestrian crossings.</p> <p>The overall 2025 funding allocation to Cork County Council under the Active Travel Investment Grants and other NTA funding streams is €20,900,000, allowing the progression and development of 36 separate projects. The funding will support a range of walking and cycling schemes including improved pedestrian environments, new segregated cycling lanes, pedestrian and cycling bridges and pedestrian crossings and includes a substantial number of active travel and other sustainable transport projects in the East Cork area, details of which can be found here: https://www.nationaltransport.ie/wp-content/uploads/2025/01/Full-Allocations-Table-130125.pdf</p> <p>Cycle Connects</p> <p>Ireland’s Cycle Network aims to improve sustainable travel by providing the potential for more trips on a safe, accessible and convenient cycling network, connecting more people to more places. Proposals for cycling links in key cities, towns and villages in each county are included in the plan, in addition to connections between the larger towns, villages and settlements. The plan also incorporates existing and planned cycle routes such as greenways and blueways. The draft proposals envisage an extensive cycling network across the 22 counties, including the East Cork area.</p> <p>Further details on the proposed Cork Cycle Network can be found here: https://consult.nationaltransport.ie/sites/default/files/CycleConnects%20-%20Cork%20Cycle%20Network.pdf</p>	
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				<p>https://consult.nationaltransport.ie/en/consultation/cycleconnects</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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05/02/2025	154	<p>PQ Referred: 2356/25, for answer 05/02/2025, Written from - Eoghan Kenny</p>	<p>Dail Question No: 154 To ask the Minister for Transport for an update on the construction of the Greenway from Glanmire, County Cork to Cork city centre, specifically the section on the L2998 road; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 154 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We understand your question to refer to the Glanmire to City Centre Cycle Route Phase 2 scheme, a link to which is provided below:</p> <p>https://www.corkcity.ie/en/council-services/services/roads-and-traffic-management/sustainable-transport-schemes/projects-in-planning-design-phase/glanmire-to-city-centre-cycle-route-phase-2/</p> <p>This project is being developed by Cork City in collaboration with the NTA. A Part VIII planning process for this project was undertaken last year, with the scheme approved by the City Councillors in October 2024. The project is now at the detailed design stage with procurement document for its construction under preparation. It is anticipated that Cork City Council will begin construction of the project in Q3/Q4 of 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p> </p> <p>Hugh Creegan, Chief Executive (Interim).</p>	Eoghan Kenny, T.D
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05/02/2025	155	<p>PQ Referred: 2375/25, for answer 05/02/2025, Written from - George Lawlor</p>	<p>Dail Question No: 155To ask the Minister for Transport if he will request Bus Éireann to revisit the announcement made in 2024 regarding Route 370 servicing the village of Bridgetown, County Wexford, which is an important public service availed of by many residents in the Bridgetown area who are fearful that the service will be altered later this year; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this instance Bus Éireann.</p> <p>The query raised by the Deputy is therefore an operational matter for Bus Éireann and the NTA. I have, therefore, referred the Deputy's question to them both for direct reply. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 155 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority consulted on the amendments to the Transport for Ireland (TFI) 370 route (operated by Bus Éireann) in April 2024. We plan to launch the enhanced TFI route 370 bus service in March/ April 2025 subject to detailed checks being completed on operator readiness. In relation to the Bridgetown issue, we acknowledge the concerns raised during the consultation process. The Authority has discussed these concerns with Local Link Wexford and Bus Éireann on the operation of the Bridgetown services. Our current position is that we will retain the current Bridgetown route/times post March/ April 2025, operated by Bus Éireann. However, we are reviewing whether the Bridgetown section of the 370 route will transfer to Local Link Wexford later in 2025/2026. We have not made a decision on this issue at this point.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	George Lawlor, T.D
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05/02/2025	172	<p>PQ Referred: 2521/25, for answer 05/02/2025, Written from - Mark Ward</p>	<p>Dail Question No: 172To ask the Minister for Transport the criteria for being successful in an NTA wheelchair accessible vehicle taxi grant application; the number of applications made in 2024 and to date in 2025; the number of grants awarded in those periods; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including the administration of the wheelchair accessible vehicle (WAV) grant, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</p> <p>The criteria to be met when applying for the 2025 WAV Grant is set out on pages eight and nine of the NTA's Information Guide, available here: https://www.nationaltransport.ie/wp-content/uploads/2025/01/Information-Guide-for-WAV25-Grant-Scheme.pdf.</p> <p>Given the NTA's responsibility in this area, I have referred your question there for reply regarding the number of WAV applications made, and the grants paid, in 2024 and to date in 2025. Please advise my private office if you have not received a reply within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 172 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please see details below in response to your Parliamentary Question.</p> <p>Criteria</p> <p>The Wheelchair Accessible Grant (WAV) Scheme is governed by the Terms and Conditions applicable in that particular year. In advance of opening WAV25, the NTA (i) confirmed in its industry newsletter issued to all licence holders on 16th December 2024, that the scheme would open for applications on 6th January 2025 and provided guidance and information on the changes introduced for WAV25, and (ii) published a notice on the SPSV latest news section of its website on 20th December 2024 confirming the opening and advising applicants to read the Terms and Conditions and Guide available on its website. In this way NTA provides interested applicants with the necessary information to prepare well in advance of the grant opening for their applications.</p> <p>The Scheme requirements are set out in the in the Terms and Conditions for WAV25 at Section 2 and in the Information Guide at Part 7; Clause 2.2 of the Terms and Conditions provides that applications “...will be considered on a first received basis, in accordance with the applicable criteria, subject to an application being satisfactorily completed, until the available funds are expended”.</p> <p>2024 and 2025 application numbers</p> <p>With regard to the number of applications received in 2024 or 2025, please note that where the scheme is oversubscribed as it was in both years, (i.e. NTA has received more applications than it believes will be required to allocate the total funding,) the number of applications received before NTA closes the scheme is less relevant. In 2024, the NTA made the decision to close the scheme on 1st February 2024 , by which date, almost 3,000 applications had been received. In 2025, to better manage applicant expectations, the NTA endeavoured to close the scheme as soon as a predetermined number of applications had been received. The pre-determined number, see below, had been calculated as the number that would be required to allocate the available funding. Due to the high number of applications received in the opening minutes, while the NTA aimed to close the Scheme at the predetermined number, 1,703 applications had been received by the time the Scheme was closed.</p> <p>For Round 1 of WAV25, applications were accepted for so long as funding was available; once funding was allocated, the NTA no longer accepted applications and the portal was closed to any further applications. The NTA revised the Grant Scheme for 2025 in response to industry feedback and to enhance the process for all. This included increasing the time applicants have to complete the grant process and providing two opportunities for applying in the year: January and July.</p> <p>Applications received prior to funding being allocated are then reviewed on the first received basis, to confirm compliance with the Terms and Conditions and eligibility to receive a Provisional Grant Offer. The Provisional Grant Offer is issued subject to</p>	Mark Ward, T.D.
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				<p>continued compliance with the Terms & Conditions and recipients have 5 months to licence a vehicle and avail of the grant.</p> <p>Information and updates on the opening date for Round 2 in July will be made available on the NTA website, and such updates will be published on the SPSV Latest News section of our website, nationaltransport.ie.</p> <p>With regard to WAV24, while 2,888 applications were received by the grant scheme closing date of 1st February, a total of 438 WAV grants were ultimately issued in 2024. It is worth noting that between 2014 and 2024, over 4,500 grants were approved by NTA under the WAV Grant Scheme. With a total sum of €7 million provided this year, the amount allocated to the WAV grant scheme for 2025 is the highest annual amount to date.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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05/02/2025	170	<p>PQ Referred: 2510/25, for answer 05/02/2025, Written from - Paul Lawless</p>	<p>Dail Question No: 170 To ask the Minister for Transport the progress, if any, made on the 2022 plans to introduce a flexi tax saver ticket for train users of Irish Rail; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However,I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In their capacity as fare regulator, on the 27th of April 2023, the NTA published a new National Fares Strategy, and following this on the 18th of January 2024 they published the first of a series of Fares Determination related to the strategy.</p> <p>The most significant change in the fare determination was the implementation of a new ‘Dublin Commuter Zone’ (extending from the outer edge of the Dublin City Zone to approximately 50 km from the centre of Dublin), with simplified Leap capping, as well as changes to some Intercity Rail and town bus fares. This represents a more consistent and equitable fares approach, and one that is easier for customers to understand. It is the NTA’s intention to roll out further changes in future determinations during 2025.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 170 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of its overall fares strategy, the NTA will be introducing a Dublin City Zone extending to approximately 23km from the city centre and a Dublin Commuter Zone extending to approximately 50km from the city centre.</p> <p>Taxsaver products will continue to be available. Passengers in the Dublin City Zone will be able to avail of a multimodal (Dublin City Bus, Luas, DART, Commuter Rail) annual adult taxsaver product costing €960. This represents an approximate 17% saving on current single mode annual tickets in Dublin City which cost €1,150, delivering a wider range of choice to passengers at a lower cost.</p> <p>Passengers in the Dublin Commuter Zone can avail of a bus-only range of products, or a bus and rail range of products as set out in the following tables.</p> <p>Bus Only</p> <table><tr><th colspan="8">The full list of Dublin Commuter Bus zonal products and associated fares are provided in the following table.</th></tr><tr><th rowspan="2">Zone</th><th colspan="2">Daily</th><th colspan="2">Weekly</th><th colspan="2">Monthly</th><th>Annual</th></tr><tr><th>Adult</th><th>Young Adult / Child</th><th>Adult</th><th>Young Adult / Child</th><th>Adult</th><th>Young Adult / Child</th><th>Adult</th></tr><tr><td>Dublin City Zone</td><td>€6.00</td><td>€3.00</td><td>€24.00</td><td>€12.00</td><td>€96.00</td><td>€48.00</td><td>€960.00</td></tr><tr><td>Zone 2</td><td>€9.25</td><td>€4.65</td><td>€37.00</td><td>€18.50</td><td>€129.50</td><td>€64.75</td><td>€1,295.00</td></tr><tr><td>Zone 3</td><td>€12.50</td><td>€6.25</td><td>€50.00</td><td>€25.00</td><td>€175.00</td><td>€87.50</td><td>€1,750.00</td></tr><tr><td>Zone 4</td><td>€14.80</td><td>€7.40</td><td>€59.00</td><td>€29.50</td><td>€206.85</td><td>€103.45</td><td>€2,068.50</td></tr></table> <p>Bus and Rail</p> <table><tr><th rowspan="2">Zone</th><th colspan="2">Daily</th><th colspan="2">Weekly</th><th colspan="2">Monthly</th><th>Annual</th></tr><tr><th>Adult</th><th>Young Adult / Child</th><th>Adult</th><th>Young Adult / Child</th><th>Adult</th><th>Young Adult / Child</th><th>Adult</th></tr><tr><td>Dublin City Zone</td><td colspan="2">Daily Cap</td><td colspan="2">Weekly Cap</td><td>€96.00</td><td>€48</td><td>€960.00</td></tr><tr><td>Zone 2</td><td>€10.00</td><td>€5.00</td><td>€40.00*</td><td>€20.00*</td><td>€140.00</td><td>€70.00</td><td>€1,400.00</td></tr><tr><td>Zone 3</td><td>€14.00</td><td>€7.00</td><td>€56.00</td><td>€28.00</td><td>€196.00</td><td>€98.00</td><td>€1,960.00</td></tr><tr><td>Zone 4</td><td>€16.80</td><td>€8.40</td><td>€67.20</td><td>€33.60</td><td>€235.20</td><td>€117.60</td><td>€2,352.00</td></tr></table> <p>The Bus-Only products will allow unlimited travel on PSO (Public Service Obligation) Dublin Commuter bus services within the zone purchased, along with zones closer to the city centre. The Bus and Rail products will allow unlimited multi-modal travel within the zone purchased along with zones closer to the city centre. Both the Bus only and Bus and Rail products, will also include unlimited onward multi-modal travel within the Dublin City Zone. In addition, passengers in the Dublin Commuter Zone will be able to avail of daily and weekly products which cap their Leap card fare.</p> <p>While the above arrangements for Taxersaver products will be available, we are not at present in a position to introduce an alternative more flexible taxsaver product, given some of the taxation and technical complexities associated with such an arrangement.</p>	The full list of Dublin Commuter Bus zonal products and associated fares are provided in the following table.								Zone	Daily		Weekly		Monthly		Annual	Adult	Young Adult / Child	Adult	Young Adult / Child	Adult	Young Adult / Child	Adult	Dublin City Zone	€6.00	€3.00	€24.00	€12.00	€96.00	€48.00	€960.00	Zone 2	€9.25	€4.65	€37.00	€18.50	€129.50	€64.75	€1,295.00	Zone 3	€12.50	€6.25	€50.00	€25.00	€175.00	€87.50	€1,750.00	Zone 4	€14.80	€7.40	€59.00	€29.50	€206.85	€103.45	€2,068.50	Zone	Daily		Weekly		Monthly		Annual	Adult	Young Adult / Child	Adult	Young Adult / Child	Adult	Young Adult / Child	Adult	Dublin City Zone	Daily Cap		Weekly Cap		€96.00	€48	€960.00	Zone 2	€10.00	€5.00	€40.00*	€20.00*	€140.00	€70.00	€1,400.00	Zone 3	€14.00	€7.00	€56.00	€28.00	€196.00	€98.00	€1,960.00	Zone 4	€16.80	€8.40	€67.20	€33.60	€235.20	€117.60	€2,352.00	Paul Lawless, T.D
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05/02/2025	178	<p>PQ Referred: 2588/25, for answer 05/02/2025, Written from - Niamh Smyth</p>	<p>Dail Question No: 178To ask the Minister for Transport if he will review the wheelchair accessible vehicle (WAV) grant scheme to ensure that applicants purchasing wheelchair-accessible taxis are guaranteed approval for the grant, given the high cost of such vehicles; to consider extending grants to cover the purchase of all taxis, not just wheelchair-accessible vehicles, to support taxi drivers who are currently paying high rental fees but wish to own their vehicles; and if he will examine the process to address the issue of the scheme closing early due to overwhelming demand, as occurred with Round 1 of WAV25 on 6 January and if that process can be changed.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including the administration of the wheelchair accessible vehicle (WAV) grant, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I am not involved in the day-to-day operations of the SPSV industry.</p> <p>As set out in the Terms and Conditions (available here: https://www.nationaltransport.ie/wp-content/uploads/2025/01/WAV25_Grant-Scheme-2025_Terms-and-Conditions.pdf)of the WAV Grant Scheme 2025 (WAV25), all applications are accepted on a first come, first served basis.Almost 2,000 WAV grant applications were received on the 6 January but I am informed that WAV25 will open for applications once again in July.</p> <p>In addition to the WAV Grant Scheme, the eSPSV Grant Scheme is available to persons (individuals or companies) applying for new SPSV licences or existing SPSV licence holders who wish to upgrade their current vehicle with a replacement electric vehicle. Applicants can avail of up to €25,000 in grant funding under this Scheme. The Scheme provides grants towards new and second hand EVs, with a higher level of funding on offer where an older, existing vehicle, is scrapped. It is possible to combine both the WAV and eSPSV Grants.</p> <p>Microfinance Ireland provides unsecured business loans up to €50,000 to both Start-ups and established businesses which are having difficulty in getting access to funding through the usual credit institutions. Further details on loans that are available can be seen at this link:Small Business Loans - Microfinance Ireland.</p> <p>Given the NTA's responsibility regarding the WAV Grant, I have referred your question to the NTA for further information. Please advise my private office if you have not received a reply within 10 working days.</p>	<p>Dear Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 178 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Your Parliamentary Question raises a number of queries, please see response below to each of your queries.</p> <p>(i) Review the wheelchair accessible vehicle (WAV) grant scheme to ensure that applicants purchasing wheelchair-accessible taxis are guaranteed approval for the grant, given the high cost of such vehicles;</p> <p>With regard to the purchase of wheelchair accessible vehicles, the WAV Grant Scheme provides an amount of funding to new and existing licence holders in the sector to support the purchase of a vehicle. Since the Scheme opened in 2014, the NTA has increased the annual funding and in 2025 it is at a record €7,000,000. Applicants can purchase wheelchair accessible vehicles without grant funding, and in 2024, 48.2% of WAVs associated with new licences were purchased by licence holders without grant support.</p> <p>In terms of the grant process and guaranteeing payments:</p> <ul style="list-style-type: none"> - The NTA repeatedly advises would be applicants not to purchase any vehicle until they have received a Provisional Grant Offer (PGO). A PGO is the second step in the WAV grant application process, following a successful application. To receive a PGO, a successful application is required, this is then reviewed by NTA to ensure it meets the Terms and Conditions and is eligible to receive a PGO. The NTA appreciates the cost attached to the purchase and conversion of WAVs and the grant funding was increased in 2023 to reflect this. However, guaranteeing approval is not an option for the reasons set out below. - The NTA is unable to guarantee approval to any applicant for a WAV grant as applications must comply with the Terms and Conditions of the relevant Scheme; where an applicant does not comply and is ineligible NTA must have the right to refuse an application. A good example of this in practice is the requirement for applicants to be tax cleared (see Scheme Requirements at Part 7 of the Information Guide for WAV25); another example is contained in Section 2.7 of the Terms and Conditions of WAV25, which states “NTA may not consider an application if the Applicant has had a conviction under the Taxi Regulation Act 2013 as amended recorded against them or a complaint (in respect of SPSV operation) upheld against them within the 24 months preceding the application, or if a prosecution which may result in such a conviction, or such a complaint is pending whilst the application is in progress” - WAV vehicles are required to meet specific standards which must be verified by a qualified Technical Assessor and documentation must be provided to the NTA to support an application for licensing as a WAV, please see further in the Vehicle Licensing Requirements on our website. Applicants who purchase vehicles before receiving a PGO do so at their own risk both in terms of an unsuccessful application and/or an unsuitable vehicle. <p>(ii) Consider extending grants to cover the purchase of all taxis, not just wheelchair-</p>	Niamh Smyth, T.D.
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				<p>accessible vehicles, to support taxi drivers who are currently paying high rental fees but wish to own their vehicles</p> <p>The NTA is currently accepting new vehicle licence applications for wheelchair accessible taxis, wheelchair accessible hackneys, local area hackneys and limousines only. New saloon taxi and hackney licences have not been issued since 2010 following the introduction of regulations in June 2010, the purpose of which was to increase the penetration of WAVs in the SPSV fleet nationwide (taxis, hackneys and limousines). The WAV Grant Scheme is intended to support new and existing licence holders with the purchase of a wheelchair accessible vehicle in recognition of the higher costs when compared with a standard vehicle.</p> <p>Separately, the NTA operates, on behalf of the Department of Transport, an eSPSV Grant Scheme to support existing operators make the switch to electric taxis, hackneys or limousines. Funding of up to €20,000 is available to operators who can avail of the “scrappage” scheme and replace a qualifying vehicle with an electric vehicle.</p> <p>(iii) Examine the process to address the issue of the scheme closing early due to overwhelming demand, as occurred with Round 1 of WAV25 on 6 January and if that process can be changed.</p> <p>The NTA reviews the operation of the WAV grant scheme each year to consider performance and opportunities for improvements to the scheme. The NTA also considers all feedback from stakeholders, to inform any changes. This year has seen the grant amended to allow applicants the opportunity to apply for grant funding in January (Round 1) and July (Round 2); in addition, Provisional Grant Offers are now valid for 5 months, an increase from 3 months in previous schemes. The sole reason for the application submission process to conclude earlier than anticipated is that, at the point of closure, the available funding had been fully subscribed.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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05/02/2025	185	<p>PQ Referred: 2708/25, for answer 05/02/2025, Written from - Ryan O'Meara</p>	<p>Dail Question No: 185To ask the Minister for Transport if he is aware of the current campaign to reinstate the 145 bus route, which recently ceased; if his Department has plans to further engage with Transport For Ireland given concerns raised by commuters and the UCD community with regard to safety, accessibility and extended commute times; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Dublin, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 185 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Under Phase 6a of the BusConnects Dublin rollout, a number of changes to the bus system were implemented, all with the objective of making the overall bus system work better for more people. Part of the changes linked to the introduction of the new E-Spine, comprising of two 24 hours services - Route E1 and Route E2, included the removal of the Route 145 service. Listed below are some of the available options to access UCD from Heuston Station.</p> <p>Bus Route 4 which links Heuston Station and the City Centre before continuing to Monkstown, has replaced Route 145 over the City Centre section (i.e along the quays, over O'Connell Bridge, D'Olier Street, Nassau Street, Merrion Square and onwards to Baggot Street for services from Heuston, and via Pearse Street and Aston Quay for services towards Heuston). Passengers can change between the revised Route 4 and new Routes E1 and E2 in the City Centre, both of which serve UCD:</p> <p>Ø For travel from Heuston towards UCD, by alighting from route 4 at stop 273 (O'Connell Bridge) and boarding routes E1/E2 at nearby stop 334 (D'Olier Street). Ø For travel from UCD towards Heuston by alighting from routes E1/E2 at stop 319 (Westmoreland Street) and getting the route 4 service at nearby stop 325 on Aston Quay.</p> <p>Some passengers may prefer to avail of additional options between Heuston and the City Centre:</p> <p>Ø Routes C1, C2, C3, C4, 52 and 60 also link Heuston Station with City Centre, from stop 4413 on St John's Road West at Heuston and from stop 7392 on Aston Quay. The C-Spine services are very frequent, with services running every few minutes; and Ø Using the Luas Red Line to connect with routes E1/E2 in O'Connell Street is also an alternative option.</p> <p>In addition to the above, during peak hours it is now possible to board express routes X25, X27, X28 and X30 on St John's Road West for a direct link with UCD.</p> <p>We acknowledge that the changes being introduced under the BusConnects proposals may cause some inconvenience to some people and we recognise that change is often difficult. However, it is worth noting that where we have rolled out the new BusConnects network it has resulted in many more people using the bus services in the relevant area, endorsing the fact that more people find the new bus network useful to them. For the BusConnects phases that have been implemented to date, we have seen much larger increases in passenger numbers in those areas, compared with the level of growth on the unchanged sections of the network. So, overall, the new bus network changes to date under BusConnects are enabling many more people to use bus transport than was the case with the existing network.</p> <p>I trust that the above information is of assistance.</p>	Ryan O'Meara
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				<p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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05/02/2025	183	<p>PQ Referred: 2661/25, for answer 05/02/2025, Written from - Aidan Farrelly</p>	<p>Dail Question No: 183To ask the Minister for Transport if he and or his officials have liaised with the NTA and or Irish Rail in respect of the delivery DART+ West to include an extension to Kilcock for passenger services.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ Programme and its constituent projects.</p> <p>As part of the DART+ Programme, the DART+ West project will provide an electrified and more frequent rail service to passengers between Maynooth, M3 Parkway, and Dublin city centre. A Railway Order application for the project was submitted to An Bord Pleanála in July 2022 and was granted in July 2024 subject to certain conditions, notably that the proposed depot west of Maynooth not be constructed due to concerns about flood risk.</p> <p>In respect of the potential further extension of services westwards, an extension of DART services to Kilcock is included as an objective in the NTA Greater Dublin Area Transport Strategy 2022-2042, which was adopted in January 2023. This will be developed as a separate follow-on project.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 183 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Since the submission of the railway order applications for the DART+ West scheme to An Bord Pleanála, the new Greater Dublin Area Transport Strategy 2022-2042 has been finalised and adopted. The new strategy does include an objective to extend the DART system further westwards to Kilcock.</p> <p>Planning work on this extension could commence this year and exact timelines will be developed as design/planning work gets underway. However, while the feasibility of the extension of DART services to Kilcock is not contingent upon the location of the DART+ Depot, it is necessary to conclude the option selection process for the new depot location before the scope of any further extension of rail services can be considered. This is consequent upon the fact that the Railway Order that has been granted by An Bord Pleanála for DART+ West terminates at Maynooth station and An Bord Pleanála has requested that a new Railway Order application is made in respect of the Depot.</p> <p>The extension of DART services to Kilcock will be developed as a standalone project, separate from the DART+ Depot, as it is necessary to go through the full feasibility and optioneering processes. In the interest of progressing both projects in an efficient manner, it is appropriate that they remain stand alone and therefore, it is not the intention to include the extension of DART services to Kilcock in the Railway Order addressing the Depot selection.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Aidan Farrelly
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05/02/2025	201	<p>PQ Referred: 2849/25, for answer 05/02/2025, Written from - Jerry Buttimer</p>	<p>Dail Question No: 201To ask the Minister for Transport his views on the upgrade of Clarkes Hill and Coach Hill in Rochestown, Cork.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 201 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Clarkes Hill and Coach Hill improvement scheme (link below) is being led by Cork City Council and is not part of the NTAs Active Travel programme.</p> <p>https://www.corkcity.ie/en/council-services/services/roads-and-traffic-management/sustainable-transport-schemes/projects-in-planning-design-phase/clarkes-hill-and-coach-hill-improvement-scheme/</p> <p>I would suggest contacting Cork City Council in respect of an update on this particular scheme.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Jerry Buttimer, T.D
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05/02/2025	200	<p>PQ Referred: 2848/25, for answer 05/02/2025, Written from - Jerry Buttimer</p>	<p>Dail Question No: 200To ask the Minister for Transport his views on the upgrade of Mathew Hill in Togher, Cork.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 200 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The upgrade of Mathew Hill in Togher is a project that is being led by Cork City Council and forms part of the Lehenaghmore Road Improvement Scheme, see link below;</p> <p>https://www.corkcity.ie/en/council-services/services/roads-and-traffic-management/sustainable-transport-schemes/projects-in-planning-design-phase/lehenaghmore-road-improvement-scheme/</p> <p>I would suggest contacting Cork City Council directly for an update on this particular scheme.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Jerry Buttimer, T.D
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05/02/2025	210	<p>PQ Referred: 3097/25, for answer 05/02/2025, Written from - Seán Crowe</p>	<p>Dail Question No: 210To ask the Minister for Transport if he is aware of the difficulties that public transport users are having with the S6 bus route as operated by a company (details supplied) in Dublin; and the steps that will be taken to improve the punctuality and reliability of this route; and if he will make a statement on the matter.</p> <p>Details Supplied: Go Ahead; that many school children rely on this service that often sees buses cancelled or fail to appear; that reliable public transport is essential to building confidence in the system⁵ and working towards our climate goals;</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case Go Ahead.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 210 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA acknowledges that an inadequate level of service was provided on certain routes operated on our behalf by Go Ahead Ireland Limited, including Route S6, in recent weeks and we apologise for the difficulties and inconvenience experienced by passengers. The issue arose due to buses being unable to operate due to a shortage of mechanics within the Go Ahead operations, which was exacerbated by absences though seasonal illnesses. Upon the occurrence of the issue, various remedial measures were taken by Go-Ahead, including flying in additional mechanics from their UK operations in addition to obtaining additional support from other sources.</p> <p>Thankfully the situation has now improved significantly and fleet availability within the Go Ahead operations is expected to be fully restored to normal levels in the coming days. While the shortage of mechanics is an industry-wide issue, Go Ahead Ireland have an ongoing mechanics recruitment campaign recruitment campaign and continue to invest in an apprenticeship program to train new mechanics. In addition, they are considering further recruitment abroad to augment their mechanic resources. Accordingly, we are satisfied that they are taking all reasonable steps to prevent a reoccurrence of this problem.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Seán Crowe, T.D.
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05/02/2025	205	<p>PQ Referred: 2886/25, for answer 05/02/2025, Written from - Paul Donnelly</p>	<p>Dail Question No: 205 To ask the Minister for Transport if all new DART carriages coming into the fleet over the next few years will have overhead luggage space to be able to hold small suitcases and so on.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including, in consultation with Iarnród Éireann, the DART+ Programme and the purchase of rolling stock.</p> <p>Approval by Government in December 2021 permitted the purchase of 95 DART carriages from Alstom, to start entering into service from early 2026. In November 2022, the Government approved a second purchase of fleet under the framework agreement with Alstom, which will see an additional 90 new battery-electric carriages enter service from around 2026.</p> <p>Noting the NTA's responsibility in this matter I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 205 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The original DART fleet was designed specifically for suburban rail services, where the predominant passenger type (commuter) and relatively short journey times obviate the need to include overhead luggage racks; subsequent generations of DART fleet followed the same design philosophy.</p> <p>Other non-electrified suburban rail services, however, such as those from Dublin to Maynooth, Dublin to Drogheda and Cork to Cobh, were almost exclusively operated by locomotive-hauled coaches until the mid-1990s; as these coaches were originally designed for and/or previously operated long-distance intercity services, they were equipped with overhead luggage racks from new, and as they were also requisitioned to operate supplementary intercity services on Friday evenings, on Monday mornings and at weekends right up until their withdrawal in the mid- to late-2000s, it made sense for these carriages to retain these luggage racks throughout their service lives.</p> <p>When Irish Rail sought to begin replacing the locomotive-hauled carriages used on non-electrified suburban rail services with diesel commuter units, these new trains retained the flexibility to undertake longer journeys by incorporating overhead luggage racks (indeed, the first of these units, which entered service in 1994, regularly operated services between Dublin and Cork, a journey of around 3 hours, in spite of there being no tables and the interiors being almost identical to DART trains!).</p> <p>Subsequent generations of these diesel commuter units went even further, by incorporating high-backed seats, tables and toilets in addition to overhead luggage racks, again in order to ensure that they retained the flexibility to undertake longer journeys as required.</p> <p>By the time the most recent generation of these diesel commuter units entered service, some of the remaining locomotive-hauled carriages operating intercity services had become life-expired and were exhibiting a worrying amount of corrosion, so the diesel commuter units took their place for several years on long-distance intercity services between Dublin and Sligo (c. 3 hours) and between Dublin and Rosslare (c.3 hours) until the purpose-built InterCity railcars entered service from 2007 onwards.</p> <p>Hence we have the situation today that suburban rail services other than DART are operated by a mixture of these diesel commuter units and InterCity railcars, with the former having been designed from the outset to be multi-purpose trains capable of undertake longer journeys and the latter being purpose-built for long-distance intercity services (as opposed to suburban services like the DART).</p> <p>This results in a situation whereby a DART train with no overhead luggage racks carries commuters from Dublin City Centre to Greystones on a journey that is currently timetabled to take about 60 minutes, whereas a diesel commuter train or an InterCity railcar with overhead luggage racks (and tables and toilets) carries</p>	Paul Donnelly, T.D.
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05/02/2025	225	<p>PQ Referred: 3300/25, for answer 05/02/2025, Written from - Mark Ward</p>	<p>Dail Question No: 225To ask the Minister for Transport if his Department has carried out a safe route access plan for the pupils of a school (details supplied) for their new daily commute to the new school building in Kishoge; if his Department has engaged with South Dublin County Council on this matter; when the appropriate provisions will be in place; and if he will make a statement on the matter.</p> <p>Details Supplied: Lucan East ETNS</p> <p>Answer</p> <p>The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions including, in some cases, School Zones.</p> <p>These projects should help alleviate congestion at school gates and increase the number of students who walk or cycle to school.The Safe Routes to School Programme is funded by my Department through the National Transport Authority (NTA) and An Taisce's Green Schools is co-ordinating the programme.</p> <p>Invitations to express interest were sent to all primary and secondary schools in the country, and 931 applications were received from schools across every county in Ireland. 167 schools form Round 1 of the SRTS Programme while a further108 schools were announced for Round 2 in December 2022. Round 3 of the SRTS Programme was launched in November 2024.It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in the Rounds to date will be selected for forthcoming rounds.</p> <p>Given the pipeline of projects due for completion, there are no plans for an additional call for schools to join the SRTS programme currently</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 225 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School (SRTS) Programme was developed in partnership with the NTA and An Taisce Green-Schools in 2020, on request of the Department of Transport, as a response to the need to improve safety at the ‘front of school’ environment and enhance access to school grounds, and accelerate the delivery of walking, scooting and cycling infrastructure on key access routes to school.</p> <p>All schools in the state were eligible to apply to the programme and information was circulated from the Departments of Education and Transport to schools nationwide. By the deadline of 16 April 2021, 933 applications had been received from schools in every county in Ireland.</p> <p>Lucan East ETNS (Educate Together National School) did not apply at that time to be part of the Safe Routes to School programme. The NTA understand that many schools faced significant challenges in 2021 due to Covid-19 and may have missed the opportunity to apply for the programme. Unfortunately, given the high number of applications—933 schools, nearly a quarter of schools in Ireland—there are currently no plans for an additional application call, as the NTA and Local Authorities are working to progress the existing pipeline of projects and 414 schools across Ireland are in the active programme.</p> <p>Outside of the SRTS programme, many schools benefit from more general active travel projects funded by the NTA. In particular for Lucan East ETNS, NTA provided funding for junction tightening works on Griffeen Road in 2023 which improved facilities for pedestrians and cyclists. There are other active travel schemes in the area in different stages, such as the Grand Canal to Lucan Urban Greenway - Phase 1a which will upgrade the paths in Griffen Valley Park and provide improved crossing facilities on Griffen Avenue, or the Northern Link Street in Clonburris SDZ which includes proposals to upgrade active travel routes in the vicinity of the school.</p> <p>Schools outside of the programme may contact the relevant Local authority regarding specific safety or infrastructure issues at their school. Information on what schools can do to support active travel is contained in the NTA’s Toolkit for School Travel. Guidance regarding the infrastructure that might support active travel is available in the SRTS Design Guide which may assist in conversations with local authorities, and sample costs of infrastructure interventions are available here https://www.nationaltransport.ie/wp-content/uploads/2024/11/Active-Travel-Infrastructure-Cost-Information-Booklet-.pdf. Schools can also take part in the Green School Programme which provides support to schools to develop travel plans: https://greenschoolsireland.org/themes/travel/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p>	Mark Ward, T.D.
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05/02/2025	222	<p>PQ Referred: 3241/25, for answer 05/02/2025, Written from - Louise O'Reilly</p>	<p>Dail Question No: 222 To ask the Minister for Transport if his attention has been drawn to fact that commuters in north County Dublin have to purchase combined annual tickets, Bus, Train, DART and LUAS, without regard to the their actual needs (some may only use one form of transport); if he can advise if there are any plans to amend this; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However,I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 222 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA will be introducing a Dublin City Zone extending to approximately 23km from the city centre and a Dublin Commuter Zone extending to approximately 50km from the city centre. The Dublin City Zone and Dublin Commuter Zone 2 which covers North County Dublin, is most relevant to the Deputy’s own constituency.</p> <p>Passengers in the Dublin City Zone will be able to avail of a multimodal (Dublin City Bus, Luas, DART, Commuter Rail) annual adult taxsaver product costing €960. This represents an approximate 17% saving on current single mode annual tickets in Dublin City which cost €1,150, delivering a wider range of choice to passengers at a lower cost.</p> <p>Passengers in the Dublin Commuter Zone can avail of a bus-only range of products, or a bus and rail range of products as follows;</p> <p>Bus Only</p> <table><tr><td colspan="8">The full list of Dublin Commuter Bus zonal products and associated fares are provided in the following table.</td></tr><tr><th rowspan="2">Zone</th><th colspan="2">Daily</th><th colspan="2">Weekly</th><th colspan="2">Monthly</th><th>Annual</th></tr><tr><th>Adult</th><th>Young Adult / Child</th><th>Adult</th><th>Young Adult / Child</th><th>Adult</th><th>Young Adult / Child</th><th>Adult</th></tr><tr><td>Dublin City Zone</td><td>€6.00</td><td>€3.00</td><td>€24.00</td><td>€12.00</td><td>€96.00</td><td>€48.00</td><td>€960.00</td></tr><tr><td>Zone 2</td><td>€9.25</td><td>€4.65</td><td>€37.00</td><td>€18.50</td><td>€129.50</td><td>€64.75</td><td>€1,295.00</td></tr><tr><td>Zone 3</td><td>€12.50</td><td>€6.25</td><td>€50.00</td><td>€25.00</td><td>€175.00</td><td>€87.50</td><td>€1,750.00</td></tr><tr><td>Zone 4</td><td>€14.80</td><td>€7.40</td><td>€59.00</td><td>€29.50</td><td>€206.85</td><td>€103.45</td><td>€2,068.50</td></tr></table> <p>Bus and Rail</p> <table><tr><th rowspan="2">Zone</th><th colspan="2">Daily</th><th colspan="2">Weekly</th><th colspan="2">Monthly</th><th>Annual</th></tr><tr><th>Adult</th><th>Young Adult / Child</th><th>Adult</th><th>Young Adult / Child</th><th>Adult</th><th>Young Adult / Child</th><th>Adult</th></tr><tr><td>Dublin City Zone</td><td colspan="2">Daily Cap</td><td colspan="2">Weekly Cap</td><td>€96.00</td><td>€48</td><td>€960.00</td></tr><tr><td>Zone 2</td><td>€10.00</td><td>€5.00</td><td>€40.00*</td><td>€20.00*</td><td>€140.00</td><td>€70.00</td><td>€1,400.00</td></tr><tr><td>Zone 3</td><td>€14.00</td><td>€7.00</td><td>€56.00</td><td>€28.00</td><td>€196.00</td><td>€98.00</td><td>€1,960.00</td></tr><tr><td>Zone 4</td><td>€16.80</td><td>€8.40</td><td>€67.20</td><td>€33.60</td><td>€235.20</td><td>€117.60</td><td>€2,352.00</td></tr></table> <p>The Bus-Only products will allow unlimited travel on PSO (Public Service Obligation) Dublin Commuter bus services within the zone purchased, along with zones closer to the city centre. The Bus and Rail products will allow unlimited multi-modal travel within the zone purchased along with zones closer to the city centre. Both the Bus only and Bus and Rail products, will also include unlimited onward multi-modal travel within the Dublin City Zone. In addition, passengers in the Dublin Commuter Zone will be able to avail of daily and weekly products which cap their Leap card fare. Please note that a transitional weekly cap product of €32 adult / €16 YAC will apply at Skerries and Balbriggan.</p> <p>By way of update to the new commuter products, Bus Éireann, Irish Rail and Luas are currently working with their ticketing contractors to enable implementation of certain planned fares changes which will better address existing fare transition issues on various routes. The implementation of the adjusted rail fares is being led by Irish Rail and the work requires updates to ticketing systems, ticketing machines</p>	The full list of Dublin Commuter Bus zonal products and associated fares are provided in the following table.								Zone	Daily		Weekly		Monthly		Annual	Adult	Young Adult / Child	Adult	Young Adult / Child	Adult	Young Adult / Child	Adult	Dublin City Zone	€6.00	€3.00	€24.00	€12.00	€96.00	€48.00	€960.00	Zone 2	€9.25	€4.65	€37.00	€18.50	€129.50	€64.75	€1,295.00	Zone 3	€12.50	€6.25	€50.00	€25.00	€175.00	€87.50	€1,750.00	Zone 4	€14.80	€7.40	€59.00	€29.50	€206.85	€103.45	€2,068.50	Zone	Daily		Weekly		Monthly		Annual	Adult	Young Adult / Child	Adult	Young Adult / Child	Adult	Young Adult / Child	Adult	Dublin City Zone	Daily Cap		Weekly Cap		€96.00	€48	€960.00	Zone 2	€10.00	€5.00	€40.00*	€20.00*	€140.00	€70.00	€1,400.00	Zone 3	€14.00	€7.00	€56.00	€28.00	€196.00	€98.00	€1,960.00	Zone 4	€16.80	€8.40	€67.20	€33.60	€235.20	€117.60	€2,352.00	Louise O'Reilly, T.D.
The full list of Dublin Commuter Bus zonal products and associated fares are provided in the following table.																																																																																																											
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Zone 4	€16.80	€8.40	€67.20	€33.60	€235.20	€117.60	€2,352.00																																																																																																				

				<p>and installation of new Leap card validators at stations that will now come under the new fares structure. Irish Rail have informed us that the changes are currently expected to be completed by end of April 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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05/02/2025	221	<p>PQ Referred: 3240/25, for answer 05/02/2025, Written from - Louise O'Reilly</p>	<p>Dail Question No: 221 To ask the Minister for Transport if his attention has been drawn to the proposal to remove Balbriggan and Skerries from the short hop zone for train passengers; if he understands that this will cost commuters an additional €450 per annum; how this will help to achieve the Government's emissions targets; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In their capacity as fare regulator, on the 27th of April 2023, the NTA published a new National Fares Strategy, and following this on the 18th of January 2024 they published the first of a series of Fares Determination related to the strategy.</p> <p>The most significant change in the fare determination was the implementation of a new 'Dublin Commuter Zone' (extending from the outer edge of the Dublin City Zone to approximately 50 km from the centre of Dublin), with simplified Leap capping, as well as changes to some Intercity Rail and town bus fares. This represents a more consistent and equitable fares approach, and one that is easier for customers to understand. It is the NTA's intention to roll out further changes in future determinations during 2025.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days..</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 221 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA has been working over recent years to simplify fares across bus, rail and light rail services and to introduce a fairer distance-based structure. To enable this a National Fare Strategy for Ireland was developed by the NTA with the following key objectives:</p> <ul style="list-style-type: none"> • Equitable: The cost of travel shouldn't vary unduly depending on the route taken, or location in the country. • Consistent: The cost per km travelled shouldn't vary unduly and should be related to straight line distance between the origin and destination of the journey, rather than the route taken. • Easy to understand: Related to consistency, customers should be able to understand the fare they are being charged and how it relates to the journey they are making. <p>In addition to removing some existing discrepancies in fares, it was recognised that this approach would also encourage passengers/non-users to use public transport more, by implementing a fairer and easier to understand fare structure. As part of this the Fares Determination 2024 introduces a Dublin City Zone extending to approximately 23km from the city centre and a Dublin Commuter Zone extending to approximately 50km from the City Centre, with Skerries and Balbriggan located in Commuter Zone 2.</p> <p>The current annual single mode 'Dublin City Bus Only' or 'DART/Commuter Rail Only' taxsaver ticket from Skerries / Balbriggan costs €1,150. These products will be replaced by the following product options;</p> <ul style="list-style-type: none"> • Bus Only Zone 2: €1,295 enabling unlimited travel on PSO Dublin Commuter bus services within the Zone purchased and unlimited multimodal travel within the Dublin City Zone. • Bus and Rail Zone 2: €1,400 enabling unlimited multimodal travel within the zone purchased and the Dublin City Zone. <p>While the bus only option will cost an additional €145 and Bus and Rail option cost an additional €250, both options broaden the locations that can be reachable by public transport and increases the overall number of public transport options for passengers. This will contribute to an increased number of public transport alternatives for trips which would otherwise be made by car. In addition, the availability of DART and Luas for onward travel in the Dublin City Zone on the proposed Bus only option (which isn't currently the case) offers an additional onward travel option for passengers.</p> <p>By way of update to the new commuter products, Bus Éireann, Irish Rail and Luas</p>	Louise O'Reilly, T.D.
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				<p>are currently working with their ticketing contractors to enable implementation of the Phase 2 fares changes. The implementation of the rail fares is being led by Irish Rail and the work requires updates to ticketing systems, ticketing machines and installation of new leap card validators at stations that will now come under the new fares structure. These changes are expected to be completed by end of April 2025.</p> <p>It is also worth noting that the revised fare structure that will be implemented, does provide lower fares at other locations as part of the overall transition to a simpler, equitable and fairer model. By way of example, an annual taxsaver point to point between Drogheda and Dublin Connolly currently costs €2,110. Post implementation, Drogheda will be in Dublin Commuter Zone 3 and an annual taxsaver between this Zone and the Dublin City Zone will cost €1,960. This represents a real saving of 7%, in addition to the multi-modal onward travel option in the Dublin City Zone, which this product will offer.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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05/02/2025	233	<p>PQ Referred: 3470/25, for answer 05/02/2025, Written from - James Geoghegan</p>	<p>Dail Question No: 233To ask the Minister for Transport if he will ask the NTA to engage at an early stage with a company (details supplied) that has been appointed to design the Sandymount flood defence scheme in a contract fully funded by the Office of Public Works, and administered by Dublin City Council, with a view to adopting a joined-up approach to the scheme which could facilitate active travel measures and connectivity in the provision of coastal cycling infrastructure across Dublin bay; and if he will make a statement on the matter.</p> <p>Details Supplied: Jacobs</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 233 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Sandymount Flood Defence scheme is being led by the Office of Public Works and Dublin City Council. As you will be aware, Dublin City Council are responsible for the provision of cycling infrastructure within its administrative area. It is the NTA's understanding that the relevant sections within Dublin City Council have been consulted in relation to the Sandymount Flood Defence scheme, such that any relevant inputs in relation to cycling infrastructure can be considered by the OPW/DCC design team.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	James Geoghegan, T.D
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05/02/2025	231	<p>PQ Referred: 3446/25, for answer 05/02/2025, Written from - Joe Neville</p>	<p>Dail Question No: 231 To ask the Minister for Transport if he will provide any relevant information on the extension of the DART+ from Maynooth to Kilcock.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ Programme and its constituent projects.</p> <p>In respect of the potential further extension of the DART to Kilcock, an extension is included as an objective in the NTA Greater Dublin Area Transport Strategy 2022-2042.</p> <p>Noting the NTA's responsibility in this matter and the specific issue raised by the Deputy, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 231 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Since the submission of the railway order applications for the DART+ West scheme to An Bord Pleanála, the new Greater Dublin Area Transport Strategy 2022-2042 has been finalised and adopted. The new strategy does include an objective to extend the DART system further westwards to Kilcock.</p> <p>Planning work on this extension could commence this year and exact timelines will be developed as design/planning work gets underway. However, while the feasibility of the extension of DART services to Kilcock is not contingent upon the location of the DART+ Depot, it is necessary to conclude the option selection process for the new depot location before the scope of any further extension of rail services can be considered. This is consequent upon the fact that the Railway Order that has been granted by An Bord Pleanála for DART+ West terminates at Maynooth station and An Bord Pleanála has requested that a new Railway Order application is made in respect of the Depot.</p> <p>The extension of DART services to Kilcock will be developed as a standalone project, separate from the DART+ Depot, as it is necessary to go through the full feasibility and optioneering processes. In the interest of progressing both projects in an efficient manner, it is appropriate that they remain stand alone and therefore, it is not the intention to include the extension of DART services to Kilcock in the Railway Order addressing the Depot selection.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Joe Neville
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05/02/2025	230	<p>PQ Referred: 3445/25, for answer 05/02/2025, Written from - Joe Neville</p>	<p>Dail Question No: 230To ask the Minister for Transport if he will provide a commencement date for the extension of DART+ from Maynooth to Kilcock.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. TheNational Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ Programme and its constituent projects.</p> <p>In respect of the potential further extension of the DART to Kilcock, an extension is included as an objective in the NTA Greater Dublin Area Transport Strategy 2022-2042.</p> <p>Noting the NTA's responsibility in this matter and the specific issue raised by the Deputy, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 230 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Since the submission of the railway order applications for the DART+ West scheme to An Bord Pleanála, the new Greater Dublin Area Transport Strategy 2022-2042 has been finalised and adopted. The new strategy does include an objective to extend the DART system further westwards to Kilcock.</p> <p>Planning work on this extension could commence this year and exact timelines will be developed as design/planning work gets underway. However, while the feasibility of the extension of DART services to Kilcock is not contingent upon the location of the DART+ Depot, it is necessary to conclude the option selection process for the new depot location before the scope of any further extension of rail services can be considered. This is consequent upon the fact that the Railway Order that has been granted by An Bord Pleanála for DART+ West terminates at Maynooth station and An Bord Pleanála has requested that a new Railway Order application is made in respect of the Depot.</p> <p>The extension of DART services to Kilcock will be developed as a standalone project, separate from the DART+ Depot, as it is necessary to go through the full feasibility and optioneering processes. In the interest of progressing both projects in an efficient manner, it is appropriate that they remain stand alone and therefore, it is not the intention to include the extension of DART services to Kilcock in the Railway Order addressing the Depot selection.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Joe Neville
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05/02/2025	227	<p>PQ Referred: 3336/25, for answer 05/02/2025, Written from - Gary Gannon</p>	<p>Dail Question No: 227To ask the Minister for Transport the steps that are being taken to improve the reliability of the public transport system and reduce the stress and inconvenience faced by commuters, particularly students, who depend on these services to attend school on time.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 227 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) is responsible for securing the provision of public passenger transport services nationally, including in Dublin. The NTA works closely with transport operators to ensure that services are provided efficiently and effectively.</p> <p>In recent years, the NTA has invested heavily in public transport infrastructure in Dublin, including the expansion of the Luas network and the implementation of the BusConnects programme including the network redesign. Phase 6a was launched on the 26 January with further phases expected to be launched this year. These investments have led to increased capacity and improved reliability on many routes notwithstanding some issues in recent weeks on some services.</p> <p>The NTA also works closely with transport operators to monitor service performance and identify areas for improvement. Where necessary, the NTA provides funding to support service enhancements, such as the provision of additional vehicles or the implementation of new timetables. Overall, the NTA is committed to improving the quality and reliability of public transport services in Dublin and across the country. We will continue to work with transport operators and other stakeholders to achieve this goal.</p> <p>It should also be noted that bus services in the Dublin area are being significantly affected by the levels of traffic congestion in the region and the lack of bus priority measures at many locations. This ultimately has an impact on the reliability, frequency and punctuality of bus services.</p> <p>Notwithstanding the above, the Authority is seeking to implement a variety of large capital projects that are either in planning or procurement and will greatly assist in increasing the frequency and reliability of buses, trains and trams. Some these projects are;</p> <p>Ø Dublin Core Bus Corridors – More information regarding this can be found at the following link - https://busconnects.ie/cities/dublin/core-bus-corridors/</p> <p>Ø DART+ Programme – More information regarding this can be found at the following link - https://www.dartplus.ie/en-ie/home</p> <p>Ø Metrolink – More information regarding Metrolink can be found at the following link - https://www.metrolink.ie/</p> <p>Ø Luas – More information regarding Luas can be found at the following link - https://www.tii.ie/media/rzqk3tf2/tii_public-transport-active-list-2024-003.pdf</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p>	Gary Gannon, T.D.
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05/02/2025	243	<p>PQ Referred: 3588/25, for answer 05/02/2025, Written from - Barry Heneghan</p>	<p>Dail Question No: 243 To ask the Minister for Transport the measures that are being taken to increase the frequency and reliability of buses, trains, and trams, particularly in Dublin; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services in Dublin and nationally, and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 243 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) is responsible for securing the provision of public passenger transport services nationally, including in Dublin. The NTA works closely with transport operators to ensure that services are provided efficiently and effectively.</p> <p>In recent years, the NTA has invested heavily in public transport infrastructure in Dublin, including the expansion of the Luas network and the implementation of the BusConnects programme including the network redesign. Phase 6a was launched on the 26 January with further phases expected to be launched this year. These investments have led to increased capacity and improved reliability on many routes notwithstanding some issues in recent weeks on some services.</p> <p>The NTA also works closely with transport operators to monitor service performance and identify areas for improvement. Where necessary, the NTA provides funding to support service enhancements, such as the provision of additional vehicles or the implementation of new timetables. Overall, the NTA is committed to improving the quality and reliability of public transport services in Dublin and across the country. We will continue to work with transport operators and other stakeholders to achieve this goal.</p> <p>It should also be noted that bus services in the Dublin area are being significantly affected by the levels of traffic congestion in the region and the lack of bus priority measures at many locations. This ultimately has an impact on the reliability, frequency and punctuality of bus services.</p> <p>Notwithstanding the above, the Authority is seeking to implement a variety of large capital projects that are either in planning or procurement and will greatly assist in increasing the frequency and reliability of buses, trains and trams. Some these projects are;</p> <p>Ø Dublin Core Bus Corridors – More information regarding this can be found at the following link - https://busconnects.ie/cities/dublin/core-bus-corridors/</p> <p>Ø DART+ Programme – More information regarding this can be found at the following link - https://www.dartplus.ie/en-ie/home</p> <p>Ø Metrolink – More information regarding Metrolink can be found at the following link - https://www.metrolink.ie/</p> <p>Ø Luas – More information regarding Luas can be found at the following link - https://www.tii.ie/media/rzqk3tf2/tii_public-transport-active-list-2024-003.pdf</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Barry Heneghan, T.D
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05/02/2025	244	<p>PQ Referred: 3589/25, for answer 05/02/2025, Written from - Barry Heneghan</p>	<p>Dail Question No: 244 To ask the Minister for Transport if additional subsidies or fare reductions will be introduced to improve the affordability of public transport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In their capacity as fare regulator, on the 27th of April 2023, the NTA published a new National Fares Strategy, and following this on the 18th of January 2024 they published the first of a series of Fares Determination related to the strategy.</p> <p>The most significant change in the fare determination was the implementation of a new 'Dublin Commuter Zone' (extending from the outer edge of the Dublin City Zone to approximately 50 km from the centre of Dublin), with simplified Leap capping, as well as changes to some Intercity Rail and town bus fares. This represents a more consistent and equitable fares approach, and one that is easier for customers to understand. It is the NTA's intention to roll out further changes in future determinations during 2025.</p> <p>Further, Budget 2025 included funding for the continuation of public transport fare initiatives including the 90-minute fare, the Young Adult/Student Leap Card, and the discounted fares on PSO services, with further provision to extend child fares to include those ages 5-8 years of age.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 244 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (the Authority) has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008. This is normally done via a Fares Determination, and the Authority is currently implementing the Fares Determination 2024.</p> <p>In the Determination, 80% of public transport fares remained unchanged, such as the €2 cost of the 90-minute fare for Dublin which was introduced in 2022. In addition, the 20% cost of living fares reduction which has been applied to all PSO fares, as well as the 50% discount on adult Leap fares available to Young Adult Leap Card (YAC) holders, was also maintained in the 2024 Determination.</p> <p>Other fares were either increased or decreased. However, these changes were not projected to increase overall fare revenue but represent a rebalancing of fares to ensure fairness and consistency at a network level. This adjustment was in line with the National Fare Strategy objectives of setting fares that are equitable, consistent, and easy to understand for all public transport passengers.</p> <p>The focus of the 2024 Fares Determination was the formalisation of a new Dublin City Zone extending to approximately 23km from Dublin City Centre, and a Dublin Commuter Zone extending to approximately 50km from Dublin City Centre. Within the Dublin City Zone, new products such as a new multi-modal monthly Leap Card Adult fare of €96 / annual fare of €960, equating to a 16.5% reduction on previous rates, will be implemented.</p> <p>Within the Dublin Commuter Zone passengers will pay the lower of the national fare structure i.e. a boarding charge plus an incremental fare based on the straight-line distance between the start and end stop of a trip, or the flat 'Xpresso' Dublin City fare plus an incremental fare based on the straight-line distance between the start of a trip and the Dublin City boundary will apply. In addition, a range of competitively priced Leap card products will be made available for public transport users, enabling further potential savings on public transport usage. The new commuter zone will include stations outside of the Dublin City Zone extending as far as Rathdrum, Kildare, Enfield and Drogheda stations, and forms part of the phase 2 of the implementation of the Fares Determination by the NTA published in early 2024. We currently anticipate that phase 2 of the Fares Determination will be implemented by the end of April 2025.</p> <p>There are no further plans at the present time to introduce further fare reductions.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p>	Barry Heneghan
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05/02/2025	149	<p>PQ Referred: 2286/25, for answer 05/02/2025, Written from - Joanna Byrne</p>	<p>Dail Question No: 149 To ask the Minister for Transport to provide an update on the inclusion of Drogheda in the Dublin commuter zone; and when commuters living in Drogheda, south Louth and east Meath will be able to avail of lower rail fares within this zone.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in the matter, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 149 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The new National Fare Structure will see the implementation of the Dublin City Zone and Dublin Commuter Zone. The Dublin Commuter Zone consists of a series of zones extending to approximately 50km from Dublin City Centre. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine travel demand. The new commuter zone will include stations outside of the Dublin City Zone extending as far as Rathdrum, Kildare, Enfield and Drogheda stations and this forms part of phase 2 of the implementation of the Fares Determination by the NTA in early 2024.</p> <p>Phase 2 of the Fares Determination is scheduled for implementation by the end of April 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Joanna Byrne, T.D
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05/02/2025	136	<p>PQ Referred: 2165/25, for answer 05/02/2025, Written from - Darren O'Rourke</p>	<p>Dail Question No: 136 To ask the Minister for Transport if he will provide the details of the local link services currently available in Meath; and to outline plans for additional routes or an expansion of this service.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for public transport services in County Meath, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 136 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>In terms of existing Local Link services operating in Meath, the full list can be obtained via the Local Link Louth, Meath, Fingal website. I have provided a link below.</p> <p>https://www.locallinklmf.ie/services/</p> <p>An enhancement of route 189 is planned for County Meath this year. However, at this point, we do not have a definitive date of when this will go into operation.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Darren O'Rourke, T.D.
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05/02/2025	150	<p>PQ Referred: 2303/25, for answer 05/02/2025, Written from - Mairéad Farrell</p>	<p>Dail Question No: 150 To ask the Minister for Transport if he will provide an update regarding the NTA's intentions for bus services in Galway city (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: the contracts with City Direct are due to expire in 2025 and the updated BusConnects network is due to be implemented.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 150 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is preparing for implementation of the new local bus network in Galway City. This will replace all current local services, including those currently operated by City Direct. Bus stops and passenger information throughout the city will be upgraded at the same time.</p> <p>Work now underway includes discussing changes to bus stop and terminals for the enhanced network with the City and County Councils. Dates for implementation of the new services have not yet been set but it is currently anticipated that the changes would happen in 2027. This timescale is compatible with the contracts in place, including with City Direct. All enhancements will be subject to the level of funding in place at the time and resource availability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Mairéad Farrell, T.D
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05/02/2025	142	<p>PQ Referred: 2192/25, for answer 05/02/2025, Written from - Eoghan Kenny</p>	<p>Dail Question No: 142 To ask the Minister for Transport for a definitive update on the northern distributor road, Cork city; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the proposal for the Northern Distributor Road was established in the Cork Metropolitan Area Transport Strategy. It is intended that the Northern Distributor Road will include both traffic and bus lanes as well as cycling and pedestrian facilities.</p> <p>In December of 2023, the National Transport Authority (NTA) approved a Strategic Assessment Report (SAR) for the project. The approval of the SAR authorised Cork City Council to proceed with the next stage of the project, namely the route selection stage.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The NTA has responsibility for the planning and development of public transport infrastructure, including the Cork Northern Distributor project.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 142 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>To add to the Ministers response in respect of the Cork Northern Distributor Road, please note that Cork City Council had been undertaking a comprehensive route assessment process to identify an Emerging Preferred Route for the proposed Cork Northern Distributor Multi-Modal Route which would be brought to public consultation. The City Council has now completed their options assessment report and provided it to the NTA for review in line with the procedures set out in the Infrastructure Guidelines.</p> <p>The NTA has since advised Cork City Council that they can proceed with a public consultation process. The City Council launched a public consultation on the emerging preferred route on 27th February and the consultation runs until 10th April. Details of the consultation are available at the link below.</p> <p>https://www.corkcity.ie/en/council-services/news-room/latest-news/cork-city-council-launches-public-consultation-on-cork-northern-distributor-multi-modal-road-emerging-preferred-route/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Eoghan Kenny, T.D
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06/02/2025	34	<p>PQ Referred: 3795/25, for answer 06/02/2025, Written from - Ken O'Flynn</p>	<p>Dail Question No: 34 To ask the Minister for Transport for an update on the progress of four major infrastructure projects: the Northern Distributor Road, Cork to Limerick Road, Mallow Relief Road, and the Northern Ring Road; the current phases of planning and implementation for each project, including projected timelines for completion, any preliminary and ongoing works, and the expected start dates; and if he will address matters (details supplied).</p> <p>Details Supplied: **In relation to the Cork to Limerick Road, could the Minister elaborate on how this project is anticipated to enhance connectivity between the western cities and the Port of Cork? What strategic advantages does the government foresee in terms of facilitating trade, transport efficiencies, and economic growth for businesses in the southern and southwestern regions of Ireland?** **What specific commitments has the Department of Transport made regarding funding and resource allocation for these critical infrastructure initiatives? In conjunction with the Government's Vision 2040 initiative, how does the Department prioritize these projects, and what measures are in place to ensure they align with long-term regional development objectives?** **Has the Minister allocated a definitive budget for each of these projects? If so, could the Minister provide detailed budgetary breakdowns and forecasts, including short-term and long-term financial planning? Additionally, how does the Minister intend to secure ongoing funding to ensure these projects are delivered as scheduled?** **Finally, can the Minister provide assurances that these projects will be realized within the current administration's timeframe? What commitments are in place to guarantee their delivery by the proposed completion dates, and how does the Minister plan to monitor and report on progress?** I appreciate the Minister's attention to these significant infrastructure developments, which are imperative for the growth, connectivity, and competitiveness of Cork City and County.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>The N/M20 Cork to Limerick Project, Mallow Relief Road, and the Cork City Northern Transport Project are among those national roads projects included in the current NDP, and are at various stages in the project development pipeline. The NDP earmarked approximately €5.1 billion for new national roads projects, the majority of which is in the second half of the decade.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 34 of 06 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Cork City Council had been undertaking a comprehensive route assessment process to identify an Emerging Preferred Route for the proposed Cork Northern Distributor Multi-Modal Route which would be brought to public consultation. The City Council has now completed their options assessment report and provided it to the NTA for review in line with the procedures set out in the Infrastructure Guidelines.</p> <p>The NTA has since advised Cork City Council that they can proceed with a public consultation process. It is expected that the City Council will commence that public consultation on the emerging preferred route in the coming weeks.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	Ken O'Flynn, T.D
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06/02/2025	33	<p>PQ Referred: 3793/25, for answer 06/02/2025, Written from - Pearse Doherty</p>	<p>Dail Question No: 33 To ask the Minister for Transport the details of each time his Department, or public bodies under the aegis of his Department, enlisted the services of consultants in 2023 and 2024; the purpose, value, and duration of each contract in relation to public bodies under the aegis of his Department, including where consulting contracts are classified under ‘business-as-usual outsourcing’ for annual reporting; and if he will make a statement on the matter.</p> <p>Identical Question(s): to all Depts.</p> <p>Answer</p> <p>My officials are collating the information requested and will issue it to the Deputy in the coming 10 days.</p> <p>With regard the Agencies, this is a matter for the Agencies themselves. I have referred this question to the agencies under my remit for further reply. If the Deputy has not received a reply within ten working days please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 33 of 06 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please find attached in response to Parliamentary Question No. 33 of 06 February 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Pearse Doherty, T.D.
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06/02/2025	37	<p>PQ Referred: 3891/25, for answer 06/02/2025, Written from - James Geoghegan</p>	<p>Dail Question No: 37 To ask the Minister for Transport if a report can be furnished from Go-Ahead Ireland bus service in relation to the S4 bus route, where the provider has acknowledged that this route has experienced service frequency issues, and if the report can detail the extent of those issues over the last number of months to today's date; if he can request that this report includes precise data on the number of buses which were taken off the fleet on relevant affected days; if he agrees that the success of high frequency bus routes and growing passenger numbers is dependent upon buses actually showing up when they are supposed to; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case Go Ahead.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA's responsibility in this area, I am meeting the NTA next week and will be discussing this issue with them. We are seeing more people using public transport and we are improving our fleet across the country but commuters need certainty around these services.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 156 of 13 February and Parliamentary Question No. 37 of 06 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA acknowledges that an inadequate level of service was provided on certain routes operated on our behalf by Go Ahead Ireland Limited, including Route S4, in recent weeks and we apologise for the difficulties and inconvenience experienced by passengers. The issue arose due to buses being unable to operate due to a shortage of mechanics within the Go Ahead operations, which was exacerbated by absences though seasonal illnesses. Upon the occurrence of the issue, various remedial measures were taken by Go-Ahead, including flying in additional mechanics from their UK operations in addition to obtaining additional support from other sources.</p> <p>Thankfully the situation has now improved significantly and fleet availability within the Go Ahead operations has now been restored. While the shortage of mechanics is an industry-wide issue, Go Ahead Ireland have an ongoing mechanics recruitment campaign recruitment campaign and continue to invest in an apprenticeship program to train new mechanics. In addition, they are considering further recruitment abroad to augment their mechanic resources. Accordingly, we are satisfied that they are taking all reasonable steps to prevent a reoccurrence of this problem.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	James Geoghegan, T.D
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06/02/2025	36	<p>PQ Referred: 3812/25, for answer 06/02/2025, Written from - Alan Kelly</p>	<p>Dail Question No: 36 To ask the Minister for Transport if he will consider putting bus shelters on the 323 bus route that runs through north Tipperary.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus shelters.</p> <p>In light of the NTA's responsibility in this area, I am meeting the NTA next week and will be discussing this issue with them. We are seeing more people using public transport and we are improving our fleet across the country but commuters need certainty around these services.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 36 of 06 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each local authority across the State, including Tipperary County Council, has received an allocation of €500,000 in 2025 under the Bus Stop Enhancement Programme. The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate.</p> <p>To further assist local authorities and make the process more streamlined, the NTA will, through a central supply contract, provide any required bus shelters to the local authority and will also make available the NTA's bus shelter contractor to the Council to undertake their installation (following the Council's preparatory works). In addition, the NTA will also arrange for its contractor to maintain the bus shelters subsequently.</p> <p>The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the Bus Stop Enhancement Programme, with the final programme of installations to be agreed with the NTA. The NTA will be engaging further with each local authority over the next number of weeks to agree the programme of such works for 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	Alan Kelly T.D
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06/02/2025	30	<p>PQ Referred: 3739/25, for answer 06/02/2025, Written from - Paul Murphy</p>	<p>Dail Question No: 30 To ask the Minister for Transport if he is aware of the delays and cancellations affecting bus services (details supplied); the way he will address this issue this issue; and if he will make a statement on the matter.</p> <p>Details Supplied: Go-Ahead Ireland most notably on the S6, S4 and S8 routes), impacting entire communities</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case Go Ahead.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA's responsibility in this area, I am meeting the NTA next week and will be discussing this issue with them. We are seeing more people using public transport and we are improving our fleet across the country but commuters need certainty around these services.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 30 of 06 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA acknowledges that an inadequate level of service was provided on certain routes operated on our behalf by Go Ahead Ireland Limited, including Routes S4, S6 and S8, in recent weeks and we apologise for the difficulties and inconvenience experienced by passengers. The issue arose due to buses being unable to operate due to a shortage of mechanics within the Go Ahead operations, which was exacerbated by absences though seasonal illnesses. Upon the occurrence of the issue, various remedial measures were taken by Go-Ahead, including flying in additional mechanics from their UK operations in addition to obtaining additional support from other sources.</p> <p>Thankfully the situation has now improved significantly and fleet availability within the Go Ahead operations is expected to be fully restored to normal levels in the coming days. While the shortage of mechanics is an industry-wide issue, Go Ahead Ireland have an ongoing mechanics recruitment campaign recruitment campaign and continue to invest in an apprenticeship program to train new mechanics. In addition, they are considering further recruitment abroad to augment their mechanic resources. Accordingly, we are satisfied that they are taking all reasonable steps to prevent a reoccurrence of this problem.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Paul Murphy, T.D.
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06/02/2025	25	<p>PQ Referred: 3661/25, for answer 06/02/2025, Written from - James O'Connor</p>	<p>Dail Question No: 25 To ask the Minister for Transport if his Department will provide further funding for PSO services in Cork east to ensure bus routes can be expanded and more can be explored by the National Transport Authority; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I am meeting the NTA next week and will be discussing this issue with them. We are seeing more people using public transport and we are improving our fleet across the country but commuters need certainty around these services.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 25 of 06 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>In respect of PSO (Public Service Obligation) funding, this is a matter for the Government to decide as part of the budgetary process.</p> <p>In terms of bus services in East Cork, we are currently reviewing services between Youghal and Cork City. This is at the early stages of the process and at this point we have no definitive date for implementation. Any proposals that may result from the review will be dependent on funding and resource availability.</p> <p>In addition, we are currently working with Local Link Cork on providing a new regular service between Mallow and Fermoy which is currently expected to be implemented later in 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p> </p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	James O'Connor, T.D.
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06/02/2025	18	<p>PQ Referred: 3629/25, for answer 06/02/2025, Written from - Denise Mitchell</p>	<p>Dail Question No: 18 To ask the Minister for Transport the actions that are being taken to ensure that a private bus operator (details supplied) meets its obligations of providing a reliable service on the N6 route in north Dublin; what action or penalties will be taken if the operator continues to fail to meet its obligations on this and other routes; if he plans to review or reverse the privatisation of bus routes in Dublin; and if he will make a statement on the matter.</p> <p>Details Supplied: GoAhead</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case Go Ahead.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA's responsibility in this area, I am meeting the NTA next week and will be discussing this issue with them. We are seeing more people using public transport and we are improving our fleet across the country but commuters need certainty around these services.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 18 of 06 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA acknowledges that an inadequate level of service was provided on certain routes operated on our behalf by Go Ahead Ireland Limited, including Route N6, in recent weeks and we apologise for the difficulties and inconvenience experienced by passengers. The issue arose due to buses being unable to operate due to a shortage of mechanics within the Go Ahead operations, which was exacerbated by absences though seasonal illnesses. Upon the occurrence of the issue, various remedial measures were taken by Go-Ahead, including flying in additional mechanics from their UK operations in addition to obtaining additional support from other sources.</p> <p>Thankfully the situation has now improved significantly and fleet availability within the Go Ahead operations is expected to be fully restored to normal levels in the coming days. While the shortage of mechanics is an industry-wide issue, Go Ahead Ireland have an ongoing mechanics recruitment campaign recruitment campaign and continue to invest in an apprenticeship program to train new mechanics. In addition, they are considering further recruitment abroad to augment their mechanic resources. Accordingly, we are satisfied that they are taking all reasonable steps to prevent a reoccurrence of this problem.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim)</p>	Denise Mitchell, T.D.
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11/02/2025	158	<p>PQ Referred: 4554/25, for answer 11/02/2025, Written from - Michael Cahill</p>	<p>Dail Question No: 158 To ask the Minister for Transport to consider the unpredictable weather conditions experienced by residents and visitors to County Kerry; to expedite the provision of bus shelters across the county; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>However there is a commitment under the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers and a commitment to work with local authorities and national bodies to improve public transport options and infrastructure in relation to key tourism spots.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 158 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each local authority across the State, including Kerry County Council, has received an allocation of €500,000 in 2025 under the Bus Stop Enhancement Programme. The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate.</p> <p>To further assist local authorities and make the process more streamlined, the NTA will, through a central supply contract, provide any required bus shelters to the local authority and will also make available the NTA's bus shelter contractor to the Council to undertake their installation (following the Council's preparatory works). In addition, the NTA will also arrange for its contractor to maintain the bus shelters subsequently.</p> <p>The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the Bus Stop Enhancement Programme, with the final programme of installations to be agreed with the NTA. The NTA will be engaging further with each local authority over the next number of weeks to agree the programme of such works for 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	Michael Cahill, T.D
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11/02/2025	159	<p>PQ Referred: 4585/25, for answer 11/02/2025, Written from - Thomas Gould</p>	<p>Dail Question No: 159 To ask the Minister for Transport the amount paid to date by the NTA for rental of office space in Penrose Quay in Cork.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport in Ireland.</p> <p>The property affairs of the NTA, including the cost of rental office space, is a matter for the NTA in accordance with the provisions established under the the Dublin Transport Act 2008 and Public Transport Regulation Act 2009. Accordingly, I have forwarded the Deputy's question to NTA for direct reply. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 159 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In respect of the NTA’s offices at 1, Horgan’s Quay, Waterfront Square, Cork, the NTA has entered into an agreement with Iarnród Éireann for the purpose of providing office accommodation and services associated with the delivery of Cork Metropolitan Area Transport Strategy (CMATS) and Cork Area Commuter Rail Programme, Bus Connects Cork and related NTA funded projects.</p> <p>The payments made by the NTA to Iarnród Éireann in the years 2021 to 2024 inclusive are set out in the table below.</p> <table><tr><td>Year</td><td>2021</td><td>2022</td><td>2023</td><td>2024</td></tr><tr><td>Rental to Iarnród Éireann for Cork Offices</td><td>13,767</td><td>87,420</td><td>228,051</td><td>228,348</td></tr></table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Year	2021	2022	2023	2024	Rental to Iarnród Éireann for Cork Offices	13,767	87,420	228,051	228,348	Thomas Gould T.D
Year	2021	2022	2023	2024											
Rental to Iarnród Éireann for Cork Offices	13,767	87,420	228,051	228,348											

11/02/2025	155	<p>PQ Referred: 4453/25, for answer 11/02/2025, Written from - Louis O'Hara</p>	<p>Dail Question No: 155 To ask the Minister for Transport for an update on any new proposals for future park-and-ride facilities in Galway city and county; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority, or NTA, is leading the development and rollout of strategic park and ride sites nationwide through the Park and Ride Development Office.</p> <p>The Park and Ride Development Office has developed a Park and Ride Strategy for Galway. The Park and Ride Strategy envisages the development of up to five bus-based strategic Park and Ride sites, three for initial development and two for future development, and the expansion of rail-based Park and Ride site at Oranmore station.</p> <p>Work by the Park and Ride Development Office is ongoing in relation to proposed bus-based park and ride sites on the N6, at the junction 19 Oranmore exit, and the N83 just north of Claregalway. Planning for enhanced rail infrastructure to facilitate the expansion of rail-based park and ride at Oranmore station is separately being undertaken by Iarnród Éireann in conjunction with the NTA.</p> <p>Overall, I welcome these developments and look forward to the projects progressing, as the provision of park and ride at strategic locations can help to reduce the distances travelled by car, with a corresponding reduction in carbon emissions and congestion.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 155 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Park & Ride Development Office (PRDO) of the National Transport Authority (NTA) has developed a Park and Ride Strategy for Galway City. The Park and Ride Strategy envisages the development of up to five bus-based strategic Park & Ride sites (three for initial development and two for future development) and the expansion of rail-based Park & Ride at Oranmore.</p> <p>The five proposed bus-based strategic park and rides sites are located as follows: Proposed Park and Ride locations currently being advanced:</p> <ol style="list-style-type: none"> 1. On the N6 national road at Junction 19 (approximately 550 spaces); 2. On the N83 national road, just north of Claregalway (Approximately 320 spaces); and 3. On the Bearna Road (R336) at a location close to its junction with Cappagh Road (Memorial Cross) or at the Western Distributor Road Junction (Approximately 190 spaces). <p>Proposed locations for future development:</p> <ol style="list-style-type: none"> 4. On the N84 national road close to the City boundary (Approximately 170 spaces); and 5. On the N59 national road close to the City boundary (Approximately 290 spaces). <p>Work by the NTA's Park and Ride Development Office is ongoing in relation to sites 1 and 2 and 3 mentioned above, while planning for enhanced rail infrastructure to facilitate the expansion of rail-based park and ride at Oranmore is separately being undertaken by Irish Rail in conjunction with support from the NTA Park and Ride office.</p> <p>In relation to Site 1, the N6 national road at Junction 19 – a 550 space site - the site selection process has led to two emerging site options at this junction. While efforts have been made and continue to be made to acquire the necessary lands by agreement, it now appears likely that a compulsory purchase order (CPO) may be required, irrespective of which site is selected. Following finalisation of the site selection process in the next couple of months, the Park and Ride Development Office will commence design on the selected site with a view to preparing planning consent and CPO documentation this year.</p> <p>Because there is periodic traffic congestion on the N6 approaching Coolagh Roundabout, some level of bus priority in the westbound direction, probably in the form of hard shoulder bus running, will be required, or at least is highly desirable, to ensure that buses serving the park and ride site are not unduly delayed. However, the provision of such bus priority may be impacted by the uncertainties associated with the delivery of the separate Galway Ring Road project.</p> <p>In relation to Site 2, the N83 at Claregalway – a 320 space site - two possible site options have been identified. Discussions with the relevant landowners will commence shortly to see if one of these sites could be acquired by agreement. Following finalisation of the site selection process in the next couple of months, the Park and Ride Development Office will then commence design on the selected site with a view to preparing planning consent documentation by the end of this year.</p>	Louis O'Hara, T.D
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11/02/2025	157	<p>PQ Referred: 4533/25, for answer 11/02/2025, Written from - Cathy Bennett</p>	<p>Dail Question No: 157 To ask the Minister for Transport if he will outline the role of the National Transport Authority regarding Bus Éireann expressway routes; any service obligations under which such routes operate; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. Further, the NTA is responsible for the licensing both public and commercial operators, including Bus Éireann's Expressway services.</p> <p>As the NTA is the licensing authority for the commercial bus sector and sets the service obligations, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 157 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Bus Éireann Expressway is a commercial bus operator. As a commercial operator, Bus Éireann Expressway does not receive any operational subsidy from the Authority. The bus services they provide are licensed by the Authority and are not Public Service Obligation services. As is the case for all licensed services, it is a matter for Bus Éireann Expressway to determine which routes it is in their commercial interest to provide. All commercial operators must apply to the Authority for new routes or to make changes to existing routes.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Cathy Bennett, T.D
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11/02/2025	153	<p>PQ Referred: 4404/25, for answer 11/02/2025, Written from - Alan Kelly</p>	<p>Dail Question No: 153 To ask the Minister for Transport his plans to improve the schedule and service on the Ballybrophy rail line.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The issue raised by the Deputy is an operational matter for Irish Rail in conjunction with the National Transport Authority. Therefore, I have referred the Deputy's question to Irish Rail and the National Transport Authority for direct response to the Deputy.</p> <p>Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 153 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The provision of additional services on the Ballybrophy rail line would require new fleet and infrastructure upgrades, including new arrangements for the management of level crossings. Accordingly, the Authority has no immediate plans for new services on the line. However, the matter will be kept under review as part of annual timetable revisions which are planned and consulted on by a joint working group of Irish Rail and the NTA.</p> <p>You may be aware that the All-Island Strategic Rail Review Report, published in 2024 and available here, includes an objective to achieve at least 1 service between Limerick – Ballybrophy every 2 hours before 2030. This increase in service levels is subject to appropriate technical analysis and appraisal, fleet availability and the provision of supporting operational funding.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Alan Kelly T.D
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11/02/2025	154	<p>PQ Referred: 4415/25, for answer 11/02/2025, Written from - Pa Daly</p>	<p>Dail Question No: 154 To ask the Minister for Transport to provide an update on the progress of the bus network redesign; to expand upon the reasons for its delays; the timeline for delivery; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>I am pleased to report that BusConnects has already achieved significant success in transforming Dublin’s public transport network. In the latest progress report, published in July 2024, comparisons were made for Network Redesign Phases 1-5a before launch (from Q4 2019) and after launch (from Q4 2023). The programme has led to a substantial increase in service levels and customer satisfaction research conducted shows that Phases 1-4 of the Network Redesign project are positively rated by users. The research shows that 80% of users are satisfied with the service and 49% reported that the service is now better.</p> <p>The NTA and the Department of Transport will continue to work with operators and customers to enhance the punctuality and reliability of services throughout the Network Redesign.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy's request to the NTA for further information and direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 154 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The BusConnects Network Redesign for Dublin represents a major investment in enhanced bus services, delivering a 35% increase in annual “in-service” kilometres, a significant increase in overall capacity and frequency for customers, as well as more evening and weekend services including new 24 hour services on some routes. The new bus network plan took into account issues raised by over 72,000 submissions at the various stages of public consultation. The implementation of the new network, known as the Dublin Network Redesign Project, is being delivered in phases over a number of years. It commenced in 2021 and more recently, phase 6a was launched when the E Spine and associated routes commenced services on the 26 January 2025.</p> <p>Regarding the reasons for delays in the implementation of the bus network redesign, it is important to note that such projects involve various complexities, including route planning, infrastructure development, and resource allocation. Delays to implementation have arisen due to a variety of factors such as driver and resource availability, funding, completion of stop infrastructure, and coordination with relevant stakeholders.</p> <p>In terms of the timeline for delivery for the remaining phases. We currently anticipate that the remaining phases (i.e full rollout) of the BusConnects Network Redesign in Dublin will be completed by late 2026/ early 2027 subject to funding and resource availability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Pa Daly, T.D.
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11/02/2025	151	<p>PQ Referred: 4368/25, for answer 11/02/2025, Written from - Pádraig O'Sullivan</p>	<p>Dail Question No: 151 To ask the Minister for Transport to provide an overview of the progress made under Bus Connects plans for the Cork area, and an update in relation to future progress and deadlines, including the new bus service connecting Blarney and Ballincollig; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA).</p> <p>In Cork, following a public consultation, the new BusConnects network was published in June 2022, and it aims to provide an increase of over 50% in bus services across the city. Planning for the implementation of the new bus network has commenced and it is expected that the new network will be implemented on a phased basis in the coming years.</p> <p>Another key component of the BusConnects Cork programme is the implementation of bus priority measures, generally bus lanes, on key bus corridors serving the city. A third round of non-statutory public consultation on the 11 Sustainable Transport Corridors ran from November to December 2023.</p> <p>The NTA submitted the Preliminary Business Case for Cork BusConnects to my Department in January 2025. Officials in my Department are currently reviewing this business case. In line with the Infrastructure Guidelines, the business case will also go through an external assurance process and be reviewed by the Department of Public Expenditure, NDP Delivery and Reform's Major Projects Advisory Group before being submitted to Cabinet for consideration. If approved by Cabinet at Approval Gate 1 of the Infrastructure Guidelines, this will allow the programme to enter the planning process.</p> <p>Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably, and I look forward to its full implementation.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's specific question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 151 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>It is currently anticipated that the implementation of the Cork BusConnects Network Redesign will commence next year subject to funding and resource availability including the availability of the required bus depot space to service the additional buses that will be required for the new network.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Padraig O'Sullivan, T.D.
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11/02/2025	146	<p>PQ Referred: 4355/25, for answer 11/02/2025, Written from - Pádraig O'Sullivan</p>	<p>Dail Question No: 146 To ask the Minister for Transport if he will provide an update on the progress being made on completing the Dunkettle length of the Glanmire greenway project; if a tender has been agreed and a contractor appointed; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>This government is committed to keeping fares low and affordable, including, where possible, through budgetary measures.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 146 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We understand your question to refer to the Glanmire to City Centre Cycle Route Phase 2 scheme, a link to which is provided below:</p> <p>https://www.corkcity.ie/en/council-services/services/roads-and-traffic-management/sustainable-transport-schemes/projects-in-planning-design-phase/glanmire-to-city-centre-cycle-route-phase-2/</p> <p>This project is being developed by Cork City in collaboration with the NTA. A Part VIII planning process for this project was undertaken last year, with the scheme approved by the City Councillors in October 2024. The project is now at the detailed design stage with procurement document for its construction under preparation. It is anticipated that Cork City Council will begin construction of the project in Q3/Q4 of 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Padraig O'Sullivan, T.D.
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11/02/2025	147	<p>PQ Referred: 4356/25, for answer 11/02/2025, Written from - Pádraig O'Sullivan</p>	<p>Dail Question No: 147 To ask the Minister for Transport if he would outline any further proposals to reduce public transport fees; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>That being said, the Government is strongly committed to providing all citizens with reliable and realistic sustainable mobility options, and public transport plays a key role in the delivery of this goal. To support this objective, in Budget 2025, the Department of Transport secured €658.442 million of funding for Public Service Obligation (PSO) and TFI Local Link services (an increase from €613.813 million in 2024).</p> <p>This includes funding for the continuation of the 20% fare reduction on PSO services, the Young Adult Card on both PSO and commercial bus services, and the 90-minute fare until the end of 2025. Funding has also been secured to extend free child fares on PSO Services to include those aged 5- to 8-years old, and to support the roll-out new and enhanced bus and rail services under programmes such as BusConnects and Connecting Ireland.</p> <p>In light of the NTA's responsibility in this area, and for further information, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 147 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>While the NTA has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008, this is undertaken in the context of general Government policy in relation to public transport.</p> <p>Over the past three years, Ireland has implemented several public transport fare reductions to make commuting more affordable and encourage the use of sustainable travel options. In 2022, the government introduced a 20% reduction in public transport fares as a temporary measure to help with the cost of living. This reduction was extended into 2023 and 2024 and 2025, ensuring continued affordability for commuters. Additionally, the Young Adult Card was introduced, offering a 50% discount on fares for individuals aged 19 to 23, which was later expanded to include those up to 25 years old. These fare reductions have contributed to a significant increase in public transport usage over recent years.</p> <p>In Budget 2025 the Government announced two further initiatives – (1) the introduction of a “Companion Pass” which allows individuals aged 70 and over to bring a companion along for free on public transport, and (2) free travel for children aged 5-8 enabling them to travel for free on PSO services. The NTA is currently working to extend its Leap card system to enable the free travel initiative for 5 to 8 year children, and hopes to introduce the system later this year.</p> <p>There are no current plans to introduce further fare reductions.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Padraig O'Sullivan, T.D.
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11/02/2025	149	<p>PQ Referred: 4358/25, for answer 11/02/2025, Written from - Pádraig O'Sullivan</p>	<p>Dail Question No: 149 To ask the Minister for Transport to provide an update on his plans for a light rail system for Cork city, and the progress made to date; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the Cork Light Rail project.</p> <p>The Cork Light Rail project seeks to provide a high-capacity public transport corridor connecting Ballincollig to Mahon Point via the city centre. The project is being developed by Transport Infrastructure Ireland (TII) in collaboration with the NTA. A public consultation for this project is expected to launch in the coming months.</p> <p>Noting the NTA's responsibility in the planning and development of public transport infrastructure, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 149 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>CMATS (Cork Metropolitan Area Transport Strategy) set out proposals for an east-west light rail line – Luas Cork - running from Ballincollig in the West through the City Centre to Mahon in the east. Together with BusConnects Cork and the Cork Area Commuter Rail Programme, the Luas Cork proposal forms a key part of the overall public transport network for Cork City under the CMATS plans.</p> <p>Transport Infrastructure Ireland (TII) are undertaking the design process for Luas Cork in close collaboration with the NTA. TII have now completed a comprehensive route assessment option which has identified an “Emerging Preferred Route” for the scheme. It is intended that a public consultation process will commence in the coming weeks. The exact timing and details of the process will be finalised in the next few weeks.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Padraig O'Sullivan, T.D.
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11/02/2025	145	<p>PQ Referred: 4353/25, for answer 11/02/2025, Written from - Pádraig O'Sullivan</p>	<p>Dail Question No: 145 To ask the Minister for Transport what advancements have been made in progressing the new train stations in Dunkettle, Tivoli, Blackpool, and Blarney; if there is a possibility of a 'night train' or later train on the Cobh/Midleton and Mallow lines connecting to Cork Kent Station; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the Cork Area Commuter Rail Programme is a key project in the National Development Plan 2021-2030 and the Cork Metropolitan Area Transport Strategy 2040. The Programme is being delivered on a phased basis and will provide a more efficient and decarbonised transport service for the area to help facilitate population and economic growth over the coming decades.</p> <p>Phase 1 of the Programme consists of a signalling upgrade, construction of a through-platform at Kent Station, and double-tracking from Glounthaune to Midleton. This phase has received EU Funding under the National Recovery and Resilience Plan. The work is ongoing and and is planned to be completed by the end of 2026.</p> <p>Phase 2 of the Programme plans for the delivery of up to eight new stations in future on the commuter corridors. Under this phase, new stations may be considered at the following locations:</p> <p>Tivoli,Dunkettle,Water Rock,Carrigtwohill West, Ballynoe, Blackpool / Kilbarry, Monard andBlarney / Stoneview.</p> <p>In 2024, Iarnród Éireann (IÉ) awarded a contract to TYP SA and Roughan O'Donovan appointing them as multi-disciplinary consultants for the design of Phase 2 of the Programme.</p> <p>Subject to securing funding and achieving the relevant approvals, Phase 2 of the Programme will progress after Phase 1 works have been completed.</p> <p>Issues regarding timetable or service increases are matters for IÉ in conjunction with the National Transport Authority (NTA). Therefore, I have referred the Deputy's question to the NTA for a direct response.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 145 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Further to the Minister's response and in respect of the proposed new train stations at Dunkettle, Tivoli, Blackpool, and Blarney , the National Transport Authority is funding Iarnród Éireann (Irish Rail) to progress the Cork Area Commuter Rail (CACR) Programme. This programme includes developing new rail stations at Tivoli, Dunkettle, Water Rock, Carrigtwohill West, Ballynoe, Blackpool/Kilbarry, Monard, and Blarney/Stoneview.</p> <p>Irish Rail has appointed multi-disciplinary consultants to confirm the emerging preferred location of these stations and advance their preliminary design. As part of this process, a non-statutory public consultation for the CACR Programme will be undertaken to provide the public with an opportunity to review the plans and provide feedback before statutory permissions are sought. This consultation is expected to be undertaken in Q2 of this year.</p> <p>In respect of later trains on the Cobh/ Midelton and Mallow lines it should be noted that in July 2022, the NTA in conjunction with Irish Rail increased weekday service levels on Cork Suburban rail to a 30-minute frequency. In August 2024, weekend service levels were also enhanced including 10 new Saturday services in each direction on Cork/Cobh Commuter, delivering a clockface half-hourly service on Saturdays; and 4 new Sunday services in each direction on Cork/Cobh Commuter; and 6 new Sunday services in each direction on Cork/Midleton Commuter, delivering a clockface hourly all-day service on both routes on Sundays.</p> <p>There are no plans at present for the introduction of later evening rail services on the Cork commuter network. A lot of the works required to deliver the Cork Area Commuter Rail Programme are being carried out during nighttime hours when passenger services are not operating, and reducing those out-of-service hours would elongate these works and make them more costly. In addition, such an arrangement would require additional personnel resources and funding, and would also impact upon ongoing night-time track and system maintenance programmes.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Padraig O'Sullivan, T.D.
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11/02/2025	148	<p>PQ Referred: 4357/25, for answer 11/02/2025, Written from - Pádraig O'Sullivan</p>	<p>Dail Question No: 148 To ask the Minister for Transport if he will provide an update on major infrastructural projects in Cork city and county, including the Cork to Limerick motorway project, the northern distributor road, and the Mallow relief road; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of these projects.</p> <p>The N/M20 Cork to Limerick Project and Mallow Relief Road are among those national roads projects included in the current NDP, and are at various stages in the project development pipeline. The NDP earmarked approximately €5.1 billion for new national roads projects, the majority of which is in the second half of the decade.</p> <p>The N/M20 Cork to Limerick Project was allocated €4,040,000 in 2024. It is anticipated that the Design and Evaluation phase will be completed later this year, and a Preliminary Business Case will then be submitted to the Department of Transport. Subject to Government approval, the submission of statutory documents for the project to An Bord Pleanála will follow thereafter. The Mallow Relief Road was allocated €300,000 in 2024, and is currently in the Design and Evaluation Phase.</p> <p>National Road allocations for 2025 will be announced in the coming weeks.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you on the major national roads projects in Cork City and County. Please advise my private office if you do not receive a reply within 10 working days</p> <p>The Northern Distributor Road was established in the Cork Metropolitan Area Transport Strategy. It is intended that the Northern Distributor Road will include both traffic and bus lanes as well as cycling and pedestrian facilities.</p> <p>In December of 2023, the National Transport Authority (NTA) approved a Strategic Assessment Report (SAR) for the project. The approval of the SAR</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 148 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I note that the Minister has provided a substantive response to this Parliamentary Question.</p> <p>To add to the Ministers response in respect of the Cork Northern Distributor Road, please note that Cork City Council had been undertaking a comprehensive route assessment process to identify an Emerging Preferred Route for the proposed Cork Northern Distributor Multi-Modal Route which would be brought to public consultation. The City Council has now completed their options assessment report and provided it to the NTA for review in line with the procedures set out in the Infrastructure Guidelines.</p> <p>The NTA has since advised Cork City Council that they can proceed with a public consultation process. It is expected that the City Council will commence that public consultation on the emerging preferred route in the coming weeks.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	Padraig O'Sullivan, T.D.
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		<p>authorised Cork City Council to proceed with the next stage of the project, namely the route selection stage.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The NTA has responsibility for the planning and development of public transport infrastructure, including the Cork Northern Distributor project.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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11/02/2025	132	<p>PQ Referred: 3960/25, for answer 11/02/2025, Written from - Pa Daly</p>	<p>Dail Question No: 132 To ask the Minister for Transport his plans to improve public transport for students in Kerry; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 132 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is currently working with Local Link Kerry on new and enhanced bus services in the following areas:</p> <ul style="list-style-type: none"> • Improved frequency of services between Knightstown and Caherciveen (287) • New bus service between Mallow and Killarney, via Kanturk and Knocknagree (A51); and • Review of routes 283/274 timetable. <p>The Authority is also working with Kerry County Council on the provision of new bus stop infrastructure in key settlements in Kerry.</p> <p>There is no definitive timeframe for the upgrade of these services. However, we are planning to implement A51 and route 287 in 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Pa Daly, T.D.
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11/02/2025	139	<p>PQ Referred: 4148/25, for answer 11/02/2025, Written from - Charles Ward</p>	<p>Dail Question No: 139 To ask the Minister for Transport to provide an update on the proposed extension to the Letterkenny town bus service; the anticipated timeline for implementation; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for the rollout of new services, including in County Donegal, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 139 of 11 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA are finalising the public consultation report. It is currently anticipated that the new Letterkenny Town Bus Service will commence operations in late 2026/ early 2027 subject to funding and resource availability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Charles Ward, T.D
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12/02/2025	108	<p>PQ Referred: 5055/25, for answer 12/02/2025, Written from - Emer Currie</p>	<p>Dail Question No: 108 To ask the Minister for Transport the cost of the Phoenix Park Transport and Mobility Options Study (details supplied).</p> <p>Details Supplied: which according to the OPW, was funded by the NTA and included different phases and aimed to develop a coherent framework for how visitors access, experience, and move within the Phoenix Park while protecting the Park's character and enhancing the overall visitor experience, excluding the OPW's contribution of €4,500.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area.</p> <p>The Phoenix Park Transport and Mobility Options Study is a matter for the OPW.</p> <p>Given that the NTA were involved in the study, I have referred the Deputy's question to the NTA for a detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 108 of 12 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Phoenix Park Transport and Mobility Options Study was funded by the NTA. The total cost provided to prepare the report, carry out and analyse consultation (including a virtual consultation room during Covid) was €138,370.60.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Emer Currie, T.D
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12/02/2025	112	<p>PQ Referred: 5178/25, for answer 12/02/2025, Written from - Seán Ó Fearghaíl</p>	<p>Dail Question No: 112 To ask the Minister for Transport the reason a public transport service is not being considered for the people of Ardattin, County Carlow to Carlow town and Tullow; when the Government is committed to reducing emissions and the use of fossil fuels (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: The residents of Ardattin, who have cars have no other choice but to use those cars to commute and those without the use of a car are either stranded or have to use expensive taxis</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 112 of 12 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>While do not have any current plan for daily public transport services between Ardattin to Carlow Town/Tullow, there is a Demand Responsive Service operating from Ardattin into Carlow and Tullow on Thursdays and Fridays under our Local link programme - for further details on DRT Route 484 see https://locallinkckw.ie/bus-services/bus-timetable/484/.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Seán Ó Fearghaíl, T.D.
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12/02/2025	110	<p>PQ Referred: 5171/25, for answer 12/02/2025, Written from - Naoise Ó Muirí</p>	<p>Dail Question No: 110 To ask the Minister for Transport if he is aware of the delays and cancellations affecting bus services (details supplied); the way he will address this issue; and if he will make a statement on the matter.</p> <p>Details Supplied: N6 bus service, Finglas to Kilbarrack</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case Go Ahead.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA's responsibility in this area, I am meeting the NTA this week and will be discussing this issue with them. We are seeing more people using public transport and we are improving our fleet across the country but commuters need certainty around these services.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 110 of 12 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA acknowledges that an inadequate level of service was provided on certain routes operated on our behalf by Go Ahead Ireland Limited, including Route N6, in recent weeks and we apologise for the difficulties and inconvenience experienced by passengers. The issue arose due to buses being unable to operate due to a shortage of mechanics within the Go Ahead operations, which was exacerbated by absences though seasonal illnesses. Upon the occurrence of the issue, various remedial measures were taken by Go-Ahead, including flying in additional mechanics from their UK operations in addition to obtaining additional support from other sources.</p> <p>Thankfully the situation has now improved significantly and fleet availability within the Go Ahead operations has now been restored. While the shortage of mechanics is an industry-wide issue, Go Ahead Ireland have an ongoing mechanics recruitment campaign recruitment campaign and continue to invest in an apprenticeship program to train new mechanics. In addition, they are considering further recruitment abroad to augment their mechanic resources. Accordingly, we are satisfied that they are taking all reasonable steps to prevent a reoccurrence of this problem.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Naoise Ó Muirí, T.D
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12/02/2025	107	<p>PQ Referred: 5006/25, for answer 12/02/2025, Written from - James O'Connor</p>	<p>Dail Question No: 107 To ask the Minister for Transport for an update on a project (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Bus Shelter outside Teagasc, Moorepark, Fermoy.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>There is a commitment under the Programme for government to ensure that public transport operators provide safe and accessible access for all passengers and a commitment to work with local authorities and national bodies to improve public transport infrastructure.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 107 of 12 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each local authority across the State, including Cork County Council, has received an allocation of €500,000 in 2025 under the Bus Stop Enhancement Programme. The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate.</p> <p>To further assist local authorities and make the process more streamlined, the NTA will, through a central supply contract, provide any required bus shelters to the local authority and will also make available the NTA's bus shelter contractor to the Council to undertake their installation (following the Council's preparatory works). In addition, the NTA will also arrange for its contractor to maintain the bus shelters subsequently.</p> <p>The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the Bus Stop Enhancement Programme, with the final programme of installations to be agreed with the NTA. Accordingly, the issue of a bus shelter in Fermoy will now fall to the local authority to consider its inclusion in the Bus Stop Enhancement Programme for this year. The NTA will be engaging further with each local authority over the next number of weeks to agree and finalise the programme of such works for 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	James O'Connor, T.D.
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12/02/2025	113	<p>PQ Referred: 5180/25, for answer 12/02/2025, Written from - Joe Neville</p>	<p>Dail Question No: 113 To ask the Minister for Transport to add another tag on tag-off unit at Broombridge to enable a speedier transition of people who are coming on the Maynooth line and transitioning to the LUAS line.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 113 of 12 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is currently engaged with both TII (Luas) and Iarnród Éireann about increasing the number of pole validator machines in Broombridge.</p> <p>As a result of this engagement, both operators have commenced work on providing additional locations for customers to tag-on/tag-off. Recently TII informed us that they had completed the works to install an additional 3 pole validators on the Luas platforms (2 additional on the inbound platform and 1 additional on the outbound platform).</p> <p>Iarnród Éireann have proposed an additional 2 pole validators for Broombridge; the next step is for a detailed on-site survey to determine the viability of the locations, and to determine what civil works are required (i.e. construction work to installing ducting to hold the power and communication cables). Once that survey has been completed Iarnród Éireann will place the order for the pole validator machines and will secure a supplier to undertake the civil works. At this time Iarnród Éireann are not in a position to provide more specific timelines.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Joe Neville, T.D
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12/02/2025	106	<p>PQ Referred: 4995/25, for answer 12/02/2025, Written from - Conor Sheehan</p>	<p>Dail Question No: 106 To ask the Minister for Transport the amount of funding allocated to the NTA for the rollout of Bus Connects in Limerick for 2025; the timeline for the roll out of same; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State and is managed by the National Transport Authority (NTA).</p> <p>BusConnects Limerick aims to transform the city’s bus system, making public transport more useful to more people. The redesign of the bus network is one of the nine key elements of the BusConnects Limerick programme.</p> <p>Following an extensive review and public consultation, the NTA published the final new bus network for Limerick in December 2023. Planning is ongoing in relation to the rollout of the redesigned network and it is currently expected that this will occur on a phased basis in the coming years, subject to funding and driver availability.</p> <p>The new bus network will enable more people to avail of public transport resulting in increased access to a greater number of schools and workplace across Limerick city. Overall, 41% of residents will live within 400 meters of a high frequency bus route (running every 15 minutes or better).</p> <p>In 2024, 34 double-deck electric buses rolled out in Limerick under the fleet decarbonisation aspect of BusConnects. The installation of additional chargers at Roxboro depot is ongoing and will allow the absorption of further electric buses into the fleet over the coming months.</p> <p>Noting the NTA's responsibility in this matter and the specific issue raised by the Deputy, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 106 of 12 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>BusConnects Limerick was allocated €6,789,181 for 2025. The BusConnects Limerick Network Redesign is expected commence implementation in 2027 subject to funding and resource availability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Conor Sheehan, T.D
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06/02/2025	29	PQ - Facilities - Property PQ 3733/25	To ask the Minister for Transport the number of vacant properties owned by bodies under his Department's aegis; the number of derelict properties owned by bodies under his Department's aegis; and if he will make a statement on the need to return them to use or dispose of them.	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 29 of 06 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I can confirm that the NTA does not own any vacant or derelict properties.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ivana Bacik, T.D.
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13/02/2025	133	<p>PQ Referred: 5251/25, for answer 13/02/2025, Written from - Grace Boland</p>	<p>Dail Question No: 133 To ask the Minister for Transport for an update on the delivery of the Dart Plus project for the northern commuter line; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including, in consultation with Iarnród Éireann, the DART+ programme.</p> <p>The Preliminary Business Case for the whole DART+ programme was approved by Cabinet at Decision Gate 1 of the Public Spending Code in December 2021. The Decision also permitted the purchase of additional DART fleet. The first order for the purchase of 95 additional DART carriages (comprised of mainly battery-electric and some electric carriages) have started to arrive for testing prior to entry into service in 2026 on the northern line to Drogheda.</p> <p>A Railway Order for DART+ Coastal North was lodged in July 2024 which commenced the formal planning process. The Statutory Consultation period closed in October 2024. The project is currently awaiting a decision from An Bord Pleanála.</p> <p>The project will significantly increase the peak hourly capacity and frequency on the Northern route between Dublin city and Malahide, Howth and Drogheda, with the section between Malahide and Drogheda (as part of the service between Dublin city and Drogheda) increasing in capacity from circa 4,800 to 8,800 passengers at peak hour/direction upon project completion.</p> <p>Noting the NTA's responsibility in this matter I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 133 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question which acknowledged that the project is currently awaiting a decision from An Bord Pleanála. Given that this is the position, the NTA has nothing further to add to the Minister's response.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Grace Boland, T.D
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13/02/2025	156	<p>PQ Referred: 5453/25, for answer 13/02/2025, Written from - James Geoghegan</p>	<p>Dail Question No: 156 To ask the Minister for Transport further to Parliamentary Question No. 37 of 6 February 2025, if he will request a written report from the NTA in relation to the ghost busses on the S4 bus route; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As per my previous response to Deputy on this specific issue I would like to clarify that as Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case Go Ahead.</p> <p>However, I met with the National Transport Authority today. I'm pleased to say they are taking this very seriously and a detailed review is underway as to what happened over the last few weeks. They have assured me that additional resources with the bus operators are in place or are shortly going to be in place.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 156 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA acknowledges that an inadequate level of service was provided on certain routes operated on our behalf by Go Ahead Ireland Limited, including Route S4, in recent weeks and we apologise for the difficulties and inconvenience experienced by passengers. The issue arose due to buses being unable to operate due to a shortage of mechanics within the Go Ahead operations, which was exacerbated by absences though seasonal illnesses. Upon the occurrence of the issue, various remedial measures were taken by Go-Ahead, including flying in additional mechanics from their UK operations in addition to obtaining additional support from other sources.</p> <p>Thankfully the situation has now improved significantly and fleet availability within the Go Ahead operations has now been restored. While the shortage of mechanics is an industry-wide issue, Go Ahead Ireland have an ongoing mechanics recruitment campaign recruitment campaign and continue to invest in an apprenticeship program to train new mechanics. In addition, they are considering further recruitment abroad to augment their mechanic resources. Accordingly, we are satisfied that they are taking all reasonable steps to prevent a reoccurrence of this problem.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	James Geoghegan, T.D
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13/02/2025	155	<p>PQ Referred: 5428/25, for answer 13/02/2025, Written from - Jerry Buttimer</p>	<p>Dail Question No: 155 To ask the Minister for Transport if he will provide information on the possibility of developing a bus route to run between Ringaskiddy and Crosshaven, County Cork, to benefit school students (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: There is a significant number of students attending school in Crosshaven, who come from Ringaskiddy, Shanbally, Coolmore and surrounding areas who would benefit. There is also a large number of people living in Crosshaven that work in Ringaskiddy</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 155 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Under the Cork BusConnects Network Redesign, new route 40 will link Ringaskiddy with Crosshaven. It is currently anticipated that the implementation of the Cork BusConnects Network Redesign will commence next year subject to funding and resource availability including the availability of the required bus depot space to service the additional buses that will be required for the new network. It should be noted that while we expect that the rollout of the new bus network in Cork will commence next year, the revised network will be implemented in a number of phases which will extend over two years.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Jerry Buttimer, T.D
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13/02/2025	154	<p>PQ Referred: 5413/25, for answer 13/02/2025, Written from - Ciarán Ahern</p>	<p>Dail Question No: 154 To ask the Minister for Transport for an update on the current status of the BusConnects Limerick project, including the specific timelines for its delivery, given that approximately half of the primary and secondary schools in Limerick city west currently lack any bus service; and if he can provide a commitment to prioritising public transport funding to expedite the implementation of BusConnects in this area.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including for BusConnects Limerick.</p> <p>In 2023, the NTA carried out an extensive review and public consultation of the bus network in Limerick, in collaboration with Limerick City and County Council, Clare County Council and Bus Éireann, and with the specialised expertise of transport designers Jarrett Walker and Associates. The NTA published its final new bus network for Limerick in December 2023. The redesign of the bus network is one of the nine key elements of BusConnects Limerick that aims to transform the city's bus system, making public transport more useful to more people.</p> <p>The new bus network will enable more people to avail of public transport resulting in increased access to a greater number of schools and workplaces across Limerick city. Overall, 41% of residents will live within 400 metres of a high frequency bus route.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 154 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In December 2023 the NTA published its plans for a new city bus network for Limerick that is to be delivered through the BusConnects Programme. The need to serve the growing area of Mungret was identified and it is planned to serve the area with new route 4B. More information on the network redesign can be found at the link below:</p> <p>https://busconnects.ie/cities/limerick/limerick-area-bus-network-redesign/.</p> <p>The implementation of the new network is currently expected to commence in 2027 subject to funding and operational readiness. The new BusConnects network is approximately 70% larger than the existing bus network in Limerick City and will require a large number of additional drivers, mechanics and other personnel, in addition to a major increase in fleet and depot space – all of this will take time to put in place.</p> <p>In the interim, the NTA will explore with Bus Éireann the options to extend service to Mungret. Any changes to existing service would be subject to funding and the availability of key resources.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ciaran Ahern, T.D
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13/02/2025	151	<p>PQ Referred: 5377/25, for answer 13/02/2025, Written from - Aidan Farrelly</p>	<p>Dail Question No: 151 To ask the Minister for Transport for a full update regarding a new access point to Connolly station in the context of the DART+ west project; if it is envisaged that work will be complete in advance of DART+ west line works.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ Programme and its constituent projects such as DART+ West.</p> <p>Noting the NTA's responsibility in this matter and the specific issue raised by the Deputy, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 151 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The DART+ West project includes works in Connolly Station. The Railway Order for the DART + West project was submitted to An Bord Pleanála (ABP) in July 2022, and in July 2024 ABP issued its determination granting approval to Iarnród Éireann for progressing all of the work – electrification, resignalling, track work, station work – needed to enable electrified DART services to operate the railway line from Dublin City Centre to Maynooth. As part of those works, an additional new entrance into Connolly Station is planned via Preston Street off Amiens Street.</p> <p>There are currently two judicial reviews lodged in the High Court against the ABP decision to grant Railway Order, therefore the Railway Order is not operational and the construction works cannot proceed until these proceedings have been adjudicated upon or withdrawn. Subject to the resolution of those legal proceedings, and subject to funding availability, construction work on the approved section could commence in late 2026 or early 2027. The exact timing of the delivery of the new entrance to Connolly Station within the overall construction is not yet known.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Aidan Farrelly, T.D
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13/02/2025	150	<p>PQ Referred: 5366/25, for answer 13/02/2025, Written from - Emer Currie</p>	<p>Dail Question No: 150 To ask the Minister for Transport the number of ‘lost trips’ per month from June 2024 on services operated by a company (details supplied) in Dublin west including the W4, L52, 236, 238 and 270 in comparison to the overall number of trips on the timetable for each route, and as a percentage of overall services per route.</p> <p>Details Supplied: Go Ahead</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case Go Ahead.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy’s question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 150 13 of February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA does not record the number of lost trips but does record the number of lost kilometres (KMs) (this could include full or partial trips lost). Operators can lose kilometres for incidents which the NTA believe are within their control and there are also incidents considered outside their control. We classify these as deductible Lost KMs and non-deductible Lost KMs respectively. The Operators are penalised when the deductible Lost KMs are higher than the allowable limits within the contract.</p> <p>The tables below show each type and the types combined (which is what the customer will feel but not what the Operator has financial deductions applied for) for Q3 and Q4 of 2024. (We cannot provide figures beyond 2024 at this stage because ‘cause coding’ is ongoing which leaves potential for misinterpretation (this is where the Operator assigns a code to note deductible vs non-deductible.</p> <table><tr><th colspan="13">Lost KMs (Deductible) – Contractual, deemed within the operator’s control.</th><th colspan="13">Lost KMs (Non-deductible) – Deemed out of the operator’s control.</th><th colspan="15">Lost KMs (Deductible and Non-deductible) – What the customer experiences.</th></tr><tr><th colspan="2">Lost KMs (Deductible)</th><th>Period 7</th><th>Period 8</th><th>Period 9</th><th>Period 10</th><th>Period 11</th><th>Period 12</th><th>Period 13</th><th colspan="2">Lost KMs (Non-deductible)</th><th>Period 7</th><th>Period 8</th><th>Period 9</th><th>Period 10</th><th>Period 11</th><th>Period 12</th><th>Period 13</th><th colspan="2">Lost KMs (Deductible and Non-deductible)</th><th>Period 7</th><th>Period 8</th><th>Period 9</th><th>Period 10</th><th>Period 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13</th></tr><tr><td>W4</td><td>Planned</td><td>1,894</td><td>1,879</td><td>1,289</td><td>2,454</td><td>1,345</td><td></td><td></td><td>W4</td><td>Planned</td><td>121</td><td>134</td><td>220</td><td>143</td><td>413</td><td></td><td></td><td>W4</td><td>Planned</td><td>2,115</td><td>1,213</td><td>1,509</td><td>3,027</td><td>1,758</td><td></td><td></td><td>W4</td><td>Planned</td><td>2,115</td><td>1,213</td><td>1,509</td><td>3,027</td><td>1,758</td><td></td><td></td></tr><tr><td>236</td><td>Planned</td><td>85</td><td>85</td><td>135</td><td>124</td><td>180</td><td>156</td><td>85</td><td>236</td><td>Planned</td><td>0</td><td>0</td><td>130</td><td>14</td><td>14</td><td>28</td><td>42</td><td>236</td><td>Planned</td><td>85</td><td>85</td><td>225</td><td>138</td><td>203</td><td>185</td><td>127</td><td>236</td><td>Planned</td><td>85</td><td>85</td><td>225</td><td>138</td><td>203</td><td>185</td><td>127</td></tr><tr><td>238A</td><td>Planned</td><td>84</td><td>132</td><td>104</td><td>239</td><td>219</td><td>84</td><td>84</td><td>238A</td><td>Planned</td><td>0</td><td>0</td><td>131</td><td>31</td><td>0</td><td>74</td><td>41</td><td>238A</td><td>Planned</td><td>84</td><td>132</td><td>125</td><td>240</td><td>219</td><td>168</td><td>136</td><td>238A</td><td>Planned</td><td>84</td><td>132</td><td>125</td><td>240</td><td>219</td><td>168</td><td>136</td></tr><tr><td>238</td><td>Planned</td><td>274</td><td>299</td><td>182</td><td>565</td><td>485</td><td>322</td><td>195</td><td>238</td><td>Planned</td><td>97</td><td>21</td><td>87</td><td>356</td><td>147</td><td>278</td><td>229</td><td>238</td><td>Planned</td><td>274</td><td>299</td><td>279</td><td>721</td><td>601</td><td>400</td><td>424</td><td>238</td><td>Planned</td><td>274</td><td>299</td><td>279</td><td>721</td><td>601</td><td>400</td><td>424</td></tr><tr><td>270</td><td>Planned</td><td>108</td><td>86</td><td>208</td><td>25</td><td>87</td><td>120</td><td>161</td><td>270</td><td>Planned</td><td>21</td><td>11</td><td>43</td><td>130</td><td>204</td><td>275</td><td>248</td><td>270</td><td>Planned</td><td>129</td><td>107</td><td>251</td><td>151</td><td>291</td><td>194</td><td>408</td><td>270</td><td>Planned</td><td>129</td><td>107</td><td>251</td><td>151</td><td>291</td><td>194</td><td>408</td></tr><tr><td>L52</td><td>Planned</td><td>119</td><td>97</td><td>168</td><td>151</td><td>272</td><td>114</td><td>155</td><td>L52</td><td>Planned</td><td>55</td><td>12</td><td>95</td><td>158</td><td>45</td><td>284</td><td>79</td><td>L52</td><td>Planned</td><td>173</td><td>109</td><td>263</td><td>309</td><td>337</td><td>398</td><td>224</td><td>L52</td><td>Planned</td><td>173</td><td>109</td><td>263</td><td>309</td><td>337</td><td>398</td><td>224</td></tr></table> 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13</th></tr><tr><td>W4</td><td>Planned</td><td>51,085</td><td>50,388</td><td>51,085</td><td>51,085</td><td>50,388</td><td>51,085</td><td>50,693</td><td>W4</td><td>Planned</td><td>51,085</td><td>50,388</td><td>51,085</td><td>51,085</td><td>50,388</td><td>51,085</td><td>50,693</td><td>W4</td><td>Planned</td><td>51,085</td><td>50,388</td><td>51,085</td><td>51,085</td><td>50,388</td><td>51,085</td><td>50,693</td><td>W4</td><td>Planned</td><td>51,085</td><td>50,388</td><td>51,085</td><td>51,085</td><td>50,388</td><td>51,085</td><td>50,693</td></tr><tr><td>236</td><td>Planned</td><td>1,710</td><td>1,625</td><td>1,710</td><td>1,710</td><td>1,625</td><td>1,710</td><td>1,710</td><td>236</td><td>Planned</td><td>1,710</td><td>1,625</td><td>1,710</td><td>1,710</td><td>1,625</td><td>1,710</td><td>1,710</td><td>236</td><td>Planned</td><td>1,710</td><td>1,625</td><td>1,710</td><td>1,710</td><td>1,625</td><td>1,710</td><td>1,710</td><td>236</td><td>Planned</td><td>1,710</td><td>1,625</td><td>1,710</td><td>1,710</td><td>1,625</td><td>1,710</td><td>1,710</td></tr><tr><td>238A</td><td>Planned</td><td>1,187</td><td>1,031</td><td>1,187</td><td>1,187</td><td>1,031</td><td>1,187</td><td>1,187</td><td>238A</td><td>Planned</td><td>1,187</td><td>1,031</td><td>1,187</td><td>1,187</td><td>1,031</td><td>1,187</td><td>1,187</td><td>238A</td><td>Planned</td><td>1,187</td><td>1,031</td><td>1,187</td><td>1,187</td><td>1,031</td><td>1,187</td><td>1,187</td><td>238A</td><td>Planned</td><td>1,187</td><td>1,031</td><td>1,187</td><td>1,187</td><td>1,031</td><td>1,187</td><td>1,187</td></tr><tr><td>238</td><td>Planned</td><td>9,784</td><td>9,635</td><td>9,742</td><td>9,896</td><td>9,789</td><td>9,896</td><td>9,735</td><td>238</td><td>Planned</td><td>9,784</td><td>9,635</td><td>9,742</td><td>9,896</td><td>9,789</td><td>9,896</td><td>9,735</td><td>238</td><td>Planned</td><td>9,784</td><td>9,635</td><td>9,742</td><td>9,896</td><td>9,789</td><td>9,896</td><td>9,735</td><td>238</td><td>Planned</td><td>9,784</td><td>9,635</td><td>9,742</td><td>9,896</td><td>9,789</td><td>9,896</td><td>9,735</td></tr><tr><td>270</td><td>Planned</td><td>10,140</td><td>10,118</td><td>10,140</td><td>10,140</td><td>10,118</td><td>10,140</td><td>10,021</td><td>270</td><td>Planned</td><td>10,140</td><td>10,118</td><td>10,140</td><td>10,140</td><td>10,118</td><td>10,140</td><td>10,021</td><td>270</td><td>Planned</td><td>10,140</td><td>10,118</td><td>10,140</td><td>10,140</td><td>10,118</td><td>10,140</td><td>10,021</td><td>270</td><td>Planned</td><td>10,140</td><td>10,118</td><td>10,140</td><td>10,140</td><td>10,118</td><td>10,140</td><td>10,021</td></tr><tr><td>L52</td><td>Planned</td><td>12,628</td><td>12,475</td><td>12,628</td><td>12,628</td><td>12,475</td><td>12,628</td><td>12,874</td><td>L52</td><td>Planned</td><td>12,628</td><td>12,475</td><td>12,628</td><td>12,628</td><td>12,475</td><td>12,628</td><td>12,874</td><td>L52</td><td>Planned</td><td>12,628</td><td>12,475</td><td>12,628</td><td>12,628</td><td>12,475</td><td>12,628</td><td>12,874</td><td>L52</td><td>Planned</td><td>12,628</td><td>12,475</td><td>12,628</td><td>12,628</td><td>12,475</td><td>12,628</td><td>12,874</td></tr></table> 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13</th></tr><tr><td>W4</td><td>Planned</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>W4</td><td>Planned</td><td>0.2%</td><td>0.2%</td><td>0.4%</td><td>0.2%</td><td>0.8%</td><td></td><td></td><td>W4</td><td>Planned</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>W4</td><td>Planned</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td><td>0.3%</td></tr><tr><td>236</td><td>Planned</td><td>5.0%</td><td>5.2%</td><td>6.8%</td><td>16.9%</td><td>16.5%</td><td>9.1%</td><td>5.0%</td><td>236</td><td>Planned</td><td>0.0%</td><td>0.0%</td><td>6.4%</td><td>0.8%</td><td>0.9%</td><td>1.7%</td><td>2.5%</td><td>236</td><td>Planned</td><td>5.0%</td><td>5.2%</td><td>13.2%</td><td>19.8%</td><td>17.4%</td><td>10.8%</td><td>7.5%</td><td>236</td><td>Planned</td><td>5.0%</td><td>5.2%</td><td>13.2%</td><td>19.8%</td><td>17.4%</td><td>10.8%</td><td>7.5%</td></tr><tr><td>238A</td><td>Planned</td><td>6.8%</td><td>10.1%</td><td>8.2%</td><td>16.9%</td><td>16.2%</td><td>7.4%</td><td>7.5%</td><td>238A</td><td>Planned</td><td>0.0%</td><td>0.0%</td><td>9.6%</td><td>1.6%</td><td>0.0%</td><td>5.8%</td><td>3.3%</td><td>238A</td><td>Planned</td><td>6.8%</td><td>10.1%</td><td>17.8%</td><td>20.3%</td><td>16.2%</td><td>10.8%</td><td></td><td>238A</td><td>Planned</td><td>6.8%</td><td>10.1%</td><td>17.8%</td><td>20.3%</td><td>16.2%</td><td>10.8%</td><td></td></tr><tr><td>238</td><td>Planned</td><td>2.8%</td><td>3.1%</td><td>2.0%</td><td>5.7%</td><td>5.0%</td><td>3.3%</td><td>2.0%</td><td>238</td><td>Planned</td><td>1.8%</td><td>0.2%</td><td>0.9%</td><td>1.6%</td><td>1.5%</td><td>2.8%</td><td>2.4%</td><td>238</td><td>Planned</td><td>3.8%</td><td>3.3%</td><td>2.9%</td><td>7.3%</td><td>6.5%</td><td>6.1%</td><td>4.4%</td><td>238</td><td>Planned</td><td>3.8%</td><td>3.3%</td><td>2.9%</td><td>7.3%</td><td>6.5%</td><td>6.1%</td><td>4.4%</td></tr><tr><td>270</td><td>Planned</td><td>1.1%</td><td>0.9%</td><td>2.1%</td><td>0.2%</td><td>0.9%</td><td>1.2%</td><td>1.6%</td><td>270</td><td>Planned</td><td>0.2%</td><td>0.1%</td><td>0.4%</td><td>1.3%</td><td>2.0%</td><td>2.7%</td><td>2.5%</td><td>270</td><td>Planned</td><td>1.3%</td><td>1.1%</td><td>2.5%</td><td>1.5%</td><td>2.8%</td><td>3.9%</td><td>4.1%</td><td>270</td><td>Planned</td><td>1.3%</td><td>1.1%</td><td>2.5%</td><td>1.5%</td><td>2.8%</td><td>3.9%</td><td>4.1%</td></tr><tr><td>L52</td><td>Planned</td><td>0.9%</td><td>0.8%</td><td>1.3%</td><td>1.2%</td><td>2.2%</td><td>0.9%</td><td>1.3%</td><td>L52</td><td>Planned</td><td>0.4%</td><td>0.1%</td><td>0.8%</td><td>1.3%</td><td>0.5%</td><td>3.3%</td><td>0.6%</td><td>L52</td><td>Planned</td><td>1.4%</td><td>0.9%</td><td>1.1%</td><td>2.5%</td><td>2.7%</td><td>3.2%</td><td>1.9%</td><td>L52</td><td>Planned</td><td>1.4%</td><td>0.9%</td><td>1.1%</td><td>2.5%</td><td>2.7%</td><td>3.2%</td><td>1.9%</td></tr></table>	Lost KMs (Deductible) – Contractual, deemed within the operator’s control.													Lost KMs (Non-deductible) – Deemed out of the operator’s control.													Lost KMs (Deductible and Non-deductible) – What the customer experiences.															Lost KMs (Deductible)		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	Lost KMs (Non-deductible)		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	Lost KMs (Deductible and Non-deductible)		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	Lost KMs (Deductible and Non-deductible)		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	W4	Planned	1,894	1,879	1,289	2,454	1,345			W4	Planned	121	134	220	143	413			W4	Planned	2,115	1,213	1,509	3,027	1,758			W4	Planned	2,115	1,213	1,509	3,027	1,758			236	Planned	85	85	135	124	180	156	85	236	Planned	0	0	130	14	14	28	42	236	Planned	85	85	225	138	203	185	127	236	Planned	85	85	225	138	203	185	127	238A	Planned	84	132	104	239	219	84	84	238A	Planned	0	0	131	31	0	74	41	238A	Planned	84	132	125	240	219	168	136	238A	Planned	84	132	125	240	219	168	136	238	Planned	274	299	182	565	485	322	195	238	Planned	97	21	87	356	147	278	229	238	Planned	274	299	279	721	601	400	424	238	Planned	274	299	279	721	601	400	424	270	Planned	108	86	208	25	87	120	161	270	Planned	21	11	43	130	204	275	248	270	Planned	129	107	251	151	291	194	408	270	Planned	129	107	251	151	291	194	408	L52	Planned	119	97	168	151	272	114	155	L52	Planned	55	12	95	158	45	284	79	L52	Planned	173	109	263	309	337	398	224	L52	Planned	173	109	263	309	337	398	224	Planned KMs													Planned KMs													Planned KMs													Planned KMs		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	Planned KMs		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	Planned KMs		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	Planned KMs		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	W4	Planned	51,085	50,388	51,085	51,085	50,388	51,085	50,693	W4	Planned	51,085	50,388	51,085	51,085	50,388	51,085	50,693	W4	Planned	51,085	50,388	51,085	51,085	50,388	51,085	50,693	W4	Planned	51,085	50,388	51,085	51,085	50,388	51,085	50,693	236	Planned	1,710	1,625	1,710	1,710	1,625	1,710	1,710	236	Planned	1,710	1,625	1,710	1,710	1,625	1,710	1,710	236	Planned	1,710	1,625	1,710	1,710	1,625	1,710	1,710	236	Planned	1,710	1,625	1,710	1,710	1,625	1,710	1,710	238A	Planned	1,187	1,031	1,187	1,187	1,031	1,187	1,187	238A	Planned	1,187	1,031	1,187	1,187	1,031	1,187	1,187	238A	Planned	1,187	1,031	1,187	1,187	1,031	1,187	1,187	238A	Planned	1,187	1,031	1,187	1,187	1,031	1,187	1,187	238	Planned	9,784	9,635	9,742	9,896	9,789	9,896	9,735	238	Planned	9,784	9,635	9,742	9,896	9,789	9,896	9,735	238	Planned	9,784	9,635	9,742	9,896	9,789	9,896	9,735	238	Planned	9,784	9,635	9,742	9,896	9,789	9,896	9,735	270	Planned	10,140	10,118	10,140	10,140	10,118	10,140	10,021	270	Planned	10,140	10,118	10,140	10,140	10,118	10,140	10,021	270	Planned	10,140	10,118	10,140	10,140	10,118	10,140	10,021	270	Planned	10,140	10,118	10,140	10,140	10,118	10,140	10,021	L52	Planned	12,628	12,475	12,628	12,628	12,475	12,628	12,874	L52	Planned	12,628	12,475	12,628	12,628	12,475	12,628	12,874	L52	Planned	12,628	12,475	12,628	12,628	12,475	12,628	12,874	L52	Planned	12,628	12,475	12,628	12,628	12,475	12,628	12,874	Lost KMs (Deductible) %													Lost KMs (Non-deductible) %													Lost KMs (Deductible and Non-deductible) %													Lost KMs (Deductible) %		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	Lost KMs (Non-deductible) %		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	Lost KMs (Deductible and Non-deductible) %		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	Lost KMs (Deductible and Non-deductible) %		Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	W4	Planned	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	W4	Planned	0.2%	0.2%	0.4%	0.2%	0.8%			W4	Planned	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	W4	Planned	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	236	Planned	5.0%	5.2%	6.8%	16.9%	16.5%	9.1%	5.0%	236	Planned	0.0%	0.0%	6.4%	0.8%	0.9%	1.7%	2.5%	236	Planned	5.0%	5.2%	13.2%	19.8%	17.4%	10.8%	7.5%	236	Planned	5.0%	5.2%	13.2%	19.8%	17.4%	10.8%	7.5%	238A	Planned	6.8%	10.1%	8.2%	16.9%	16.2%	7.4%	7.5%	238A	Planned	0.0%	0.0%	9.6%	1.6%	0.0%	5.8%	3.3%	238A	Planned	6.8%	10.1%	17.8%	20.3%	16.2%	10.8%		238A	Planned	6.8%	10.1%	17.8%	20.3%	16.2%	10.8%		238	Planned	2.8%	3.1%	2.0%	5.7%	5.0%	3.3%	2.0%	238	Planned	1.8%	0.2%	0.9%	1.6%	1.5%	2.8%	2.4%	238	Planned	3.8%	3.3%	2.9%	7.3%	6.5%	6.1%	4.4%	238	Planned	3.8%	3.3%	2.9%	7.3%	6.5%	6.1%	4.4%	270	Planned	1.1%	0.9%	2.1%	0.2%	0.9%	1.2%	1.6%	270	Planned	0.2%	0.1%	0.4%	1.3%	2.0%	2.7%	2.5%	270	Planned	1.3%	1.1%	2.5%	1.5%	2.8%	3.9%	4.1%	270	Planned	1.3%	1.1%	2.5%	1.5%	2.8%	3.9%	4.1%	L52	Planned	0.9%	0.8%	1.3%	1.2%	2.2%	0.9%	1.3%	L52	Planned	0.4%	0.1%	0.8%	1.3%	0.5%	3.3%	0.6%	L52	Planned	1.4%	0.9%	1.1%	2.5%	2.7%	3.2%	1.9%	L52	Planned	1.4%	0.9%	1.1%	2.5%	2.7%	3.2%	1.9%
Lost KMs (Deductible) – Contractual, deemed within the operator’s control.													Lost KMs (Non-deductible) – Deemed out of the operator’s control.													Lost KMs (Deductible and Non-deductible) – What the customer experiences.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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238A	Planned	84	132	104	239	219	84	84	238A	Planned	0	0	131	31	0	74	41	238A	Planned	84	132	125	240	219	168	136	238A	Planned	84	132	125	240	219	168	136																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
238	Planned	274	299	182	565	485	322	195	238	Planned	97	21	87	356	147	278	229	238	Planned	274	299	279	721	601	400	424	238	Planned	274	299	279	721	601	400	424																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
270	Planned	108	86	208	25	87	120	161	270	Planned	21	11	43	130	204	275	248	270	Planned	129	107	251	151	291	194	408	270	Planned	129	107	251	151	291	194	408																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
L52	Planned	119	97	168	151	272	114	155	L52	Planned	55	12	95	158	45	284	79	L52	Planned	173	109	263	309	337	398	224	L52	Planned	173	109	263	309	337	398	224																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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W4	Planned	51,085	50,388	51,085	51,085	50,388	51,085	50,693	W4	Planned	51,085	50,388	51,085	51,085	50,388	51,085	50,693	W4	Planned	51,085	50,388	51,085	51,085	50,388	51,085	50,693	W4	Planned	51,085	50,388	51,085	51,085	50,388	51,085	50,693																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
236	Planned	1,710	1,625	1,710	1,710	1,625	1,710	1,710	236	Planned	1,710	1,625	1,710	1,710	1,625	1,710	1,710	236	Planned	1,710	1,625	1,710	1,710	1,625	1,710	1,710	236	Planned	1,710	1,625	1,710	1,710	1,625	1,710	1,710																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
238A	Planned	1,187	1,031	1,187	1,187	1,031	1,187	1,187	238A	Planned	1,187	1,031	1,187	1,187	1,031	1,187	1,187	238A	Planned	1,187	1,031	1,187	1,187	1,031	1,187	1,187	238A	Planned	1,187	1,031	1,187	1,187	1,031	1,187	1,187																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
238	Planned	9,784	9,635	9,742	9,896	9,789	9,896	9,735	238	Planned	9,784	9,635	9,742	9,896	9,789	9,896	9,735	238	Planned	9,784	9,635	9,742	9,896	9,789	9,896	9,735	238	Planned	9,784	9,635	9,742	9,896	9,789	9,896	9,735																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
270	Planned	10,140	10,118	10,140	10,140	10,118	10,140	10,021	270	Planned	10,140	10,118	10,140	10,140	10,118	10,140	10,021	270	Planned	10,140	10,118	10,140	10,140	10,118	10,140	10,021	270	Planned	10,140	10,118	10,140	10,140	10,118	10,140	10,021																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
L52	Planned	12,628	12,475	12,628	12,628	12,475	12,628	12,874	L52	Planned	12,628	12,475	12,628	12,628	12,475	12,628	12,874	L52	Planned	12,628	12,475	12,628	12,628	12,475	12,628	12,874	L52	Planned	12,628	12,475	12,628	12,628	12,475	12,628	12,874																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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W4	Planned	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	W4	Planned	0.2%	0.2%	0.4%	0.2%	0.8%			W4	Planned	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	W4	Planned	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
236	Planned	5.0%	5.2%	6.8%	16.9%	16.5%	9.1%	5.0%	236	Planned	0.0%	0.0%	6.4%	0.8%	0.9%	1.7%	2.5%	236	Planned	5.0%	5.2%	13.2%	19.8%	17.4%	10.8%	7.5%	236	Planned	5.0%	5.2%	13.2%	19.8%	17.4%	10.8%	7.5%																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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270	Planned	1.1%	0.9%	2.1%	0.2%	0.9%	1.2%	1.6%	270	Planned	0.2%	0.1%	0.4%	1.3%	2.0%	2.7%	2.5%	270	Planned	1.3%	1.1%	2.5%	1.5%	2.8%	3.9%	4.1%	270	Planned	1.3%	1.1%	2.5%	1.5%	2.8%	3.9%	4.1%																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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				<p>recruitment abroad to augment their mechanic resources. Accordingly, we are satisfied that they are taking all reasonable steps to prevent a reoccurrence of this problem.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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13/02/2025	147	<p>PQ Referred: 5350/25, for answer 13/02/2025, Written from - Mark Ward</p>	<p>Dail Question No: 147 To ask the Minister for Transport the bus routes that operate in Dublin mid-west; the routes that are operated by Dublin Bus; the routes that are operated by a company (details supplied; and if he will make a statement on the matter.</p> <p>Details Supplied: GoAhead</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 147 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see table below of the PSO (Public Service Obligation) bus routes operated in the Dublin Mid-West constituency.</p> <p>Operator Routes</p> <table><tr><th>Operator</th><th>Routes</th></tr><tr><td>Dublin Bus</td><td>13, 26, 27, 52, 60, 65, 68, 69, 120, 130, 151, 51D, 56A, 65A, 65B, 69X, 77A, 77X, C1, C2, C3, C4, C5, C6, G1, G2, L53, L54, P29, X25, X26, X27, X28, X30, X31, X32, 49n, 69n</td></tr><tr><td>Go Ahead Ireland</td><td>Dublin Commuter Routes 125, 126, 120A, 120B, 120E, 120F, 120X, 126A, 126B, 126D, 126N, 126T, 126U, 130A Dublin Metropolitan Routes: L51, L52, L55, S4, S8, W2, W4, W6</td></tr></table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Operator	Routes	Dublin Bus	13, 26, 27, 52, 60, 65, 68, 69, 120, 130, 151, 51D, 56A, 65A, 65B, 69X, 77A, 77X, C1, C2, C3, C4, C5, C6, G1, G2, L53, L54, P29, X25, X26, X27, X28, X30, X31, X32, 49n, 69n	Go Ahead Ireland	Dublin Commuter Routes 125, 126, 120A, 120B, 120E, 120F, 120X, 126A, 126B, 126D, 126N, 126T, 126U, 130A Dublin Metropolitan Routes: L51, L52, L55, S4, S8, W2, W4, W6	Mark Ward, T.D.
Operator	Routes										
Dublin Bus	13, 26, 27, 52, 60, 65, 68, 69, 120, 130, 151, 51D, 56A, 65A, 65B, 69X, 77A, 77X, C1, C2, C3, C4, C5, C6, G1, G2, L53, L54, P29, X25, X26, X27, X28, X30, X31, X32, 49n, 69n										
Go Ahead Ireland	Dublin Commuter Routes 125, 126, 120A, 120B, 120E, 120F, 120X, 126A, 126B, 126D, 126N, 126T, 126U, 130A Dublin Metropolitan Routes: L51, L52, L55, S4, S8, W2, W4, W6										

13/02/2025	144	<p>PQ Referred: 5333/25, for answer 13/02/2025, Written from - Grace Boland</p>	<p>Dail Question No: 144 To ask the Minister for Transport the details of the new fares determination recently announced by the NTA; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In their capacity as fare regulator, on the 27th of April 2023, the NTA published a new National Fares Strategy, and following this on the 18th of January 2024 they published the first of a series of Fares Determination related to the strategy.</p> <p>The most significant change in the fare determination was the implementation of a new 'Dublin Commuter Zone' (extending from the outer edge of the Dublin City Zone to approximately 50 km from the centre of Dublin), with simplified Leap capping, as well as changes to some Intercity Rail and town bus fares. This represents a more consistent and equitable fares approach, and one that is easier for customers to understand. It is the NTA's intention to roll out further changes in future determinations during 2025.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 144 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The new National Fare Structure will see the implementation of the Dublin City Zone and Dublin Commuter Zone. The Dublin Commuter Zone consists of a series of zones extending to approximately 50km from Dublin City Centre. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine travel demand. The new commuter zone will include stations outside of the Dublin City Zone extending as far as Rathdrum, Kildare, Enfield and Drogheda stations, and forms part of the phase 2 of the implementation of the Fares Determination by the NTA published in early 2024. We currently anticipate that phase 2 of the Fares Determination will be implemented by the end of April 2025</p> <p>Further information on the upcoming fare changes are outlined in the following document:</p> <p>https://www.nationaltransport.ie/wp-content/uploads/2024/01/2023-Fares-determination-v4.6.pdf</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Grace Boland, T.D
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13/02/2025	143	<p>PQ Referred: 5332/25, for answer 13/02/2025, Written from - Grace Boland</p>	<p>Dail Question No: 143 To ask the Minister for Transport if he can engage with the NTA to request a capacity review of the 101-route operated by Bus Éireann due to the issues persons in Balbriggan and Balrothery are experiencing; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case, Bus Éireann.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 143 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority has commenced discussions with Bus Éireann and plan to review the capacity of services on this corridor.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Grace Boland, T.D
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13/02/2025	142	<p>PQ Referred: 5331/25, for answer 13/02/2025, Written from - Grace Boland</p>	<p>Dail Question No: 142 To ask the Minister for Transport the work his Department has undertaken to develop a universal payment system for Ireland’s public transport system; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects.</p> <p>The NTA's Next Generation Ticketing (NGT) project is for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments.</p> <p>It will also enable more ticket choices, which cannot be currently provided in the existing system, as well as allowing faster fare alterations to be introduced.</p> <p>Following a competitive procurement process, the NTA awarded, in April 2024, an overall framework contract for the design, supply, installation and operation of a new multi-modal ticketing system to a Spanish information technology company - Indra Sistemas S.A. – who have designed, installed and operated similar systems internationally. This is a large and complex technology project and it is likely to take in the order of three to four years to roll out the new system. Exact timelines will be finalised in the coming months as the newly appointed supplier commences the detailed design stage of the project.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 142 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Work on the preparation for the NTA’s Next Generation Ticketing (NGT) programme is well advanced. That work comprises a series of projects to modernise the ticketing experience across the country and will be the next evolution of the very successful Leap Card integrated ticketing system. It will encompass all modes of transport in the country, including buses, rail, trams, TFI Local Link services as well as the planned Metrolink.</p> <p>Customers will be able to use their bank debit/credit card, or their mobile phone, or their Leap Card or Free Travel Pass to use for travel. And the payment methods will be smarter – a greater choice of post-payment options (not just auto top-up) and the ability for the best fare for customers to be automatically charged. Better mobile apps and near real-time fare payment information will be available. Already, the NTA’s barcode based mobile ticketing app TFI Go allows customers to buy tickets for all Bus Éireann PSO services nationwide, for 27 private bus operators services, and for most TFI Local Link regular rural services, directly from a smartphone. The ticket is downloaded to the app and can be used to travel straight away.</p> <p>As you may be aware, the public procurement competition for the Next Generation Ticketing project has completed and the NTA has appointed Indra Sistemas S.A. as our ticketing equipment partner under an overarching framework. NTA's approach is that individual Call-Off Contracts will be put in place under this overarching framework, each for defined packages of work – for example, deploy in Dublin, or deploy in Cork, or deploy on MetroLink. This was a very competitive procurement with 3 bidders, all significant players in the transport ticketing field, submitting final tenders. Having 3 bidders submitting detailed tenders was very positive and ensured that there was competitive tension between the bidders which we believe was reflected in the pricing. Following a detailed evaluation, Indra prevailed with the most economically advantageous bid and were appointed as the Framework supplier.</p> <p>Following the appointment of Indra as NTA’s ticketing partner, focus then turned to planning the first call off contract under the Framework Agreement, which has since been signed. The first call off contract under this Framework Agreement is to design, implement, operate, support, and maintain for 10 years, Next Generation Ticketing on a phased basis across all PSO services (bus, rail & light rail) in the Greater Dublin Area. NTA has undertaken substantial engagements with Indra on the design of the overall solution and to plan the deployment on each bus type and for each stop and station that is within scope.</p> <p>In parallel with this work on the first call off contract, further Business Cases are being considered for the full national rollout of NGT. These business cases will take into account the cost effectiveness of the implementation. This programme of call-off contracts projects is large and complex and will take a number of years to complete.</p> <p>A comprehensive governance model has been implemented to oversee the NGT</p>	Grace Boland, T.D
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				<p>project given its importance and scale. The BusConnects Programme Board is the Approving Authority for the project and approves all Infrastructure Guidelines (capital appraisal guidelines) deliverables and project funding requests. There is a dedicated NGT project board, and the project is externally scrutinised by the Office of the Government Chief Information Officer's (OGCIO) Digital Government Oversight Unit (DGOU) from the Department of Public Expenditure, NDP Delivery and Reform, and also reports to the Major Project Governance Oversight Group (MPGOG) within the Department of Transport as required. The Project Board is the main decision-making and advisory body and its members along with representatives from key stakeholder groups meet regularly to provide direction, authority to proceed and agree a strategy for the project. The project board is responsible for holding the project team and NGT Service Provider to account for all deliverables.</p> <p>The NTA board through its Committees also provide the appropriate governance for all NTA projects and programmes.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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13/02/2025	136	<p>PQ Referred: 5278/25, for answer 13/02/2025, Written from - Pa Daly</p>	<p>Dail Question No: 136 To ask the Minister for Transport if his attention has been drawn to the problems with the bus route operated by a company (details supplied) whereby busses are either severely delayed or cancelled entirely; if he believes their licence should be revoked if they cannot operate the service to a specific standard; if he has considered bringing these routes back under public operation; and if he will make a statement on the matter.</p> <p>Details Supplied: Go Ahead</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case Go Ahead.</p> <p>However, I met with the National Transport Authority today. I'm pleased to say they are taking this very seriously and a detailed review is underway as to what happened over the last few weeks. They have assured me that additional resources with the bus operators are in place or are shortly going to be in place.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 136 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA acknowledges that an inadequate level of service was provided on certain routes operated on our behalf by Go Ahead Ireland Limited in recent weeks and we apologise for the difficulties and inconvenience experienced by passengers. The issue arose due to buses being unable to operate due to a shortage of mechanics within the Go Ahead operations, which was exacerbated by absences though seasonal illnesses. Upon the occurrence of the issue, various remedial measures were taken by Go-Ahead, including flying in additional mechanics from their UK operations in addition to obtaining additional support from other sources.</p> <p>Thankfully the situation has now improved significantly and fleet availability within the Go Ahead operations has now been restored. While the shortage of mechanics is an industry-wide issue, Go Ahead Ireland have an ongoing mechanics recruitment campaign recruitment campaign and continue to invest in an apprenticeship program to train new mechanics. In addition, they are considering further recruitment abroad to augment their mechanic resources. Accordingly, we are satisfied that they are taking all reasonable steps to prevent a reoccurrence of this problem.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Pa Daly, T.D.
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13/02/2025	139	<p>PQ Referred: 5282/25, for answer 13/02/2025, Written from - Pa Daly</p>	<p>Dail Question No: 139 To ask the Minister for Transport to report on the bike schemes operating throughout the country; if he plans to expand those schemes; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to cycling and public transport infrastructure, including the provision of funding to the National Transport Authority (NTA) in support of public bike-sharing schemes in Galway, Limerick, Cork and Waterford. However, matters related to the day-to-day operations, management and expansion of these public bike schemes are primarily a matter for the relevant local authorities, in conjunction with the NTA.</p> <p>In addition to the above, many local authorities independently enter into contracts or licence agreements directly with companies to provide shared mobility services, and it is my understanding that, outside of the cities, these companies are operating bike-sharing schemes in a range of counties including Carlow, Kilkenny, Meath, Wexford, Offaly, Westmeath and Sligo. While such schemes are not centrally funded, my Department published an advice note last year with the aim of supporting a best practice approach to the delivery of shared micro mobility services and to assist local authorities in their engagement with private operators on issues such as, but not limited to, safety, data-sharing, infrastructure, parking, operations, charging and monitoring. The advice note is available here:https://www.gov.ie/en/publication/ffba4-advice-note-for-local-authorities-shared-micromobility-services/.</p> <p>Given the NTA's role in overseeing the public bike schemes in the regional cities, I have referred your request for a report to the Authority . If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 139 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA will not be providing any additional TFI (Transport for Ireland) bike docking stations in its current format as that contract will expire by the end of this year.</p> <p>The NTA is currently in the process of reviewing the existing Regional Public Bike Schemes to enhance coverage, operations, and potentially integrate electric bikes into the system. This review includes assessing the feasibility of expanding the scheme to new areas and improving the overall user experience.</p> <p>As part of this review, the NTA is considering various factors such as the demand for bike-sharing services, infrastructure requirements, and funding availability. The NTA aims to ensure that any expansion of the public bike scheme aligns with the evolving needs of cyclists and contributes to sustainable urban mobility.</p> <p>The NTA then intends to tender for a new contract or contract to continue existing scheme and provide new schemes and scheme expansion. It is expected that this procurement process will commence in a few months with the new contract(s) expected to be awarded in early Q4 of this year.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Pa Daly, T.D.
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13/02/2025	137	PQ Referred: 5280/25, for answer 13/02/2025, Written from - Pa Daly	<p>Dail Question No: 137 To ask the Minister for Transport to provide a breakdown on active travel funding drawn down, broken down by local authority, in each year from 2020 to date in 2025, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 137 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In relation to NTA’s Active Travel Programme, this provides grants to local authorities in respect of their active travel projects (cycling and walking schemes). The table below sets out the Active Travel allocations to each local authority by year(2020 to 2024), and the final expenditure under that grant allocation for the relevant year.</p> <table><tr><th>Local Authority</th><th>2020 Allocations</th><th>2020 Expenditure</th><th>2021 Allocations</th><th>2021 Expenditure</th><th>2022 Allocations</th><th>2022 Expenditure</th><th>2023 Allocations</th><th>2023 Expenditure</th><th>2024 Allocations</th><th>2024 Expenditure</th></tr><tr><td>Dublin City Council</td><td>43,732,120</td><td>24,153,950</td><td>43,209,820</td><td>26,247,346</td><td>72,470,029</td><td>43,181,468</td><td>76,964,177</td><td>67,241,407</td><td>61,031,688</td><td>57,409,685</td></tr><tr><td>Dun Laoghaire Rathdown County Council</td><td>29,591,067</td><td>19,742,411</td><td>39,869,576</td><td>17,911,055</td><td>43,781,260</td><td>24,630,871</td><td>32,291,585</td><td>19,684,454</td><td>22,034,391</td><td>18,059,555</td></tr><tr><td>Fingal County Council</td><td>9,323,867</td><td>4,926,052</td><td>16,489,500</td><td>9,078,369</td><td>26,701,306</td><td>13,608,092</td><td>21,146,071</td><td>15,749,556</td><td>26,846,056</td><td>26,299,706</td></tr><tr><td>Kildare County Council</td><td>2,619,864</td><td>2,214,122</td><td>9,242,383</td><td>3,227,858</td><td>19,402,548</td><td>9,707,909</td><td>12,327,250</td><td>10,562,109</td><td>10,340,000</td><td>9,388,515</td></tr><tr><td>Meath County Council</td><td>11,156,843</td><td>8,535,433</td><td>16,613,623</td><td>11,082,755</td><td>17,252,313</td><td>13,159,432</td><td>19,281,009</td><td>17,161,620</td><td>15,181,219</td><td>14,479,659</td></tr><tr><td>South Dublin County Council</td><td>12,157,889</td><td>8,571,158</td><td>20,103,094</td><td>10,959,422</td><td>20,745,427</td><td>15,496,892</td><td>26,281,448</td><td>22,333,365</td><td>25,090,000</td><td>22,785,422</td></tr><tr><td>Wicklow County Council</td><td>7,014,050</td><td>3,877,457</td><td>9,089,213</td><td>5,500,884</td><td>11,967,500</td><td>7,864,185</td><td>8,601,370</td><td>7,548,733</td><td>8,166,350</td><td>6,051,181</td></tr><tr><td>GDIA - Grand Total</td><td>115,574,299</td><td>72,020,581</td><td>172,637,209</td><td>84,952,690</td><td>211,538,381</td><td>127,648,848</td><td>199,102,909</td><td>160,281,303</td><td>168,689,700</td><td>156,465,923</td></tr><tr><td>Cork City Council</td><td>17,760,000</td><td>11,870,070</td><td>33,071,735</td><td>19,156,352</td><td>53,443,110</td><td>29,712,251</td><td>37,326,845</td><td>35,190,079</td><td>31,772,084</td><td>31,024,772</td></tr><tr><td>Cork County Council</td><td>3,290,403</td><td>2,419,640</td><td>18,156,943</td><td>11,162,596</td><td>26,478,545</td><td>18,477,387</td><td>24,750,800</td><td>24,429,216</td><td>21,935,354</td><td>20,128,799</td></tr><tr><td>Galway City Council</td><td>12,470,164</td><td>4,636,517</td><td>13,245,000</td><td>5,571,513</td><td>16,987,000</td><td>8,994,120</td><td>10,712,700</td><td>10,575,373</td><td>8,293,000</td><td>5,433,907</td></tr><tr><td>Limerick City and County Council</td><td>16,790,000</td><td>4,525,229</td><td>22,793,359</td><td>18,014,271</td><td>30,039,396</td><td>18,322,603</td><td>24,219,564</td><td>22,420,825</td><td>23,195,395</td><td>20,843,148</td></tr><tr><td>Waterford City and County Council</td><td>18,352,500</td><td>9,635,859</td><td>15,486,500</td><td>9,751,275</td><td>53,332,000</td><td>40,588,903</td><td>21,569,087</td><td>21,365,285</td><td>26,430,134</td><td>24,470,743</td></tr><tr><td>Regional Cities - Grand Total</td><td>68,663,067</td><td>33,087,315</td><td>102,773,538</td><td>63,658,007</td><td>180,280,041</td><td>116,135,163</td><td>118,579,396</td><td>113,980,778</td><td>111,626,967</td><td>101,901,368</td></tr><tr><td>Carlow County Council</td><td>260,000</td><td>234,920</td><td>2,903,577</td><td>1,181,697</td><td>3,206,000</td><td>2,371,361</td><td>2,717,600</td><td>2,712,877</td><td>3,014,600</td><td>2,994,259</td></tr><tr><td>Clare County Council</td><td></td><td></td><td>3,000,240</td><td>1,323,005</td><td>5,313,767</td><td>3,505,543</td><td>3,873,547</td><td>3,342,736</td><td>3,383,839</td><td>1,668,010</td></tr><tr><td>Clonmel County Council</td><td>310,403</td><td>291,449</td><td>4,999,520</td><td>1,113,509</td><td>6,739,195</td><td>3,915,877</td><td>3,870,011</td><td>2,782,567</td><td>3,222,311</td><td>2,046,561</td></tr><tr><td>Downegal County Council</td><td></td><td></td><td>5,606,100</td><td>2,281,572</td><td>6,212,000</td><td>4,595,480</td><td>4,538,000</td><td>4,187,736</td><td>4,459,500</td><td>4,093,641</td></tr><tr><td>Galway County Council</td><td></td><td></td><td>6,794,000</td><td>4,547,001</td><td>7,756,000</td><td>2,667,254</td><td>2,855,472</td><td>2,234,167</td><td>2,659,445</td><td>934,636</td></tr><tr><td>Kerry County Council</td><td>364,500</td><td>364,311</td><td>2,168,386</td><td>1,009,038</td><td>5,428,486</td><td>1,914,431</td><td>2,768,214</td><td>1,528,981</td><td>1,142,672</td><td>3,063,639</td></tr><tr><td>Kilkenny County Council</td><td>211,030</td><td>211,030</td><td>3,204,500</td><td>1,608,336</td><td>3,961,100</td><td>2,907,325</td><td>3,159,162</td><td>3,012,064</td><td>3,000,000</td><td>2,956,902</td></tr><tr><td>Laois County Council</td><td></td><td></td><td>3,839,163</td><td>413,100</td><td>4,629,680</td><td>3,137,834</td><td>3,525,502</td><td>3,251,839</td><td>3,147,109</td><td>3,140,159</td></tr><tr><td>Louth County Council</td><td></td><td></td><td>1,722,250</td><td>1,073,787</td><td>2,602,109</td><td>1,558,369</td><td>1,998,784</td><td>1,910,854</td><td>1,900,000</td><td>1,454,899</td></tr><tr><td>Longford County Council</td><td></td><td></td><td>2,170,000</td><td>74,183</td><td>2,798,668</td><td>1,098,684</td><td>4,208,000</td><td>3,268,464</td><td>3,500,000</td><td>2,863,647</td></tr><tr><td>Monaghan County Council</td><td></td><td></td><td>5,605,811</td><td>1,788,045</td><td>6,869,298</td><td>4,285,635</td><td>5,202,191</td><td>3,355,166</td><td>4,000,000</td><td>2,547,660</td></tr><tr><td>North County Council</td><td>610,000</td><td>585,193</td><td>6,177,125</td><td>3,671,547</td><td>7,194,711</td><td>4,444,970</td><td>3,790,076</td><td>1,152,092</td><td>3,573,999</td><td>2,903,144</td></tr><tr><td>Monaghan County Council</td><td></td><td></td><td>2,556,916</td><td>249,621</td><td>2,271,705</td><td>2,587,640</td><td>3,000,001</td><td>2,470,822</td><td>2,986,032</td><td>2,228,550</td></tr><tr><td>Offaly County Council</td><td></td><td></td><td>3,275,455</td><td>662,171</td><td>4,425,383</td><td>1,811,240</td><td>3,424,783</td><td>3,314,689</td><td>3,500,000</td><td>3,499,890</td></tr><tr><td>Rooscommon County Council</td><td></td><td></td><td>1,895,466</td><td>1,652,647</td><td>3,164,792</td><td>1,509,094</td><td>2,355,000</td><td>1,483,084</td><td>3,050,001</td><td>3,049,995</td></tr><tr><td>Sligo County Council</td><td></td><td></td><td>2,214,405</td><td>1,232,840</td><td>3,157,000</td><td>2,002,354</td><td>2,970,000</td><td>2,136,957</td><td>2,994,158</td><td>1,362,094</td></tr><tr><td>Tipperary County Council</td><td>90,000</td><td>71,877</td><td>6,795,542</td><td>5,960,811</td><td>9,597,191</td><td>7,374,513</td><td>4,589,414</td><td>4,266,476</td><td>3,999,000</td><td>3,925,587</td></tr><tr><td>Westmeath County Council</td><td></td><td></td><td>4,209,300</td><td>205,038</td><td>4,268,007</td><td>2,313,463</td><td>3,529,302</td><td>2,717,448</td><td>3,999,998</td><td>3,268,459</td></tr><tr><td>Wexford County Council</td><td></td><td></td><td>6,798,642</td><td>3,041,275</td><td>5,582,001</td><td>2,839,650</td><td>5,602,173</td><td>3,511,231</td><td>4,602,413</td><td>3,795,837</td></tr><tr><td>Non GDIA and Regional Local Authorities - Grand Total</td><td>1,925,933</td><td>1,811,161</td><td>79,490,998</td><td>32,189,841</td><td>97,531,155</td><td>56,880,623</td><td>67,897,232</td><td>52,680,249</td><td>64,226,077</td><td>51,797,329</td></tr><tr><td>Grand Total</td><td>186,163,298</td><td>106,915,059</td><td>352,281,745</td><td>178,100,517</td><td>489,349,576</td><td>300,664,634</td><td>385,579,537</td><td>326,942,331</td><td>344,540,744</td><td>310,164,621</td></tr></table>	Local Authority	2020 Allocations	2020 Expenditure	2021 Allocations	2021 Expenditure	2022 Allocations	2022 Expenditure	2023 Allocations	2023 Expenditure	2024 Allocations	2024 Expenditure	Dublin City Council	43,732,120	24,153,950	43,209,820	26,247,346	72,470,029	43,181,468	76,964,177	67,241,407	61,031,688	57,409,685	Dun Laoghaire Rathdown County Council	29,591,067	19,742,411	39,869,576	17,911,055	43,781,260	24,630,871	32,291,585	19,684,454	22,034,391	18,059,555	Fingal County Council	9,323,867	4,926,052	16,489,500	9,078,369	26,701,306	13,608,092	21,146,071	15,749,556	26,846,056	26,299,706	Kildare County Council	2,619,864	2,214,122	9,242,383	3,227,858	19,402,548	9,707,909	12,327,250	10,562,109	10,340,000	9,388,515	Meath County Council	11,156,843	8,535,433	16,613,623	11,082,755	17,252,313	13,159,432	19,281,009	17,161,620	15,181,219	14,479,659	South Dublin County Council	12,157,889	8,571,158	20,103,094	10,959,422	20,745,427	15,496,892	26,281,448	22,333,365	25,090,000	22,785,422	Wicklow County Council	7,014,050	3,877,457	9,089,213	5,500,884	11,967,500	7,864,185	8,601,370	7,548,733	8,166,350	6,051,181	GDIA - Grand Total	115,574,299	72,020,581	172,637,209	84,952,690	211,538,381	127,648,848	199,102,909	160,281,303	168,689,700	156,465,923	Cork City Council	17,760,000	11,870,070	33,071,735	19,156,352	53,443,110	29,712,251	37,326,845	35,190,079	31,772,084	31,024,772	Cork County Council	3,290,403	2,419,640	18,156,943	11,162,596	26,478,545	18,477,387	24,750,800	24,429,216	21,935,354	20,128,799	Galway City Council	12,470,164	4,636,517	13,245,000	5,571,513	16,987,000	8,994,120	10,712,700	10,575,373	8,293,000	5,433,907	Limerick City and County Council	16,790,000	4,525,229	22,793,359	18,014,271	30,039,396	18,322,603	24,219,564	22,420,825	23,195,395	20,843,148	Waterford City and County Council	18,352,500	9,635,859	15,486,500	9,751,275	53,332,000	40,588,903	21,569,087	21,365,285	26,430,134	24,470,743	Regional Cities - Grand Total	68,663,067	33,087,315	102,773,538	63,658,007	180,280,041	116,135,163	118,579,396	113,980,778	111,626,967	101,901,368	Carlow County Council	260,000	234,920	2,903,577	1,181,697	3,206,000	2,371,361	2,717,600	2,712,877	3,014,600	2,994,259	Clare County Council			3,000,240	1,323,005	5,313,767	3,505,543	3,873,547	3,342,736	3,383,839	1,668,010	Clonmel County Council	310,403	291,449	4,999,520	1,113,509	6,739,195	3,915,877	3,870,011	2,782,567	3,222,311	2,046,561	Downegal County Council			5,606,100	2,281,572	6,212,000	4,595,480	4,538,000	4,187,736	4,459,500	4,093,641	Galway County Council			6,794,000	4,547,001	7,756,000	2,667,254	2,855,472	2,234,167	2,659,445	934,636	Kerry County Council	364,500	364,311	2,168,386	1,009,038	5,428,486	1,914,431	2,768,214	1,528,981	1,142,672	3,063,639	Kilkenny County Council	211,030	211,030	3,204,500	1,608,336	3,961,100	2,907,325	3,159,162	3,012,064	3,000,000	2,956,902	Laois County Council			3,839,163	413,100	4,629,680	3,137,834	3,525,502	3,251,839	3,147,109	3,140,159	Louth County Council			1,722,250	1,073,787	2,602,109	1,558,369	1,998,784	1,910,854	1,900,000	1,454,899	Longford County Council			2,170,000	74,183	2,798,668	1,098,684	4,208,000	3,268,464	3,500,000	2,863,647	Monaghan County Council			5,605,811	1,788,045	6,869,298	4,285,635	5,202,191	3,355,166	4,000,000	2,547,660	North County Council	610,000	585,193	6,177,125	3,671,547	7,194,711	4,444,970	3,790,076	1,152,092	3,573,999	2,903,144	Monaghan County Council			2,556,916	249,621	2,271,705	2,587,640	3,000,001	2,470,822	2,986,032	2,228,550	Offaly County Council			3,275,455	662,171	4,425,383	1,811,240	3,424,783	3,314,689	3,500,000	3,499,890	Rooscommon County Council			1,895,466	1,652,647	3,164,792	1,509,094	2,355,000	1,483,084	3,050,001	3,049,995	Sligo County Council			2,214,405	1,232,840	3,157,000	2,002,354	2,970,000	2,136,957	2,994,158	1,362,094	Tipperary County Council	90,000	71,877	6,795,542	5,960,811	9,597,191	7,374,513	4,589,414	4,266,476	3,999,000	3,925,587	Westmeath County Council			4,209,300	205,038	4,268,007	2,313,463	3,529,302	2,717,448	3,999,998	3,268,459	Wexford County Council			6,798,642	3,041,275	5,582,001	2,839,650	5,602,173	3,511,231	4,602,413	3,795,837	Non GDIA and Regional Local Authorities - Grand Total	1,925,933	1,811,161	79,490,998	32,189,841	97,531,155	56,880,623	67,897,232	52,680,249	64,226,077	51,797,329	Grand Total	186,163,298	106,915,059	352,281,745	178,100,517	489,349,576	300,664,634	385,579,537	326,942,331	344,540,744	310,164,621
Local Authority	2020 Allocations	2020 Expenditure	2021 Allocations	2021 Expenditure	2022 Allocations	2022 Expenditure	2023 Allocations	2023 Expenditure	2024 Allocations	2024 Expenditure																																																																																																																																																																																																																																																																																																																																																																																																						
Dublin City Council	43,732,120	24,153,950	43,209,820	26,247,346	72,470,029	43,181,468	76,964,177	67,241,407	61,031,688	57,409,685																																																																																																																																																																																																																																																																																																																																																																																																						
Dun Laoghaire Rathdown County Council	29,591,067	19,742,411	39,869,576	17,911,055	43,781,260	24,630,871	32,291,585	19,684,454	22,034,391	18,059,555																																																																																																																																																																																																																																																																																																																																																																																																						
Fingal County Council	9,323,867	4,926,052	16,489,500	9,078,369	26,701,306	13,608,092	21,146,071	15,749,556	26,846,056	26,299,706																																																																																																																																																																																																																																																																																																																																																																																																						
Kildare County Council	2,619,864	2,214,122	9,242,383	3,227,858	19,402,548	9,707,909	12,327,250	10,562,109	10,340,000	9,388,515																																																																																																																																																																																																																																																																																																																																																																																																						
Meath County Council	11,156,843	8,535,433	16,613,623	11,082,755	17,252,313	13,159,432	19,281,009	17,161,620	15,181,219	14,479,659																																																																																																																																																																																																																																																																																																																																																																																																						
South Dublin County Council	12,157,889	8,571,158	20,103,094	10,959,422	20,745,427	15,496,892	26,281,448	22,333,365	25,090,000	22,785,422																																																																																																																																																																																																																																																																																																																																																																																																						
Wicklow County Council	7,014,050	3,877,457	9,089,213	5,500,884	11,967,500	7,864,185	8,601,370	7,548,733	8,166,350	6,051,181																																																																																																																																																																																																																																																																																																																																																																																																						
GDIA - Grand Total	115,574,299	72,020,581	172,637,209	84,952,690	211,538,381	127,648,848	199,102,909	160,281,303	168,689,700	156,465,923																																																																																																																																																																																																																																																																																																																																																																																																						
Cork City Council	17,760,000	11,870,070	33,071,735	19,156,352	53,443,110	29,712,251	37,326,845	35,190,079	31,772,084	31,024,772																																																																																																																																																																																																																																																																																																																																																																																																						
Cork County Council	3,290,403	2,419,640	18,156,943	11,162,596	26,478,545	18,477,387	24,750,800	24,429,216	21,935,354	20,128,799																																																																																																																																																																																																																																																																																																																																																																																																						
Galway City Council	12,470,164	4,636,517	13,245,000	5,571,513	16,987,000	8,994,120	10,712,700	10,575,373	8,293,000	5,433,907																																																																																																																																																																																																																																																																																																																																																																																																						
Limerick City and County Council	16,790,000	4,525,229	22,793,359	18,014,271	30,039,396	18,322,603	24,219,564	22,420,825	23,195,395	20,843,148																																																																																																																																																																																																																																																																																																																																																																																																						
Waterford City and County Council	18,352,500	9,635,859	15,486,500	9,751,275	53,332,000	40,588,903	21,569,087	21,365,285	26,430,134	24,470,743																																																																																																																																																																																																																																																																																																																																																																																																						
Regional Cities - Grand Total	68,663,067	33,087,315	102,773,538	63,658,007	180,280,041	116,135,163	118,579,396	113,980,778	111,626,967	101,901,368																																																																																																																																																																																																																																																																																																																																																																																																						
Carlow County Council	260,000	234,920	2,903,577	1,181,697	3,206,000	2,371,361	2,717,600	2,712,877	3,014,600	2,994,259																																																																																																																																																																																																																																																																																																																																																																																																						
Clare County Council			3,000,240	1,323,005	5,313,767	3,505,543	3,873,547	3,342,736	3,383,839	1,668,010																																																																																																																																																																																																																																																																																																																																																																																																						
Clonmel County Council	310,403	291,449	4,999,520	1,113,509	6,739,195	3,915,877	3,870,011	2,782,567	3,222,311	2,046,561																																																																																																																																																																																																																																																																																																																																																																																																						
Downegal County Council			5,606,100	2,281,572	6,212,000	4,595,480	4,538,000	4,187,736	4,459,500	4,093,641																																																																																																																																																																																																																																																																																																																																																																																																						
Galway County Council			6,794,000	4,547,001	7,756,000	2,667,254	2,855,472	2,234,167	2,659,445	934,636																																																																																																																																																																																																																																																																																																																																																																																																						
Kerry County Council	364,500	364,311	2,168,386	1,009,038	5,428,486	1,914,431	2,768,214	1,528,981	1,142,672	3,063,639																																																																																																																																																																																																																																																																																																																																																																																																						
Kilkenny County Council	211,030	211,030	3,204,500	1,608,336	3,961,100	2,907,325	3,159,162	3,012,064	3,000,000	2,956,902																																																																																																																																																																																																																																																																																																																																																																																																						
Laois County Council			3,839,163	413,100	4,629,680	3,137,834	3,525,502	3,251,839	3,147,109	3,140,159																																																																																																																																																																																																																																																																																																																																																																																																						
Louth County Council			1,722,250	1,073,787	2,602,109	1,558,369	1,998,784	1,910,854	1,900,000	1,454,899																																																																																																																																																																																																																																																																																																																																																																																																						
Longford County Council			2,170,000	74,183	2,798,668	1,098,684	4,208,000	3,268,464	3,500,000	2,863,647																																																																																																																																																																																																																																																																																																																																																																																																						
Monaghan County Council			5,605,811	1,788,045	6,869,298	4,285,635	5,202,191	3,355,166	4,000,000	2,547,660																																																																																																																																																																																																																																																																																																																																																																																																						
North County Council	610,000	585,193	6,177,125	3,671,547	7,194,711	4,444,970	3,790,076	1,152,092	3,573,999	2,903,144																																																																																																																																																																																																																																																																																																																																																																																																						
Monaghan County Council			2,556,916	249,621	2,271,705	2,587,640	3,000,001	2,470,822	2,986,032	2,228,550																																																																																																																																																																																																																																																																																																																																																																																																						
Offaly County Council			3,275,455	662,171	4,425,383	1,811,240	3,424,783	3,314,689	3,500,000	3,499,890																																																																																																																																																																																																																																																																																																																																																																																																						
Rooscommon County Council			1,895,466	1,652,647	3,164,792	1,509,094	2,355,000	1,483,084	3,050,001	3,049,995																																																																																																																																																																																																																																																																																																																																																																																																						
Sligo County Council			2,214,405	1,232,840	3,157,000	2,002,354	2,970,000	2,136,957	2,994,158	1,362,094																																																																																																																																																																																																																																																																																																																																																																																																						
Tipperary County Council	90,000	71,877	6,795,542	5,960,811	9,597,191	7,374,513	4,589,414	4,266,476	3,999,000	3,925,587																																																																																																																																																																																																																																																																																																																																																																																																						
Westmeath County Council			4,209,300	205,038	4,268,007	2,313,463	3,529,302	2,717,448	3,999,998	3,268,459																																																																																																																																																																																																																																																																																																																																																																																																						
Wexford County Council			6,798,642	3,041,275	5,582,001	2,839,650	5,602,173	3,511,231	4,602,413	3,795,837																																																																																																																																																																																																																																																																																																																																																																																																						
Non GDIA and Regional Local Authorities - Grand Total	1,925,933	1,811,161	79,490,998	32,189,841	97,531,155	56,880,623	67,897,232	52,680,249	64,226,077	51,797,329																																																																																																																																																																																																																																																																																																																																																																																																						
Grand Total	186,163,298	106,915,059	352,281,745	178,100,517	489,349,576	300,664,634	385,579,537	326,942,331	344,540,744	310,164,621																																																																																																																																																																																																																																																																																																																																																																																																						

The Active Travel allocations for 2025 can be found at the link below:

<https://www.nationaltransport.ie/wp-content/uploads/2025/01/Full-Allocations-Table-130125.pdf>

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Chief Executive (Interim).

13/02/2025	138	<p>PQ Referred: 5281/25, for answer 13/02/2025, Written from - Pa Daly</p>	<p>Dail Question No: 138 To ask the Minister for Transport his plans to expand active travel in rural towns, villages and counties; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>The Government is committed to the provision of improved and expanded walking and cycling infrastructure both in our urban centres and in towns and villages across Ireland. The Programme for Government has committed approximately €360 million per annum for the period 2021-2025 inclusive for walking and cycling infrastructure, the majority of which will be allocated to local authorities through the NTA's Active Travel Infrastructure Programme. €290 million has been allocated to the Active Travel Programme alone in 2025.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 138 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Significance progress has been made in delivering active travel projects across the State over recent years, with over 900km of new, or upgraded, walking, wheeling and cycling infrastructure developed across Ireland. An extensive active travel programme continues to be implemented in 2025, with €290 million allocated by the NTA to 31 local authorities across the country.</p> <p>In relation to plans to expand active travel in rural towns, villages and counties, the NTA has worked with all local authorities to prepare cycle network plans for their counties including towns and villages. Details of the CycleConnects proposals, including network plans for each county, are available at the following link:</p> <p>https://www.nationaltransport.ie/planning-and-investment/transport-investment/active-travel-investment-programme/cycleconnects-irelands-cycle-network-active-travel/</p> <p>The programme of active travel development across the country is aligned with that overall CycleConnects plan, ensuring that the schemes in development contribute to the delivery of the overall network. However, it is recognised that the delivery of that overall plan will take several years and will require sustained funding.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Pa Daly, T.D.
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18/02/2025	250	<p>PQ Referred: 6370/25, for answer 18/02/2025, Written from - Mark Ward</p>	<p>Dail Question No: 250 To ask the Minister for Transport the status of the Airport Hopper bus service; if it has ceased operation; the date on which it will be back in operation; the frequency of the service; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and is responsible for the licensing of public bus passenger services under the provisions of the Public Transport Regulation Act 2009.</p> <p>While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation (PSO) programme, there is part of the national public transport system that comprises non-subsidised bus services, which are run on a commercial basis by bus and coach businesses of varying sizes throughout the country. As a commercial operator, any decisions taken by Airport Hopper regarding routes scheduling and timetabling are a matter for the company, the NTA has no powers to refuse an application from an operator to reduce or withdraw services on a commercial route.</p> <p>Therefore, I have forwarded the Deputy's question to the NTA for direct reply, as the licensing authority they may be able to provide information on if the company have ceased operating the route. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 250 of 18 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please note that the licence holder has confirmed that both Airport Hopper services have ceased operation.</p> <p>I trust that the above information is of assistance and clarifies the matter.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Mark Ward, T.D.
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18/02/2025	233	<p>PQ Referred: 6123/25, for answer 18/02/2025, Written from - Ruth Coppinger</p>	<p>Dail Question No: 233 To ask the Minister for Transport when he will implement the proposal for free travel for children under nine years-of age; the way the proposal will be implemented; if there are further plans for the expansion of free public transport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>Under Budget 2025, funding has been allocated to the Department of Transport to extend free public transport for children to include those aged 5 to 8 years. Free travel for all children under-fives on subsidised public transport services was introduced in 2017.</p> <p>The extension will be introduced later this year, with a lead time involved to allow for the necessary technical changes required to facilitate the implementation of this change to child fares. Similar to the previous fare initiatives this measure marks another step towards making sustainable transport a more affordable option for more families.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 233 of 18 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008. However, this is undertaken in the context of general Government policy in relation to public transport and the issue of free public transport is, accordingly, a matter for the Government.</p> <p>As referenced in your query, the Government announced in the 2025 budget a measure to provide free access to public transport (PSO) services for children aged five to eight years old, thereby effectively extending fare free travel to children which is currently available to children under 5 . This measure is intended to be introduced through the Leap Card system, through the provision of a special Leap Card to facilitate this free travel. This requires a significant technical change to the current Leap card system. A project is currently underway to develop and implement the necessary changes, and we anticipate introducing the scheme in late Q3/ early Q4 of this year.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ruth Coppinger, T.D.
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18/01/2025	218	<p>PQ Referred: 5869/25, for answer 18/02/2025, Written from - John Connolly</p>	<p>Dail Question No: 218 To ask the Minister for Transport the number of local-link services operating within County Galway, including the route serviced and the frequency of operation.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for public transport services in County Galway, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 218 of 18 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>TFI (Transport for Ireland) Local Link/Rural Transport Programme is managed and administered by 15 Transport Coordination Units on behalf of the National Transport Authority. TFI Local Link operate two types of services - Regular Rural Bus Services (RRS) which operate on a fixed route between towns and villages and run on a scheduled timetable and Door-to-Door Bus Services (DRT) which operate along fixed routes with the option to divert to collect and drop off passengers at their home with frequencies ranging from once a week to daily.</p> <p>TFI Local Link in Galway operate around 60 routes per week, across the county. Details of all services are available on the Transport for Ireland website or also on the TFI Local Link site, see here.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p> </p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	John Connolly, T.D
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18/02/2025	240	<p>PQ Referred: 6204/25, for answer 18/02/2025, Written from - Natasha Newsome Drennan</p>	<p>Dail Question No: 240 To ask the Minister for Transport when the proposed bus route A90 in Kilkenny will begin operation; if Kilmacow will be serviced by this bus route; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 240 of 18 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We are in discussions with Local Link Carlow, Kilkenny, Wicklow on the implementation of the new service between Kilkenny and Waterford via Kilmacow (route A90). At this point, we have no definitive date for implementation. Implementation will also be subject to funding and resource availability.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	<p>Natasha Newsome Drennan, T.D</p>
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18/01/2025	194	<p>PQ Referred: 5536/25, for answer 18/02/2025, Written from - Aindrias Moynihan</p>	<p>Dail Question No: 194 To ask the Minister for Transport the up-to-date position on Transport for Ireland's roll out in Cork and in particular the bus service routes 233, 257 and 240; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The redesign of the network of bus services is a key element of the BusConnects Cork programme and the new network is intended to transform the public transport network across the Cork Metropolitan Area. The programme will involve the creation of new bus routes and improved bus frequencies to help transform the public transport network to meet anticipated growth and future demand in the region.</p> <p>The NTA submitted a Preliminary Business Case for BusConnects Cork to the Department for review in January 2025 which is currently being examined.</p> <p>In regard to your request for an update on specific bus service routes and in light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 194 of 18 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Regarding route 233, we are currently preparing proposals following the public consultation process which took place in 2024.</p> <p>In respect of route 257, we are planning on extending this service south of Macroom. However, it is currently anticipated that the review of route 257 will commence in 2026.</p> <p>Regarding route 240, it is to be replaced as part of the new bus network for the Cork metropolitan area. New route 30 will provide the link between Ballinacurra and MTU via Middleton, Carrigtwohill, Little Island and Cork City. New route 32 will run between Midleton Station and Ballycotton. A map of the new network is available at the link below. The services are currently planned to commence in phases during 2026, continuing into 2027, subject to operational readiness and funding availability.</p> <p>https://busconnects.ie/cities/cork/cork-bus-network-redesign/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	<p>Aindrias Moynihan, T.D.</p>
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20/02/2025	161	<p>PQ Referred: 7020/25, for answer 20/02/2025, Written from - Joe Neville</p>	<p>Dail Question No: 161 To ask the Minister for Transport if he will provide clarity on the reasoning for the Airport hopper bus service between Maynooth and Dublin Airport stopping its services without warning; and if passengers who booked tickets for a service which did not run will receive a refund.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and is responsible for the licensing of public bus passenger services under the provisions of the Public Transport Regulation Act 2009.</p> <p>While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation (PSO) programme, there is part of the national public transport system that comprises non-subsidised bus services, which are run on a commercial basis by bus and coach businesses of varying sizes throughout the country. As a commercial operator, any decisions taken by Airport Hopper regarding routes scheduling and timetabling are a matter for the company, the NTA has no powers to refuse an application from an operator to reduce or withdraw services on a commercial route.</p> <p>In light of the NTA's responsibility as licencing authority, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 161 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note the Minister has provided a substantive response on the matter. In addition to the Ministers response, I can confirm that the licence holder has confirmed that the Airport Hopper bus service between Maynooth and Dublin Airport has ceased operation. Regarding customers who have booked tickets and whether they will receive a refund, this is a matter that will need to be taken up directly with the company.</p> <p>I trust that the above information is of assistance and clarifies the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Joe Neville, T.D
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18/02/2025	248	<p>PQ Referred: 6327/25, for answer 18/02/2025, Written from - Pádraig Rice</p>	<p>Dail Question No: 248 To ask the Minister for Transport for an update on the Cork metropolitan area transport strategy; to outline the progress to date; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>Within this policy framework, the Cork Metropolitan Area Transport Strategy (CMATS) 2040 has been developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland, Cork City Council and Cork County Council. A key principle for CMATS is to reduce dependency on the private car within the Cork commuter area, while increasing the appeal of sustainable transport options, such as Cork Area Commuter Rail and BusConnects Cork.</p> <p>With regard specifically to BusConnects Cork, the NTA submitted the Preliminary Business Case for the programme to my Department in January 2025. Officials in my Department are currently reviewing this business case. In line with the Infrastructure Guidelines, the business case will also go through an external assurance process and be reviewed by the Department of Public Expenditure, NDP Delivery and Reform's Major Projects Advisory Group before being submitted to Cabinet for consideration. If approved by Cabinet at Approval Gate 1 of the Infrastructure Guidelines, this will allow the programme to enter the planning process.</p> <p>The Cork Area Commuter Rail Programme represents the largest investment in the rail network in Cork undertaken by the State. Phase 1 of the Cork Commuter Rail Programme, largely funded through the EU's National Recovery and Resilience Plan, aims to provide a new 'through' platform at Kent Station, re-signalling of the network, and double-tracking from Glounthaune to Middleton, by Quarter 3 2026. The new platform at Kent station is now almost complete and should enter use this year. In 2024, Iarnród Éireann awarded a contract for the design of Phase 2 of the Programme. This Phase provides for eight new stations, a new fleet maintenance depot electrification of the network and upgrades to existing commuter stations. Phase 2 will be progressed following the completion of Phase 1, subject to funding and relevant approvals.</p> <p>Noting the NTA's responsibility in developing and implementing CMATS, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 248 of 18 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Cork Metropolitan Area Transport Strategy (CMATS) The Cork Metropolitan Area Transport Strategy (CMATS) was developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland, Cork City Council and Cork County Council. The strategy sets out a framework for the planning and delivery of transport infrastructure and services in the Cork Metropolitan Area up to 2040.</p> <p>Since its publication in 2020, there has been good progress in delivering key elements of CMATS, including Cork Commuter Rail Programme, BusConnects Cork and the Active Travel Programme. Each of these elements are dealt with in more detail in the paragraphs below. Also included are national strategies and programmes managed by the NTA on behalf of the Department of Transport, which are of relevance to the planning and provision of sustainable transport infrastructure and services in East Cork.</p> <p>Cork Commuter Rail Programme The Cork Area Commuter Rail Programme represents the largest investment in the rail network in Cork undertaken by the State. Phase 1 of the Cork Area Commuter Rail Programme is progressing well, with works on a new 'through' platform at Kent station, re-signalling of the network, and doubletracking from Glounthaune to Middleton on track to be completed by 2026. Work is also underway on an overall Programme Preliminary Business Case, which will consider the future rail electrification and fleet options for Cork. Iarnród Éireann awarded a contract to TYP SA and Roughan O'Donovan appointing them as multidisciplinary consultants for the design of Phase 2 of the Programme, which includes the electrification of the Cork Commuter Rail Network, provision of train fleet, new stations and a new fleet depot.</p> <p>Subject to the granting of any necessary Railway Order and securing necessary funding and achieving the relevant approvals, Phase 2 of the Programme will progress after Phase 1 works have been completed.</p> <p>BusConnects Cork – Network Redesign BusConnects will be hugely transformative for all five of our cities, including Cork. Specialist designers Jarrett Walker & Associates carried out a review of the current bus services in the Cork Metropolitan Area.</p> <p>The designers, in conjunction with the NTA, Cork City Council, Cork County Council and Bus Éireann, developed a new network of bus services for the Cork Metropolitan Area. Following an extensive public consultation process, the new BusConnects network was finalised and published in June 2022.</p> <p>The draft network under BusConnects Cork aims to provide an increase of over 50% in bus services across the Cork Metropolitan Area. This will provide a better overall network that will allow more people to access more places more efficiently.</p>	Padraig Rice, T.D
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18/02/2025	243	<p>PQ Referred: 6216/25, for answer 18/02/2025, Written from - Johnny Guirke</p>	<p>Dail Question No: 243 To ask the Minister for Transport if he will commit to funding for the Navan Rail project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority, or NTA, has statutory responsibility for transport planning in the Greater Dublin Area, including County Meath.</p> <p>The NTA's Transport Strategy for the Greater Dublin Area, which was approved in early 2023, sets out a framework for transport investment across the region over a 20-year period from 2022 to 2042.</p> <p>The issue of a rail connection between Dublin and Navan was re-examined as part of the development of the Transport Strategy. That re-examination supported the development of a rail line from Dublin to Navan and the final Strategy now includes delivery of the line between 2031 and 2036, subject to planning and funding approvals.</p> <p>I am pleased to confirm that in 2024 the NTA allocated funding to Iarnród Éireann (IÉ) for the establishment of a design team to commence work on the Navan rail line project. This work involves route option selection, planning and design phases of the project.</p> <p>IÉ commenced the procurement process for this pre-construction phase of the project, and issued a tender to prequalified consultants at the end of May 2024. In November 2024, multi-disciplinary consultants were appointed by IÉ for the duration of the project to work with the rail company's in-house project team.</p> <p>It is anticipated that a public consultation on the route options for the project will take place by early 2026. That process will ultimately recommend a defined route and develop a preliminary business case, which will need to be approved by Government before it enters the planning system.</p> <p>The Navan Rail Line is being delivered by IÉ on behalf of the NTA, with funding for the project being provided by my Department through the NTA.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 243 of 18 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question on the 23 July 2024. By way of supplement, we would note that the cost of the project can only be fully established at a later stage in the project life cycle, when the design process is more advanced. However, a feasibility study carried out as part of the preparatory work for the Greater Dublin Area Transport Strategy in 2021 identified some early indicative costs, and indicated the cost of a potential option as being in the €1.5 billion to €2 billion range, when calculated in 2021. Given inflationary pressures since then, it is likely that the cost will be in €2 billion to €3 billion range.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Johnny Guirke, T.D.
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18/02/2025	244	<p>PQ Referred: 6217/25, for answer 18/02/2025, Written from - Johnny Guirke</p>	<p>Dail Question No: 244 To ask the Minister for Transport the current estimated projected cost of the Navan Rail project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority, or NTA, has statutory responsibility for transport planning in the Greater Dublin Area, including County Meath.</p> <p>The NTA's Transport Strategy for the Greater Dublin Area, which was approved in early 2023, sets out a framework for transport investment across the region over a 20-year period from 2022 to 2042.</p> <p>The issue of a rail connection between Dublin and Navan was re-examined as part of the development of the Transport Strategy. That re-examination supported the development of a rail line from Dublin to Navan and the final Strategy now includes delivery of the line between 2031 and 2036, subject to planning and funding approvals.</p> <p>I am pleased to confirm that in 2024 the NTA allocated funding to Iarnród Éireann (IÉ) for the establishment of a design team to commence work on the Navan rail line project. This work involves route option selection, planning and design phases of the project.</p> <p>IÉ commenced the procurement process for this pre-construction phase of the project, and issued a tender to prequalified consultants at the end of May 2024. In November 2024, multi-disciplinary consultants were appointed by IÉ for the duration of the project to work with the rail company's in-house project team.</p> <p>It is anticipated that a public consultation on the route options for the project will take place by early 2026. That process will ultimately recommend a defined route and develop a preliminary business case, which will need to be approved by Government before it enters the planning system.</p> <p>The Navan Rail Line is being delivered by IÉ on behalf of the NTA, with funding for the project being provided by my Department through the NTA. As the project is still in the preliminary stages of development, a detailed breakdown of the final construction cost has not yet been received from the NTA by my Department.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 244 of 18 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question on the 23 July 2024. By way of supplement, we would note that the cost of the project can only be fully established at a later stage in the project life cycle, when the design process is more advanced. However, a feasibility study carried out as part of the preparatory work for the Greater Dublin Area Transport Strategy in 2021 identified some early indicative costs, and indicated the cost of a potential option as being in the €1.5 billion to €2 billion range, when calculated in 2021. Given inflationary pressures since then, it is likely that the cost will be in €2 billion to €3 billion range.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Johnny Guirke, T.D.
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19/02/2025	47	<p>PQ Referred: 6570/25, for answer 19/02/2025, Written from - Aengus Ó Snodaigh</p>	<p>Dail Question No: 47 To ask the Minister for Transport the current position of Iarnród Éireann or the NTAs plans in relation to having a train station serving the community of Ballyfermot and Inchicore; and if an expanded DART or other commuter trains will stop in Ballyfermot; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including through engagement with Iarnród Éireann, any proposed new stations and the DART+ South West project.</p> <p>Noting the NTA's responsibility in this matter and the specific issue raised by the Deputy, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 47 of 19 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Currently there are 56 train services per day in both directions between Park West and Cherry Orchard and Heuston Station, where onward connections to frequent LUAS and rail services are available. The G1 and 60 bus services provide connections to rail services at Park West and Cherry Orchard as well as direct services to the city centre and LUAS connections at Red Cow and Connolly for residents and visitors to Ballyfermot and Inchicore.</p> <p>A Railway Order was submitted to An Bord Pleanála March 2023 for the DART+ South West project, which aims to increase passenger capacity in the Kildare Line from Dublin City Centre to Hazelhatch - Celbridge. In November 2024 An Bord Pleanála issued its approval for progressing all of the work needed to enable electrified DART services to operate on the line – electrification, resignalling, the installation of additional track (to 4 tracks) between Heuston and Park West/Cherry Orchard), a new station at Heuston West, and various other works.</p> <p>Since the submission of the railway order application for the DART+ South West scheme to An Bord Pleanála, the new Greater Dublin Area Transport Strategy 2022-2042 has been finalised and adopted. The Greater Dublin Area Transport Strategy 2022-2042 specifically identifies a new rail station at Kylemore. Whilst Kylemore station is outside the scope of the DART+ South West project, the design of the project has future-proofed its layout to allow the addition of the new station.</p> <p>The NTA has provided funding to Iarnród Éireann this year for the preparation of designs and planning for the Kylemore Rail Station. Iarnród Éireann is currently progressing the option development process for the station, and the next step in delivering this project would be identifying an emerging preferred option (EPO). The identified EPO will be subject of a non-statutory public consultation during the coming months.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	<p>Aengus Ó Snodaigh, T.D.</p>
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18/02/2025	200	<p>PQ Referred: 5562/25, for answer 18/02/2025, Written from - Shane Moynihan</p>	<p>Dail Question No: 200 To ask the Minister for Transport for an update on progress on the Luas-to-Lucan project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), including light rail.</p> <p>Implementation of the Transport Strategy for the GDA 2022-2042 has been divided into three phases – short-term up to 2030 to align with the National Development Plan, medium-term from 2031 to 2036, and longer-term from 2037 to 2042. The development of a Luas line from Lucan to the City Centre is part of the Strategy's medium-term proposals for development and delivery within 2031-2036.</p> <p>Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 200 of 18 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Transport Infrastructure Ireland (TII) is developing Luas Lucan in collaboration with the NTA. Last year, TII appointed a design team to undertake the option selection process for the project and identify an Emerging Preferred Route for the scheme which will then be the subject of a public consultation process. It is currently expected that an Emerging Preferred Route for Luas Lucan will be identified in late 2025 and will be subject to a non-statutory public consultation in 2026.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Shane Moynihan, T.D
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18/02/2025	229	<p>PQ Referred: 6024/25, for answer 18/02/2025, Written from - John Connolly</p>	<p>Dail Question No: 229 To ask the Minister for Transport the number of applications for the wheelchair-accessible vehicle grant scheme during the January 2025 application opportunity; the number that were successful; and if he will make a statement on the matter.</p> <p>Answer The regulation of the small public service vehicle (SPSV) industry, including the administration of the wheelchair accessible vehicle (WAV) grant scheme, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</p> <p>Accordingly, I have referred your question to the NTA for direct reply. Please advise my private office if you have not received a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 229 of 18 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding</p> <p>The Wheelchair Accessible Grant Scheme for 20025 (WAV25) opened for Round 1 applications on the 6th January 2025. To better manage applicant expectations, the NTA endeavoured to close the scheme as soon as a predetermined number of applications had been received. The pre-determined number, see table below, had been calculated as the number that would be required to allocate the available funding in Round 1. The NTA aimed to close the Scheme at the predetermined number, however the application rate in the opening minutes was such that 1,703 applications were received by the time the Scheme was closed.</p> <p>Of the “Applications progressed” 661 were eligible to receive Provisional Grant Offers and they now have 5 months from the date of such offers to complete licensing of a suitable vehicle and draw down grant funding.</p> <p>WAV Grant Scheme 2025 – Round 1</p> <p>Status Number Applications progressed 680 Applications received before Scheme was closed on Jan 6th 1,703</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	John Connolly, T.D
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18/02/2025	48	<p>PQ Referred: 6571/25, for answer 19/02/2025, Written from - Aengus Ó Snodaigh</p>	<p>Dail Question No: 48 To ask the Minister for Transport if he is aware of the current position of the planned long-promised Luas tributary line to service Lucan; if the preferred route been selected; if not, the timetable for same; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA).</p> <p>Implementation of the Transport Strategy for the GDA 2022-2042 has been divided into three phases – short-term up to 2030 to align with the National Development Plan, medium-term from 2031 to 2036, and longer-term from 2037 to 2042. The development of a Luas line from Lucan to the City Centre is part of the Strategy’s medium-term proposals for development and delivery within 2031-2036.</p> <p>Transport Infrastructure Ireland (TII) is the Sponsoring Agency for the proposed Luas to Lucan project and the NTA is the day-to-day Approving Authority. The preferred route has not yet been identified for this project.</p> <p>Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for a more detailed reply on the expected timelines. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 48 of 19 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Transport Infrastructure Ireland (TII) is developing Luas Lucan in collaboration with the NTA. Last year, TII appointed a design team to undertake the option selection process for the project and identify an Emerging Preferred Route for the scheme which will then be the subject of a public consultation process. It is currently expected that an Emerging Preferred Route for Luas Lucan will be identified in late 2025 and will be subject to a non-statutory public consultation in 2026.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	<p>Aengus Ó Snodaigh, T.D.</p>
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20/02/2025	154	<p>PQ Referred: 6882/25, for answer 20/02/2025, Written from - Darren O'Rourke</p>	<p>Dail Question No: 154 To ask the Minister for Transport the amount of funding allocated by the NTA to the R135 cycle network scheme in Ashbourne, County Meath; the schedule of payments for this project; the expected full cost of the project after disputed claims; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 154 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The table below sets out the details of the funding provided by the NTA to Meath County Council in respect of the R135 cycle network scheme in Ashbourne over the years 2021 to 2024 inclusive. These amounts include both engineering design fees and construction costs.</p> <table><tr><th>Year</th><th>Grant Expenditure</th></tr><tr><td>2021</td><td>€257,954.62</td></tr><tr><td>2022</td><td>€2,093,663.95</td></tr><tr><td>2023</td><td>€1,250,000.00</td></tr><tr><td>2024</td><td>€2,313,000.00</td></tr><tr><td>Total</td><td>€5,914,618.57</td></tr></table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Year	Grant Expenditure	2021	€257,954.62	2022	€2,093,663.95	2023	€1,250,000.00	2024	€2,313,000.00	Total	€5,914,618.57	Darren O'Rourke, T.D.
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Total	€5,914,618.57																

22/01/2025	154	RE: PQ Referred: 46252/24, Written from - Pat Buckley	Dail Question No: 154 To ask the Minister for Transport if he will commit to developing a comprehensive transport strategy for east Cork, integrating road upgrades, train lines, and bus services.	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 153 & 154 of 22 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>In addressing your questions relating to the infrastructural needs of East Cork and the development of a comprehensive transport strategy for east Cork, integrating road upgrades, train lines, and bus service, I will refer firstly to the provisions of the Cork Metropolitan Area Transport Strategy and programmes managed by the NTA on behalf of the Department of Transport which relate to planning and investment in sustainable transport infrastructure and services in the East Cork area.</p> <p>Cork Metropolitan Area Transport Strategy (CMATS) Cork Metropolitan Area Transport Strategy (CMATS) was developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland, Cork City Council and Cork County Council. The strategy sets out a framework for the planning and delivery of transport infrastructure and services in the Cork Metropolitan Area up to 2040.</p> <p>The area covered by CMATS is coterminous with the Metropolitan Area Strategy Plan (MASP) area for Cork, as presented in the Regional Spatial and Economic Strategy (RSES) for the Southern Region. In relation to East Cork, the MASP includes an area to the east of Cork City, including Little Island, the settlements of Carrigtwohill, Midleton and Cobh and the eastern side of Cork Harbour. Areas of East Cork outside of the Metropolitan Area are not, however, included within the scope of CMATS. Whilst CMATS and other metropolitan area transport strategies will be subject to periodic reviews over time, it is not currently envisaged, in the case of CMATS, that the extent of the area covered by it would be extended to incorporate the wider east Cork area beyond the existing Metropolitan Area boundary.</p> <p>Since its publication in 2020, there has been good progress in delivering key elements of CMATS, including Cork Commuter Rail Programme, BusConnects Cork and the Active Travel Programme. Each of these elements, of relevance to the East Cork area are dealt with in more detail, below. Also included are national strategies and programmes managed by the NTA on behalf of the Department of Transport, which are of relevance to the planning and provision of sustainable transport infrastructure and services in East Cork.</p> <p>Planning and Delivery of Heavy Rail Infrastructure and Services in East Cork</p> <p>Cork Commuter Rail Programme The Cork Area Commuter Rail Programme represents the largest investment in the rail network in Cork undertaken by the State. Phase 1 of the Cork Area Commuter Rail Programme is progressing well, with works on a new ‘through’ platform at Kent station, re-signalling of the network, and doubletracking from Glounthaune to Midleton on track to be completed by 2026. Work is also underway on an overall Programme Preliminary Business Case, which will consider the future rail electrification and fleet options for Cork. Iarnród Éireann awarded a contract to TYP&S and Roughan O’Donovan appointing them as multidisciplinary consultants for the design of Phase 2 of the Programme, which includes the electrification of the</p>	Pat Buckley, T.D
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				<p>operating across the BusConnects NRD area, including services from the East Cork area in Cork City. Three rounds of public consultation have been undertaken in relation to the proposed Sustainable Transport Corridors across Cork. Work is now ongoing to prepare the required statutory consent applications and associated Compulsory Purchase Orders (CPO) that will be submitted for determination to An Bord Pleanála (ABP) on a phased basis commencing later this year.</p> <p>Connecting Ireland The Connecting Ireland Rural Mobility Plan is a major public transport initiative developed by the NTA with the aim of increasing connectivity, particularly for people living outside our major towns and cities. The plan aims to improve mobility in rural areas by providing frequent and affordable transport services that offer freedom to travel and sustainable transport connections.</p> <p>Under Connecting Ireland, there is a proposed regional bus corridor route (Route No.6) from Cork to Waterford via Youghal, with more frequent services on this corridor and better integration of existing services proposed to commence in the coming years.</p> <p>Planning and Delivery of Active Travel projects</p> <p>NTA Active Travel Investment Grants (Cycling, Walking) The NTA has a dedicated Active Travel team who work in collaboration with Local Authorities across the country on the delivery of hundreds of Active Travel projects. This includes the development of segregated cycle lanes and widened footpaths, new walking and cycling bridges, and new pedestrian crossings.</p> <p>The overall 2025 funding allocation to Cork County Council under the Active Travel Investment Grants and other NTA funding streams is €20,900,000, allowing the progression and development of 36 separate projects. The funding will support a range of walking and cycling schemes including improved pedestrian environments, new segregated cycling lanes, pedestrian and cycling bridges and pedestrian crossings and includes a substantial number of active travel and other sustainable transport projects in the East Cork area, details of which can be found here: https://www.nationaltransport.ie/wp-content/uploads/2025/01/Full-Allocations-Table-130125.pdf</p> <p>Cycle Connects Ireland’s Cycle Network aims to improve sustainable travel by providing the potential for more trips on a safe, accessible and convenient cycling network, connecting more people to more places. Proposals for cycling links in key cities, towns and villages in each county are included in the plan, in addition to connections between the larger towns, villages and settlements. The plan also incorporates existing and planned cycle routes such as greenways and blueways. The draft proposals envisage an extensive cycling network across the 22 counties, including the East Cork area.</p> <p>Further details on the proposed Cork Cycle Network can be found here: https://consult.nationaltransport.ie/sites/default/files/CycleConnects%20-%20Cork%20Cycle%20Network.pdf</p>	
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				<p>https://consult.nationaltransport.ie/en/consultation/cycleconnects</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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25/02/2025	296	<p>PQ Referred: 8171/25, for answer 25/02/2025, Written from - Ciarán Ahern</p>	<p>Dail Question No: 296 To ask the Minister for Transport if he intends on fulfilling the commitment contained in Budget 2025 to expand free public transport to children aged five to eight years; if there is a timeline for the roll-out of the scheme; if not, when he expects a timeline to be available; when he expects the measure to be fully implemented; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>Under Budget 2025, funding has been allocated to the Department of Transport to extend free public transport for children to include those aged 5 to 8 years. Free travel for all children under-fives on subsidised public transport services was introduced in 2017.</p> <p>The extension will be introduced later this year, with a lead time involved to allow for the necessary technical changes required to facilitate the implementation of this change to child fares. Similar to the previous fare initiatives this measure marks another step towards making sustainable transport a more affordable option for more families.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 296 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Government announced in Budget 2025 a measure to provide free access to public transport (PSO) services for children aged five to eight years old, thereby effectively extending fare free travel to children which is currently available to children under 5. This requires a significant technical change to the current Leap card system to implement this measure. A project is currently underway to develop and implement the necessary changes, and we anticipate introducing the scheme in late Q3/ early Q4 of this year.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ciaran Ahern, T.D
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25/02/2025	292	<p>PQ Referred: 8120/25, for answer 25/02/2025, Written from - Ciarán Ahern</p>	<p>Dail Question No: 292 To ask the Minister for Transport if he is satisfied with the decision by Dublin Bus not to tender for the outer Dublin metropolitan area routes on the Bus Connects network in Dublin; his views on whether the tender on these routes has been awarded to a company (details supplied) notwithstanding the major service delivery problems experienced by that company on its existing routes; and if he will make a statement on the matter.</p> <p>Details Supplied: Go Ahead</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 292 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In respect of the aspect of your Parliamentary Question relating to the tendering strategy of Dublin Bus and their decision not to tender for this contract, this is a matter for Dublin Bus.</p> <p>In terms of the aspect of your Parliamentary Question relating to Go Ahead Ireland, the NTA acknowledges that an inadequate level of service was provided on certain routes operated on our behalf by Go Ahead Ireland in the Dublin City area in recent weeks and we apologise for the difficulties and inconvenience experienced by passengers. The issue arose due to buses being unable to operate due to a shortage of mechanics within the Go Ahead operations, which was exacerbated by absences though seasonal illnesses. Upon the occurrence of the issue, various remedial measures were taken by Go-Ahead, including flying in additional mechanics from their UK operations in addition to obtaining additional support from other sources.</p> <p>Thankfully the situation has now improved significantly and fleet availability is at a level where service delivery is restored to contractual standards. While the shortage of mechanics is an industry-wide issue, Go Ahead Ireland have an ongoing mechanics recruitment campaign and continue to invest in an apprenticeship program to train new mechanics. In addition, they are considering further recruitment abroad to augment their mechanic resources. Accordingly, we are satisfied that they are taking all reasonable steps to prevent a reoccurrence of this problem.</p> <p>As noted, following the completion of the public tender process, the NTA has issued a letter of intent to Go-Ahead Ireland to enter into a new contract from October of this year. Notwithstanding the issues that have recently been experienced by Go-Ahead Ireland, the NTA is satisfied that they have the capability to perform this contract - it is worth noting that similar personnel shortage issues have occurred across all operators at different times over recent years. The Authority has strengthened performance obligations in the new contract, including by providing minimum performance standards on a route by route basis, which we believe will incentivise improved performance across all routes.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ciaran Ahern, T.D
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
25/02/2025	289	<p>PQ Referred: 8044/25, for answer 25/02/2025, Written from - John Clendennen</p>	<p>Dail Question No: 289 To ask the Minister for Transport if he will provide details on any plans in Budget 2025 for the introduction of free bus travel for children under the age of nine; the timeline for its implementation; the projected cost of the initiative; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>Under Budget 2025, funding has been allocated to the Department of Transport to extend free public transport for children to include those aged 5 to 8 years. Free travel for all children under-fives on subsidised public transport services was introduced in 2017.</p> <p>The extension will be introduced later this year, with a lead time involved to allow for the necessary technical changes required to facilitate the implementation of this change to child fares. Similar to the previous fare initiatives this measure marks another step towards making sustainable transport a more affordable option for more families.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 289 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Government announced in Budget 2025 a measure to provide free access to public transport (PSO) services for children aged five to eight years old, thereby effectively extending fare free travel to children which is currently available to children under 5. This requires a significant technical change to the current Leap card system to implement this measure. A project is currently underway to develop and implement the necessary changes, and we anticipate introducing the scheme in late Q3/ early Q4 of this year.</p> <p>The capital cost of implementing the new system nationally, including the cost of issuing Leap cards, is in the range of €2m to €2.5m, excluding VAT.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	John Clendennen, T.D
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25/02/2025	288	<p>PQ Referred: 8021/25, for answer 25/02/2025, Written from - Thomas Byrne</p>	<p>Dail Question No: 288 To ask the Minister for Transport when the roll out of discounted fares on PSO services, on child fares to include those ages 5-8 years, will be introduced.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>Under Budget 2025, funding has been allocated to the Department of Transport to extend free public transport for children to include those aged 5 to 8 years. Free travel for all children under-fives on subsidised public transport services was introduced in 2017.</p> <p>The extension will be introduced later this year, with a lead time involved to allow for the necessary technical changes required to facilitate the implementation of this change to child fares. Similar to the previous fare initiatives this measure marks another step towards making sustainable transport a more affordable option for more families.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 288 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Government announced in Budget 2025 a measure to provide free access to public transport (PSO) services for children aged five to eight years old, thereby effectively extending fare free travel to children which is currently available to children under 5. This requires a significant technical change to the current Leap card system to implement this measure. A project is currently underway to develop and implement the necessary changes, and we anticipate introducing the scheme in late Q3/ early Q4 of this year.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Thomas Byrne, T.D.
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25/02/2025	287	<p>PQ Referred: 8018/25, for answer 25/02/2025, Written from - Thomas Byrne</p>	<p>Dail Question No: 287 To ask the Minister for Transport when leap card service will be extended to Meath and Louth.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 287 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The new National Fare Structure will see the implementation of the Dublin City Zone and Dublin Commuter Zone. The Dublin Commuter Zone consists of a series of zones extending to approximately 50km from Dublin City Centre. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine travel demand. The new commuter zone will include stations outside of the Dublin City Zone extending as far as Rathdrum, Kildare, Enfield and Drogheda stations. This forms part of phase 2 of the NTA's Fares Determination published in early 2024.</p> <p>Please note that phase 2 of the Fares Determination is scheduled by Irish Rail's contractor to be completed by end of April 2025.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p> </p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Thomas Byrne, T.D.
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25/02/2025	281	<p>PQ Referred: 7980/25, for answer 25/02/2025, Written from - Albert Dolan</p>	<p>Dail Question No: 281 To ask the Minister for Transport when the proposed Athenry to Tuam local link service will be fully implemented; when the draft timetable will be finalised and operational; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for public transport services in County Galway, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 281 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We plan to work with Galway Local Link to agree a new bus service between Tuam and Athenry subject to funding and resource availability. However, at this point, there is no definitive timeframe for implementation of this new service</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Albert Dolan, T.D
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25/02/2025	285	<p>PQ Referred: 7999/25, for answer 25/02/2025, Written from - Joanna Byrne</p>	<p>Dail Question No: 285 To ask the Minister for Transport the timeline for the extension of the use of Leap Cards at Drogheda train station; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 285 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The new National Fare Structure will see the implementation of the Dublin City Zone and Dublin Commuter Zone. The Dublin Commuter Zone consists of a series of zones extending to approximately 50km from Dublin City Centre. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine travel demand. The new commuter zone will include stations outside of the Dublin City Zone extending as far as Rathdrum, Kildare, Enfield and Drogheda stations. This forms part of phase 2 of the NTAs Fares Determination published in early 2024.</p> <p>Please note that phase 2 of the Fares Determination is scheduled by Irish Rail's contractor to be completed by end of April 2025.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Joanna Byrne, T.D
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25/02/2025	265	<p>PQ Referred: 7785/25, for answer 25/02/2025, Written from - Shane Moynihan</p>	<p>Dail Question No: 265 To ask the Minister for Transport when it will be possible to provide daily summary information for bus routes on the NTA app, similar to line summary information provided for the London Underground.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 265 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA acknowledges the importance of information that is presented to passengers about public transport services and continually seeks to improve the quality of information that is made available.</p> <p>The NTA is aware of the summary status of the tube lines in London to which you refer and fully appreciates the benefits of being able to provide such information to passengers. However, the NTA would note that this is specifically for Tube services and the same summary information is not available for TfL bus services. Because the tube is a completely segregated system that is unaffected by traffic conditions, it is a more “predictable” system which enables the summary status information to be provided. Bus systems are more prone to external factors such as traffic flows, road accidents, road works and other issues.</p> <p>Nevertheless, the NTA aspires to improving how information about disruptions to bus services is made available. Currently, if a bus route is subject to disruption, for example due to road works, the NTA does make this information available in the TFI Live app, subject to the relevant bus operator inputting this information into the system in the first instance. Where the NTA is advised that there are route specific issues, the ‘warning symbol’  such as shown in the screenshot attached, is used to provide additional information in the TFI Live app, in this case indicating that there was an interruption to services. If customers click on the arrow symbol (“>”) additional information is provided. The attached images illustrates how this information is provided.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Shane Moynihan, T.D
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25/02/2025	255	<p>PQ Referred: 7423/25, for answer 25/02/2025, Written from - Ciarán Ahern</p>	<p>Dail Question No: 255 To ask the Minister for Transport if his attention has been drawn to the severe cuts by a company (details supplied) to its routes servicing large areas of south Dublin and north Wicklow; the way he plans to fill these gaps in service to ensure residents in these areas have reliable and sustainable access to Dublin Airport; and if he will make a statement on the matter.</p> <p>Details Supplied: Aircoach</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and is responsible for the licensing of public bus passenger services under the provisions of the Public Transport Regulation Act 2009.</p> <p>While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation (PSO) programme, there is part of the national public transport system that comprises non-subsidised bus services, which are run on a commercial basis by bus and coach businesses of varying sizes throughout the country. As a commercial operator, any decisions taken by Aircoach regarding routes, scheduling and timetabling are a matter for the company, the NTA has no powers to refuse an application from an operator to reduce or withdraw services on a commercial route.</p> <p>In light of the NTA's responsibility as licencing authority, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 255 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Regarding the Aircoach route 702 service, you will be aware that this is a commercial service – it receives no operational subsidy from the State - operated by Aircoach under a licence issued by the NTA. As a licensed services, it is for the licence holder to decide which routes, stopping places, and at what frequency in their commercial interests to serve. Equally, it is a matter solely for the operator whether or not to withdraw the service. In the case of the 702 service, Aircoach have made the decision to withdraw this service.</p> <p>The NTA has no plans at present to provide a Public Service Obligation (PSO) direct bus between North Wicklow/ South Dublin and Dublin Airport following the decision by Aircoach to withdraw their commercial service from the area. In terms of travel options between North Wicklow/ South Dublin and Dublin Airport, there are a number of PSO services which are available via interchange with other services. Further information on these options can be assessed by visiting the TFI (Transport for Ireland) Journey Planner website (link of which is provided below) or via the TFI Live app.</p> <p>https://www.transportforireland.ie/#</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ciaran Ahern, T.D
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25/02/2025	247	<p>PQ Referred: 7282/25, for answer 25/02/2025, Written from - Ciarán Ahern</p>	<p>Dail Question No: 247 To ask the Minister for Transport to provide a report on the National Transport Authority's demand need assessment along the H1 bus route.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 247 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA regularly monitors capacity on all of its services, including its bus services. In respect of bus route H1, our current assessment is that capacity on this route is considered sufficient for demand at the present time.</p> <p>However, we will continue to keep this route under review and will address capacity issues if they arise, subject to funding and resource availability. Should you receive further reports of specific instances where capacity is an issue, please feel free to refer them to us.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ciaran Ahern, T.D
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25/02/2025	294	<p>PQ Referred: 8157/25, for answer 25/02/2025, Written from - Barry Heneghan</p>	<p>Dail Question No: 294 To ask the Minister for Transport the timeline on refurbishment works that Iarnród Éireann plans to carry out at a station (details supplied) during 2025; and when each of those projects will commence.</p> <p>Details Supplied: Howth Junction/Donaghmede Dart Station</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ Programme and its constituent projects. DART+ Coastal North, includes works on Howth Junction/Donaghmede station.</p> <p>Córas Iompair Éireann (CIÉ) lodged a Railway Order application for DART+ Coastal North with An Bord Pleanála in July 2024. The public was invited to make submissions as part of the Railway Order consultation which closed in October 2024, and these submissions being considered by An Bord Pleanála as part of the board's decision-making process.</p> <p>Noting the NTA's responsibility in this matter and the specific issue raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 294 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A planning consent application for the DART+ Coastal North project, inclusive of proposals at Howth Junction & Donaghmede Station, was submitted to An Bord Pleanála in July of last year and a formal statutory process is now in operation. The planned major reconfiguration of this station cannot commence until such time as An Bord Pleanála issues its determination on the railway order application that has been submitted. We are not in a position to advise on an exact time for that decision but anticipate that it may be towards the end of 2025.</p> <p>In the interim period prior to the major upgrade works, there may be some general maintenance works at the station undertaken by Iarnród Éireann's Building and Facilities Department. The NTA has no responsibility for funding those type of works and you may wish to contact Iarnród Éireann directly to see if any such works are planned for this year.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Barry Heneghan, T.D
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25/02/2025	284	<p>PQ Referred: 7988/25, for answer 25/02/2025, Written from - Danny Healy-Rae</p>	<p>Dail Question No: 284 To ask the Minister for Transport if his Department will develop bus shelters at bus stops in Kerry due to the inclement weather conditions; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>There is a commitment under the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers and a commitment to work with local authorities and national bodies to improve public transport options and infrastructure.</p> <p>However, noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 284 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each local authority across the State, including Kerry County Council, has received an allocation of €500,000 in 2025 under the Bus Stop Enhancement Programme. The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate.</p> <p>To further assist local authorities and make the process more streamlined, the NTA will, through a central supply contract, provide any required bus shelters to the local authority and will also make available the NTA's bus shelter contractor to the Council to undertake their installation (following the Council's preparatory works). In addition, the NTA will also arrange for its contractor to maintain the bus shelters subsequently.</p> <p>The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the Bus Stop Enhancement Programme, with the final programme of installations to be agreed with the NTA. The NTA will be engaging further with each local authority over the next number of weeks to agree the programme of such works for 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Danny Healy-Rae, T.D.
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25/02/2025	276	<p>PQ Referred: 7974/25, for answer 25/02/2025, Written from - Danny Healy-Rae</p>	<p>Dail Question No: 276 To ask the Minister for Transport if he will give consideration to matter (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: I ask that a bus stop is put in place at Curryglass on the N22 at the Loughittane Junction on bus route from Killarney to Kenmare via Kilgarvan to cater for local people travelling to Kenmare and also travelling to Killarney on the return route, there are many buses travelling this route daily but people are not being catered for as there are only two stops.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>There is a commitment under the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers and a commitment to work with local authorities and national bodies to improve public transport options and infrastructure.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 276 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Our Service Planning team has assessed the request for a bus stop at Curryglass on the N22 at the Loughittane Junction. Following this assessment, we do not support the provision of a bus stop at this location. Given the design of the national road and speed limit at this location, it is highly unlikely that the Local Authority/ Transport Infrastructure Ireland (TII) would approve a bus stop at this location,</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Danny Healy-Rae, T.D.
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25/02/2025	272	<p>PQ Referred: 7956/25, for answer 25/02/2025, Written from - Danny Healy-Rae</p>	<p>Dail Question No: 272 To ask the Minister for Transport to consider an additional stop on a bus route (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: I ask that an additional bus stop be provided adjacent to St. Garvan's Terrace in Kilgarvan Village on the bus route from Killarney to Kenmare via Kilgarvan, it is very important that this bus stop is put in place as there are a lot of elderly people living in this area and are unable to walk to the nearest bus stop which is a distance away and is also not safe on a very busy road</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>However there is a commitment under the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers and a commitment to work with local authorities and national bodies to improve public transport options and infrastructure.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 272 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Our Service Planning team have reviewed the request for an additional bus stop for St. Garvan's Terrace in Kilgarvan. From a service planning perspective, we agree that the provision of a bus stop and associated infrastructure at or near this location has merit, taking into account the lack of a continuous pedestrian pathway to the existing bus stops in Kilgarvan and the amount of housing that would be served by the proposed stop.</p> <p>In that context and as you may be aware, each Local Authority (LA) in Ireland has received an allocation of €500,000 in 2025 under the Bus Stop Enhancement Programme (BSEP). This BSEP funding is intended to cover works that will be delivered through the LA, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area. The NTA is now engaging with LA's to agree a programme of works for 2025.</p> <p>The provision of a bus stop at St Garvan's Terrace, Kilgarvan will be considered within the wider programme of works under the above programme. Provision of the stop will be subject to the availability of funding, relevant road authority approvals and the prioritisation of works within the programme for 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Danny Healy-Rae, T.D.
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26/02/2025	243	<p>PQ Referred: 7244/25, for answer 25/02/2025, Written from - Thomas Gould</p>	<p>Dail Question No: 243 To ask the Minister for Transport his views on the use of amber traffic lights to indicate 'go' on cycle lanes.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area. The NTA has also developed the Cycle Design Manual to provide guidance to Local Authorities in the development of cycling infrastructure.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 243 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The use of an amber traffic lights on cycle lanes is covered under S.I. No. 673/2011 - Road Traffic (Traffic and Parking) (Amendment) (No. 2) Regulations 2011 and has been in place on many locations throughout Ireland for over 10 years. This indicates to cyclists that they "may only proceed past the cycle traffic light where right of way is yielded to any pedestrian who has begun to cross the roadway or the cycle track at the traffic lights". This is in a similar fashion to the use of flashing ambers signals for motor vehicles where drivers are to give way to traffic coming through the junction on the other road.</p> <p>Examples of where the flashing amber cycle signals have been in common use for over 10 years and can be seen along the Grand Canal Cycleway, between Portobello and Clanwilliam Place, Dublin, the busiest cycle route in Ireland.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p> </p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Thomas Gould, T.D
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25/02/2025	242	<p>PQ Referred: 7242/25, for answer 25/02/2025, Written from - Michael Cahill</p>	<p>Dail Question No: 242 To ask the Minister for Transport if the case of a person regarding the issue of a limousine licence (details supplied) will be examined; and if he will make a statement on the matter.</p> <p>Details Supplied: to urgently expedite and issue a Limousine Licence for [Name Removed], Caherciveen, Co. Kerry, [Name Removed] urgently needs this licence before the start of the tourist season</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) sector, including SPSV licensing, is a matter for the independent regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Act 2013-2016. I am not involved in the day-to-day operations of the SPSV sector.</p> <p>Accordingly, I have referred your question to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 242 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA can confirm that [Name Removed] has made an application for a small public service vehicle (SPSV) licence, category: limousine. [Name Removed] submitted the details of the vehicle proposed for licensing to NTA on 10 February 2025 and approval in principle was confirmed on the 13 February 2025, well within the 10 day turnaround time which the NTA operates for vehicle approvals.</p> <p>A Conditional Offer to Licence issued to [Name Removed] on the same date, 13 February 2025 and he now has 90 days to complete the application. The NTA can advise that [Name Removed] has made a booking to have the vehicle undergo its suitability inspection on 13 March 2025. If the vehicle passes that inspection it will immediately be licenced for use as a limousine.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Michael Cahill, T.D
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25/02/2025	254	<p>PQ Referred: 7420/25, for answer 25/02/2025, Written from - Ciarán Ahern</p>	<p>Dail Question No: 254 To ask the Minister for Transport the status of the Metro south west feasibility study as promised in the Programme for Government; if submissions on the proposed route will be sought in advance; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Deputy may be aware that the Transport Strategy for the Greater Dublin Area 2022-2042 is the statutory transport strategy for the region and sets out a range of ambitious proposals for delivery over the period to 2042. In relation to metro, and as outlined in the Strategy, the analysis conducted concluded that a metro line from Swords to Dublin City Centre via Dublin Airport would be the key area of focus for metro delivery out to 2042.</p> <p>There were a number of studies and reports that informed the development of Dublin's integrated transport system, as set out in the Strategy, including feasibility studies for a metro to Knocklyon and a metro to Sandyford. While the Strategy states that the south west Dublin area is best served by bus rapid transit (such as BusConnects) and light rail (such as Luas) for the foreseeable future, it notes that the MetroLink terminus at Charlemont can facilitate any potential future metro extensions to serve the south west, south or south east of the Dublin area should sufficient demand develop.</p> <p>The Programme for Government commits to Commission an independent feasibility study into continuing MetroLink from the city to South West Dublin.</p> <p>The National Transport Authority (NTA) reviews and updates the Transport Strategy for the Greater Dublin Area every 6 years, and the process to update the current strategy is likely to commence next year. Therefore the consideration of a southwestern extension of MetroLink may be examined as part of or related to this update.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question in relation to the area raised to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 254 of 25 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The 2022 Greater Dublin Area Transport Strategy, as approved by the Minister for Transport, is the statutory document framing investment in transport infrastructure and was prepared based on extensive and comprehensive analysis of future travel demand for the year 2042. This demand was based on the population and employment forecasts as provided for in the City and County development Plans and therefore the assumptions used in the study comprise a robust approach to transport planning for the city region.</p> <p>The analysis for the south west corridor, published with the Draft Transport Strategy, concluded that a light rail option would "exceed existing and projected demand in the study area for 2042 and as such, may not provide similar value for money as other options". Similarly, when the specific option to provide Metro was examined in more detail, as set out in the Metro Knocklyon Feasibility Study Report, also published alongside the Draft Transport Strategy, the conclusion was that "a Metro option is unlikely to be a cost-effective approach to enhancing public transport in this area of Dublin".</p> <p>Notwithstanding the findings of those studies, the NTA have committed to reexamine the matter of Metro South West. In this regard, the Transport Strategy contains measure LRT2 – Further Metro Development which states:</p> <p>In reviewing and updating the Transport Strategy, which takes place every 6 years, the NTA will assess the requirement to provide additional Metro lines in the GDA based on updated forecast demand for travel and on emerging significant changes in land use and spatial policy, including previously considered options to extend Metrolink southwards towards UCD, or along the existing Luas Green Line, or towards South West Dublin.</p> <p>The review of the Transport Strategy is likely to commence in 2026 and will include a number of public consultation exercises.</p> <p>Furthermore, the NTA notes that the current Programme for Government also commits "to carrying out an independent feasibility study into continuing MetroLink from the city to South West Dublin." In this regard it would be premature to commence such a study until such time as the statutory planning process underway for MetroLink has concluded.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ciaran Ahern, T.D
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26/02/2025	91	<p>PQ Referred: 8637/25, for answer 26/02/2025, Written from - Barry Heneghan</p>	<p>Dail Question No: 91 To ask the Minister for Transport if he would consider the implementation of audible taxi meters designed specifically for the visually impaired, akin to those currently utilised (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: in Nvidia</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including the creation of regulations governing the requirement to fit and operate specified equipment in vehicles such as taximeters, is a matter for the independent transport regulator, the National Transport Authority (NTA) under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</p> <p>Accordingly, I have referred your question to the NTA for direct reply. Please advise my private office if you have not received a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 91 of 26 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>All taxis operated in Ireland are required to be fitted with a taximeter. The Legal Metrology Service (part of NSAI which is the National Standards Authority of Ireland) is the agency responsible for the regulation and verification of taximeters. They may have more information on any plans for installation of such technology as referred to in your Parliamentary Question. However, the NTA not aware of any current implementation plans with regard to such assistive technologies in taxi meters. Such matters are under review by the NTA and should changes be envisaged within the wider scope of SPSV services under its remit, the NTA will publicise any related updates or initiatives.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Barry Heneghan, T.D
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26/02/2025	87	<p>PQ Referred: 8455/25, for answer 26/02/2025, Written from - Albert Dolan</p>	<p>Dail Question No: 87 To ask the Minister for Transport if he will provide an update on the proposed local link bus route between Tuam and Athenry, County Galway; the current status of the route plan; when the National Transport Authority expects to implement this route; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for public transport services in County Galway, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 87 of 26 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We plan to work with Galway Local Link to agree a new bus service between Tuam and Athenry subject to funding and resource availability. However, at this point, there is no definitive timeframe for implementation of this new service</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Albert Dolan, T.D
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26/02/2025	85	<p>PQ Referred: 8392/25, for answer 26/02/2025, Written from - Michael Cahill</p>	<p>Dail Question No: 85 To ask the Minister for Transport if he will reinstate a bus service (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Email forwarded to Dept 17:02 20/02/25 ES.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case Dublin Bus.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 85 of 26 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Under Phase 6a of the BusConnects Dublin rollout, a number of changes to the bus system were implemented, all with the objective of making the overall bus system work better for more people. Part of the changes linked to the introduction of the new E-Spine, comprising of two 24 hours services - Route E1 and Route E2, included the removal of the Route 145 service. Listed below are some of the available options to access UCD area from Heuston Station.</p> <p>Bus Route 4 which links Heuston Station and the City Centre before continuing to Monkstown, has replaced Route 145 over the City Centre section (i.e along the quays, over O'Connell Bridge, D'Olier Street, Nassau Street, Merrion Square and onwards to Baggot Street for services from Heuston, and via Pearse Street and Aston Quay for services towards Heuston). Passengers can change between the revised Route 4 and new Routes E1 and E2 in the City Centre, both of which serve UCD:</p> <p>Ø For travel from Heuston towards UCD, by alighting from route 4 at stop 273 (O'Connell Bridge) and boarding routes E1/E2 at nearby stop 334 (D'Olier Street). Ø For travel from UCD towards Heuston by alighting from routes E1/E2 at stop 319 (Westmoreland Street) and getting the route 4 service at nearby stop 325 on Aston Quay.</p> <p>Routes E1/E2 are very high frequency routes, with buses running every 4 minutes in peak hours and every 5 minutes over the rest of the day.</p> <p>Some passengers may prefer to avail of additional options between Heuston and the City Centre:</p> <p>Ø Routes C1, C2, C3, C4, 52 and 60 also link Heuston Station with City Centre, from stop 4413 on St John's Road West at Heuston and from stop 7392 on Aston Quay. The C-Spine services are very frequent, with services running every few minutes; and Ø Using the Luas Red Line to connect with routes E1/E2 in O'Connell Street is also an alternative option.</p> <p>In addition to the above, during peak hours it is now possible to board express routes X25, X27, X28 and X30 on St John's Road West for a direct link with UCD.</p> <p>We acknowledge that the changes being introduced under the BusConnects proposals may cause some inconvenience to some people and we recognise that change is often difficult. However, it is worth noting that where we have rolled out the new BusConnects network it has resulted in many more people using the bus services in the relevant area, endorsing the fact that more people find the new bus network useful to them. For the BusConnects phases that have been implemented to date, we have seen much larger increases in passenger numbers in those areas, compared with the level of growth on the unchanged sections of the network. So, overall, the new bus network changes to date under BusConnects are enabling</p>	Michael Cahill, T.D
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				<p>many more people to use bus transport than was the case with the existing network.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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26/02/2025	84	<p>PQ Referred: 8340/25, for answer 26/02/2025, Written from - Michael Healy-Rae</p>	<p>Dail Question No: 84To ask the Minister for Transport the reason that a service (details supplied) was stopped; if it will be reinstated; and if he will make a statement on the matter.</p> <p>Details Supplied: Minister we have a serious situation whereby students from Kerry take the train back to Dublin on a Sunday evening for college. These students were able to take the 145 Bus from Heuston station at approx 10pm heading towards UCD and Cabinteely where a lot of students reside, unfortunately Dublin bus have removed this service. Now the only way to go to their accommodation is getting the Luas into the city centre and then walking to the quays where they must wait 35 mins for Bus E1. This is affecting a lot of students living in the UCD campus and south of the campus.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case Dublin Bus.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 84 of 26 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Under Phase 6a of the BusConnects Dublin rollout, a number of changes to the bus system were implemented, all with the objective of making the overall bus system work better for more people. Part of the changes linked to the introduction of the new E-Spine, comprising of two 24 hours services - Route E1 and Route E2, included the removal of the Route 145 service. Listed below are some of the available options to access UCD area from Heuston Station.</p> <p>Bus Route 4 which links Heuston Station and the City Centre before continuing to Monkstown, has replaced Route 145 over the City Centre section (i.e along the quays, over O'Connell Bridge, D'Olier Street, Nassau Street, Merrion Square and onwards to Baggot Street for services from Heuston, and via Pearse Street and Aston Quay for services towards Heuston). Passengers can change between the revised Route 4 and new Routes E1 and E2 in the City Centre, both of which serve UCD:</p> <p>Ø For travel from Heuston towards UCD, by alighting from route 4 at stop 273 (O'Connell Bridge) and boarding routes E1/E2 at nearby stop 334 (D'Olier Street).</p> <p>Ø For travel from UCD towards Heuston by alighting from routes E1/E2 at stop 319 (Westmoreland Street) and getting the route 4 service at nearby stop 325 on Aston Quay.</p> <p>Routes E1/E2 are very high frequency routes, with buses running every 4 minutes in peak hours and every 5 minutes over the rest of the day.</p> <p>Some passengers may prefer to avail of additional options between Heuston and the City Centre:</p> <p>Ø Routes C1, C2, C3, C4, 52 and 60 also link Heuston Station with City Centre, from stop 4413 on St John's Road West at Heuston and from stop 7392 on Aston Quay. The C-Spine services are very frequent, with services running every few minutes; and</p> <p>Ø Using the Luas Red Line to connect with routes E1/E2 in O'Connell Street is also an alternative option.</p> <p>In addition to the above, during peak hours it is now possible to board express routes X25, X27, X28 and X30 on St John's Road West for a direct link with UCD.</p> <p>We acknowledge that the changes being introduced under the BusConnects proposals may cause some inconvenience to some people and we recognise that change is often difficult. However, it is worth noting that where we have rolled out the new BusConnects network it has resulted in many more people using the bus services in the relevant area, endorsing the fact that more people find the new bus network useful to them. For the BusConnects phases that have been implemented to date, we have seen much larger increases in passenger numbers in those areas, compared with the level of growth on the unchanged sections of the network. So, overall, the new bus network changes to date under BusConnects are enabling</p>	<p>Michael Healy-Rae, T.D.</p>
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				<p>many more people to use bus transport than was the case with the existing network.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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26/02/2025	81	<p>PQ Referred: 8336/25, for answer 26/02/2025, Written from - Thomas Gould</p>	<p>Dail Question No: 81 To ask the Minister for Transport the number of new or second-hand buses that have been allocated to Cork in each of the past five years.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 81 of 26 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>At present, the urban bus fleet in Cork is constrained by reliance on a single depot (Capwell) which is already accommodating a greater number of vehicles than that for which it was designed.</p> <p>The NTA is therefore making significant investments in a new temporary depot at Tivoli Docks that will come onstream in early 2026, and is also finalising the acquisition of a site on Kinsale Road that will be used for a new bus depot.</p> <p>In addition, the NTA is now only purchasing new battery-electric urban buses, so charging infrastructure must be in-situ at depots before any new additions can be made to the urban bus fleet in cities such as Cork.</p> <p>Therefore, until the additional capacity offered by these depot investments becomes available, and the charging infrastructure is in place to enable battery-electric buses to operate in Cork, it is only possible to increase capacity by replacing single-deck buses with double-deck buses cascaded into Cork from elsewhere. The figures in the table below reflect this reality:</p> <table><tr><th>Year</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th></tr><tr><td>New or existing urban buses allocated to Cork</td><td>8</td><td>21</td><td>3</td><td>0</td><td>17</td></tr></table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Year	2020	2021	2022	2023	2024	New or existing urban buses allocated to Cork	8	21	3	0	17	Thomas Gould, T.D
Year	2020	2021	2022	2023	2024												
New or existing urban buses allocated to Cork	8	21	3	0	17												

26/02/2025	77	<p>PQ Referred: 8223/25, for answer 26/02/2025, Written from - Eamon Scanlon</p>	<p>Dail Question No: 77 To ask the Minister for Transport if he will provide information regarding the potential development of a new bus route to serve Carraroe, its surrounding hinterland, and the Caltragh area of Sligo town; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 77 of 26 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>By way of some background to recent developments on the local public transport network in Sligo Town, in December 2023, the NTA and Bus Éireann doubled the frequency and expanded the operating hours of the S2 bus service between Strandhill and Rosses Point via the Town Centre. Since the introduction of the enhanced service on the S2, patronage on the town bus network in Sligo (S1/S2) has increased from 31,000 to 55,000 passenger journeys per 4-week period, a growth of over 75%. This is very welcome and clearly demonstrates the strong demand for local public transport in Sligo, and the willingness of residents and visitors to use public transport; but it has also required additional resources to ensure that the level of service is delivered consistently. In the northwest and nationally there has also been considerable growth in demand for public transport services and patronage now significantly exceeds the previous high point in early 2020.</p> <p>Given this growth, it now requires more resources (buses, drivers and mechanics) to simply “stand still” on existing levels of public transport service. Despite these challenges, the Authority remains committed to expanding the Sligo Town bus service, in particular into areas of the town that are currently underserved. As the next step in the development of the local service in Sligo Town, the Authority and Bus Éireann have now introduced the new ‘S3’ Route serving Sligo Town Centre and Finisklin Business Park via Church Hill, Maugheraboy Road, Ballydoogan Road, Roger Eames Road, First Sea Road and Finisklin Road, along with the introduction of evening services on Route S1 between the Town Centre and Cairns Road. We now estimate that about 19,100 residents of Sligo Town have access to a high quality local public transport service providing access to key destinations within the town and benefiting from weekend, early morning and late evening services.</p> <p>The decision to introduce the ‘northern section’ of the S3 now was driven primarily by the lack of service in the Maugheraboy Road / Ballydoogan Road areas of the town, but also by the ability of the operator to ‘interwork’ sections of the S1 and S3 routes, thereby allowing for an efficient deployment of the limited resources in the area. We have committed to a ‘post-hoc’ review of the S3 to ensure that it is effective.</p> <p>Regarding the Carraroe area, we remain committed to the enhancement of the local network serving Carraroe and have recently improved the network in the area.</p> <p>Current services in the area provide:</p> <ul style="list-style-type: none"> • TFI Local Link 566 provides 4 return trips per day Monday to Thursday and 6 per day on Fridays and at weekends (additional evening services); • TFI Local Link 572 provides 6 return trips per day Monday to Saturday and 3 return trips on Sundays; and • Bus Éireann 462 provides a further trip per day Monday to Saturday. <p>These routes serve Sligo Town Centre and provide services during peak commuter, off-peak and the later evening. It is our assessment that Carraroe is now well served, however we will keep that position under review.</p>	Eamon Scanlon, T.D
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26/02/2025	80	<p>PQ Referred: 8335/25, for answer 26/02/2025, Written from - Thomas Gould</p>	<p>Dail Question No: 80 To ask the Minister for Transport the number of electric buses that were delivered to Limerick in 2024; the number that were in operation by 31 December 2024; and the number of fuel buses subsequently delivered to Cork.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the public transport fleet.</p> <p>The Government is committed to the decarbonisation of the public transport sector in line with the Climate Action Plan. No new diesel-only buses have been purchased for urban public service obligation bus fleets since July 2019, as set out in the National Development Plan 2018-2027. The transition to a zero-emission urban bus fleet is currently programmed to take up until 2035, based on replacement of non-zero-emission buses as they reach the end of their efficient service lives.</p> <p>Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 80 of 26 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The majority of publicly-funded city bus services in Limerick are operated by Bus Éireann, and this fleet was bolstered by 21 new plug-in hybrid double-deck buses in 2021 and 2022, which augmented the existing fleet of double-deck EURO VI diesel-only buses and increased capacity by replacing the majority of single-deck diesel-only buses operating in Limerick.</p> <p>The first phase of battery-electric bus charging infrastructure (30 charging guns) came onstream at Bus Éireann's Roxboro Depot in Limerick in February 2024, and a total of 34 brand new double-deck battery-electric buses were delivered to Limerick between late 2023 and early 2024.</p> <p>These buses entered passenger service during 2024 and are now operating a significant proportion of Bus Éireann's city services. As a consequence of their entry into service, 15 of the existing double-deck EURO VI diesel-only buses and 2 of the plug-in hybrid double-deck buses were cascaded to Cork during 2024.</p> <p>The second phase of battery-electric bus charging infrastructure (a further 40 charging guns) was substantially complete at the end of 2024, and a further 21 new double-deck battery-electric buses therefore commenced delivery to Limerick in late 2024.</p> <p>The fleet of 55 battery-electric buses is currently expected to be sufficient to transition all existing Bus Éireann city bus services in Limerick to zero-emission operation, with this transition expected to take place during 2025. Upon completion of the transition, the remaining 19 plug-in hybrid double-deck buses will be cascaded to Cork.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Thomas Gould T.D
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26/02/2025	76	<p>PQ Referred: 8212/25, for answer 26/02/2025, Written from - Michael Collins</p>	<p>Dail Question No: 76 To ask the Minister for Transport if he will address a matter (details supplied) regarding a bus service in County Cork; and if he will make a statement on the matter.</p> <p>Details Supplied: 282 Castletownbere -Kenmare - Castletownbere bus service. details sent to dept 12:19 20/02/25 CK</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for public transport services in Counties Cork and Kerry, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 76 of 26 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>TFI (Transport for Ireland) Local Link route 282 Kenmare/Castletownbere service was introduced in December 2024 to address the public transport needs of the local community and there has been a steady increase in passenger numbers traveling on this route since it was introduced. Regarding the feedback detailed in PQ 8212/25, the matter has already been brought to the attention of TFI Local Link Kerry office who have responded directly to the customer.</p> <p>In response to the feedback received, arrangements have been made by TFI Local Link Kerry, whereby the 18.30 hrs service from Kenmare to Castletownbere will wait for the arrival of the Bus Éireann service, up to a maximum amount of 15 minutes. (18.45hrs). The service will continue to be monitored by the TFI Local Link Kerry to ensure best service for TFI Local Link customers.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Michael Collins, T.D
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27/02/2025	173	<p>PQ Referred: 8646/25, for answer 27/02/2025, Written from - Pat Buckley</p>	<p>Dail Question No: 173 To ask the Minister for Transport to examine the case of a person (details supplied) regarding the indirect discrimination in Irish Rail’s ticketing policy; and if he will make a statement on the matter.</p> <p>Details Supplied: [Personal Details Removed]. I am contacting you on behalf of [Name Removed] to bring to your attention a clear case of indirect discrimination in Irish Rail’s ticketing policy, which unfairly penalizes students and young adults who do not hold a TFI Student Leap Card or TFI Young Adult Leap Card. On Monday 10th of February, [Name Removed] was fined €100 by Irish Rail for using a young adult or student ticket, despite holding a valid student ID. The company refuses to recognize any form of student identification other than their own mandated Leap Cards, effectively barring students with alternative but legitimate student IDs from accessing the discounted fares they are entitled to. This policy is exclusionary and unfair. No other passenger category faces such a restrictive ID requirement. The system allows passengers to purchase discounted tickets without verifying their eligibility at the time of purchase, only to later fine them, which is misleading and punitive. The Equal Status Acts prohibit indirect discrimination in the provision of public services, and this policy disproportionately impacts students and young adults who do not or cannot obtain a Leap Card. Not only is this policy unfair, but it also functions as a predatory cash-grab. Instead of allowing passengers to pay the fare difference if their ID does not meet this arbitrary standard, Irish Rail immediately issues fines. This is not a fair enforcement policy—it is a revenue-generating scheme that disproportionately targets students and young adults. I am asking Minister to review this unfair system and ensure that all valid student IDs are recognized for young adult and student fares. There must also be accountability for fines unfairly issued under this policy.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The issue raised by the Deputy is an operational matter for Irish Rail in conjunction with the National Transport Authority. Therefore, I have referred the Deputy's question to Irish Rail and the National Transport Authority for direct response to the Deputy.</p> <p>Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 173 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As of the 3rd of September 2023, only the TFI (Transport for Ireland) Young Adult and TFI Student Leap Cards are accepted for student fares on Irish Rail services. An extensive advertising campaign took place in Summer 2023 to inform students and Young Adults of the change. Currently there are no plans to review the terms of travel for Irish Rail Student Fares. Further to this the Authority has no role in the issuing or appeal of Standard Fare Notices.</p> <p>However we will raise this matter with Senior Officials in Irish Rail in terms of ensuring there is an adequate a communication strategy in place or a need for a refresh of the communication strategy for students and young adults.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Pat Buckley, T.D
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27/02/2025	205	<p>PQ Referred: 8917/25, for answer 27/02/2025, Written from - Barry Ward</p>	<p>Dail Question No: 205 To ask the Minister for Transport the position regarding the roll out of contactless fare payments on all public transport as committed to in the Programme for Government; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects.</p> <p>The NTA's Next Generation Ticketing (NGT) project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments.</p> <p>Following a competitive procurement process, the NTA awarded, in April 2024, an overall framework contract for the design, supply, installation and operation of a new multi-modal ticketing system to a Spanish information technology company - Indra Sistemas S.A. – who have designed, installed and operated similar systems internationally.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 205 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>At this stage work on the preparation for the NTA's Next Generation Ticketing (NGT) programme is well advanced. That work comprises a series of projects to modernise the ticketing experience across the country and will be the next evolution of the very successful Leap Card integrated ticketing system. It will encompass all modes of transport in the country, including buses, rail, trams, TFI Local Link and the planned Metrolink.</p> <p>Customers will be able to use their bank debit/credit card, or their mobile phone, or their Leap Card or Free Travel Pass to travel on State provided public transport services. And the payment methods will be smarter – a greater choice of post-payment options (not just auto top-up) and the ability for the best fare for customers to be automatically charged. Better mobile apps and near real-time fare payment information will be available. Already, the NTA's barcode based mobile ticketing app - TFI Go - allows customers to buy tickets for all Bus Éireann PSO services nationwide, for 27 private bus operators services, and for most TFI Local Link regular rural services, directly from a smartphone. The ticket is downloaded to the app and can be used to travel straight away.</p> <p>As you may be aware, the public procurement competition for the Next Generation Ticketing project has completed and the NTA has appointed Indra Sistemas S.A. as our ticketing equipment partner under an overarching framework agreement. NTA's approach is that individual Call-Off Contracts will be put in place under this overarching framework, each for defined packages of work – for example, deploy in Dublin, or deploy in Cork, or deploy on the future MetroLink. This was a very competitive procurement with 3 bidders, all significant players in the transport ticketing field, submitting final tenders. Having 3 bidders submitting detailed tenders was very positive and ensured that there was competitive tension between the bidders which we believe was reflected in the pricing. Following a detailed evaluation, Indra prevailed with the most economically advantageous bid and were appointed as the Framework supplier.</p> <p>Following the appointment of Indra as NTA's ticketing partner, focus then turned to planning the first call off contract under the Framework Agreement, which has since been signed. This first call off contract under this Framework Agreement is to design, implement, operate, support, and maintain for 10 years, Next Generation Ticketing on a phased basis across all PSO services (bus, rail & light rail) in the Greater Dublin Area.</p> <p>The planning of the implementation in the Greater Dublin Area is advancing with the supplier, and we are making meaningful progress on key planning milestones. NTA and Indra are currently in an intensive development phase and look forward to sharing specific delivery timelines once we have greater certainty. We will make an announcement regarding delivery dates as soon as we can provide accurate information.</p> <p>The work being planned with Indra includes equipping the entire PSO network in the</p>	Barry Ward, T.D
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27/02/2025	197	<p>PQ Referred: 8874/25, for answer 27/02/2025, Written from - Michael Cahill</p>	<p>Dail Question No: 197 To ask the Minister for Transport to increase the number of Local Link buses on the Ring of Kerry road and support this popular and successful hop-on, hop-off service; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for public transport services in County Kerry, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 197 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the Connecting Ireland Rural Mobility Plan, there has been a substantial uplift in the frequency of Local Link bus services on the Ring of Kerry.</p> <p>We continue to work with Local Link Kerry to assess demand and the level of service on the Ring of Kerry bus services. We are currently in discussions on improvements to the frequency of services, including working with Local Link Kerry to improve services between Caherciveen and Knightstown. Please note that any enhancements proposed will be subject to funding and resource availability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Michael Cahill, T.D
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27/02/2025	195	<p>PQ Referred: 8867/25, for answer 27/02/2025, Written from - Albert Dolan</p>	<p>Dail Question No: 195 To ask the Minister for Transport if he will provide an update on plans for a bus service between Athenry and Galway city; the reason the National Transport Authority has not provided further information or a timeline for the proposed three-times-daily service that was mentioned months ago; and if he will commit to ensuring that a town of over 5,000 people is adequately served by public transport.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for public transport services in County Galway, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 195 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please note that the NTA is currently working with Bus Éireann on a proposal to provide a PSO (Public Service Obligation) bus service between Athenry and Galway City. Once a proposal has been agreed we will communicate same with stakeholders. At this point, we currently anticipate that the enhanced services between Athenry and Galway City will be implemented in Q2 of this year (currently expected to be April/ May). This timeframe is subject to detailed checks on operational readiness being completed by Bus Éireann.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Albert Dolan, T.D
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27/02/2025	187	<p>PQ Referred: 8805/25, for answer 27/02/2025, Written from - Michael Cahill</p>	<p>Dail Question No: 187 To ask the Minister for Transport to identify the proposed new bus stops and bus shelters in County Kerry; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus shelters and bus stops.</p> <p>There is a commitment under the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers and a commitment to work with local authorities and national bodies to improve public transport options and infrastructure.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 187 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each local authority across the State, including Kerry County Council, has received an allocation of €500,000 in 2025 under the Bus Stop Enhancement Programme (BSEP). The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate.</p> <p>To further assist local authorities and make the process more streamlined, the NTA will, through a central supply contract, provide any required bus shelters to the local authority and will also make available the NTA's bus shelter contractor to the Council to undertake their installation (following the Council's preparatory works). In addition, the NTA will also arrange for its contractor to maintain the bus shelters subsequently.</p> <p>The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the BSEP, with the final programme of installations to be agreed with the NTA. The NTA will be engaging further with each local authority over the next number of weeks to agree the programme of such works for 2025.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Michael Cahill, T.D
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27/02/2025	186	<p>PQ Referred: 8803/25, for answer 27/02/2025, Written from - Cathal Crowe</p>	<p>Dail Question No: 186 To ask the Minister for Transport when he expects the Ennis town bus service to start; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for public transport services in County Clare, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 186 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>It is currently anticipated that the Ennis Town Bus service will commence operations in late 2025/ early 2026, subject to the relevant resources being in place and final confirmation of funding.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Cathal Crowe, T.D
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27/02/2025	188	<p>PQ Referred: 8806/25, for answer 27/02/2025, Written from - Michael Cahill</p>	<p>Dail Question No: 188 To ask the Minister for Transport to include a bus shelter in the vicinity of a school in Cahersiveen, County Kerry (details supplied) in the roll out of them in view of the students and members of the public getting drenched there during regular poor weather conditions; and if he will make a statement on the matter.</p> <p>Details Supplied: Coláiste na Sceilige</p> <p>Answer</p> <p>As Minister for Transport I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus shelters.</p> <p>There is a commitment under the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers and a commitment to work with local authorities and national bodies to improve public transport options and infrastructure.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office, if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 188 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each local authority across the State, including Kerry County Council, has received an allocation of €500,000 in 2025 under the Bus Stop Enhancement Programme. The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate.</p> <p>To further assist local authorities and make the process more streamlined, the NTA will, through a central supply contract, provide any required bus shelters to the local authority and will also make available the NTA's bus shelter contractor to the Council to undertake their installation (following the Council's preparatory works). In addition, the NTA will also arrange for its contractor to maintain the bus shelters subsequently.</p> <p>The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the Bus Stop Enhancement Programme, with the final programme of installations to be agreed with the NTA. However, of note with regard to bus stops that are served by dedicated school bus services only, these services are operated by Bus Éireann on behalf of the Department of Education, rather than scheduled public bus services. School bus services are not part of the public bus network and the NTA does not have any remit or role in the provision of those services including the provision of bus stops and bus shelters.</p> <p>The NTA will be engaging further with each local authority over the next number of weeks to agree the programme of such works for 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Michael Cahill, T.D
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27/02/2025	189	<p>PQ Referred: 8807/25, for answer 27/02/2025, Written from - Michael Cahill</p>	<p>Dail Question No: 189 To ask the Minister for Transport to include a bus stop and bus shelter at Bansha, Killorglin, County Kerry in the roll out of them in view of the number of number of people employed in the area; the number of housing estates; including the large hinterland and general population; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus shelters and bus stops.</p> <p>There is a commitment under the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers and a commitment to work with local authorities and national bodies to improve public transport options and infrastructure.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 189 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each local authority across the State, including Kerry County Council, has received an allocation of €500,000 in 2025 under the Bus Stop Enhancement Programme. The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate.</p> <p>The NTA Service Planning Unit has confirmed that a pair of bus stops on the N70 in Bansha, Killorglin, on the 279-bus route is warranted. Therefore, the new stop locations will now need to be agreed with Kerry County Council and installed by them under the Bus Stop Enhancement Programme, funded by the NTA.</p> <p>We will bring these stops to the attention of the relevant Council personnel who are managing the Council's programme of works in this area.</p> <p>We trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Michael Cahill, T.D
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27/02/2025	180	<p>PQ Referred: 8765/25, for answer 27/02/2025, Written from - Paul Murphy</p>	<p>Dail Question No: 180 To ask the Minister for Transport the estimated cost of providing the 50% reduction in fares for 19–25 year olds with a young adult leap card in 2025 as per the Budget 2025 announcement; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 180 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The estimated cost (Fare Foregone) of providing the 50% reduction in fares for 19–25 year olds with a young adult leap card in 2025 is estimated to be in the range from €76 million to €83 million. This range takes account of both PSO (Public Service Obligation) and CBO (Commercial Bus Operator) services.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Paul Murphy, T.D.
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27/02/2025	177	<p>PQ Referred: 8713/25, for answer 27/02/2025, Written from - Shónagh Ní Raghallaigh</p>	<p>Dail Question No: 177 To ask the Minister for Transport if his Department has had contact with the National Transport Authority regarding the replacement of the 145 bus; and if there are plans in place for a direct bus route to UCD.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 177 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Under Phase 6a of the BusConnects Dublin rollout, a number of changes to the bus system were implemented, all with the objective of making the overall bus system work better for more people. Part of the changes linked to the introduction of the new E-Spine, comprising of two 24 hours services - Route E1 and Route E2, included the removal of the Route 145 service. Listed below are some of the available options to access UCD area from Heuston Station.</p> <p>Bus Route 4 which links Heuston Station and the City Centre before continuing to Monkstown, has replaced Route 145 over the City Centre section (i.e along the quays, over O'Connell Bridge, D'Olier Street, Nassau Street, Merrion Square and onwards to Baggot Street for services from Heuston, and via Pearse Street and Aston Quay for services towards Heuston). Passengers can change between the revised Route 4 and new Routes E1 and E2 in the City Centre, both of which serve UCD:</p> <p>Ø For travel from Heuston towards UCD, by alighting from route 4 at stop 273 (O'Connell Bridge) and boarding routes E1/E2 at nearby stop 334 (D'Olier Street). Ø For travel from UCD towards Heuston by alighting from routes E1/E2 at stop 319 (Westmoreland Street) and getting the route 4 service at nearby stop 325 on Aston Quay.</p> <p>Routes E1/E2 are very high frequency routes, with buses running every 4 minutes in peak hours and every 5 minutes over the rest of the day.</p> <p>Some passengers may prefer to avail of additional options between Heuston and the City Centre:</p> <p>Ø Routes C1, C2, C3, C4, 52 and 60 also link Heuston Station with City Centre, from stop 4413 on St John's Road West at Heuston and from stop 7392 on Aston Quay. The C-Spine services are very frequent, with services running every few minutes; and Ø Using the Luas Red Line to connect with routes E1/E2 in O'Connell Street is also an alternative option.</p> <p>In addition to the above, during peak hours it is now possible to board express routes X25, X27, X28 and X30 on St John's Road West for a direct link with UCD.</p> <p>We acknowledge that the changes being introduced under the BusConnects proposals may cause some inconvenience to some people and we recognise that change is often difficult. However, it is worth noting that where we have rolled out the new BusConnects network it has resulted in many more people using the bus services in the relevant area, endorsing the fact that more people find the new bus network useful to them. For the BusConnects phases that have been implemented to date, we have seen much larger increases in passenger numbers in those areas, compared with the level of growth on the unchanged sections of the network. So, overall, the new bus network changes to date under BusConnects are enabling</p>	Shónagh Ní Raghallaigh, T.D
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				<p>many more people to use bus transport than was the case with the existing network.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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27/02/2025	181	<p>PQ Referred: 8766/25, for answer 27/02/2025, Written from - Paul Murphy</p>	<p>Dail Question No: 181 To ask the Minister for Transport the estimated cost of continuing to provide the 50% reduction in fares for 19–25 year olds with a young adult leap card in 2026; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 181 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The estimated cost (Fare Foregone) of providing the 50% reduction in fares for 19–25 year olds with a young adult leap card in 2026 is estimated to be in the range from €79 million to €87 million. This range takes account of both PSO (Public Service Obligation) and CBO (Commercial Bus Operator) services.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Paul Murphy, T.D.
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27/02/2025	178	<p>PQ Referred: 8714/25, for answer 27/02/2025, Written from - Shónagh Ní Raghallaigh</p>	<p>Dail Question No: 178 To ask the Minister for Transport the timeline for the implementation of the short hop zone; and if there are any delays to the project.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 178 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The new National Fare Structure will see the implementation of the Dublin City Zone and Dublin Commuter Zone. The Dublin Commuter Zone consists of a series of zones extending to approximately 50km from Dublin City Centre. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine travel demand. The new commuter zone will include stations outside of the Dublin City Zone extending as far as Rathdrum, Kildare, Enfield and Drogheda stations. This forms part of phase 2 of the NTAs Fares Determination published in early 2024.</p> <p>Please note that phase 2 of the Fares Determination is scheduled by Irish Rail's contractor to be completed by end of April 2025.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p> </p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	<p>Shónagh Ní Raghallaigh, T.D</p>
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04/03/2025	124	<p>PQ Referred: 9440/25, for answer 04/03/2025, Oral from - Jennifer Whitmore</p>	<p>Dail Question No: 124 To ask the Minister for Transport to provide an update on the progress of the battery-operated DART to Wicklow town, and the timeline for its commencement; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area.</p> <p>As part of the DART+ Programme, specifically the DART+ Coastal South project, it is planned to increase frequency on the DART train service between Bray and Greystones. Currently services are approximately every 30 minutes in each direction, and it is planned to increase that frequency to every 20 minutes.</p> <p>Work is ongoing by Iarnród Éireann and the National Transport Authority, or NTA, to investigate the best way to achieve this frequency improvement, including in relation to any infrastructure needs, and it is currently anticipated that it can be delivered by around 2028.</p> <p>Furthermore, the NTA Greater Dublin Area Transport Strategy 2022-2042, adopted in 2023, included a recommendation to extend the DART service to Wicklow town in the long term. I hope to bring this extension project forward, and implement the improvement in the coming years, by utilising new battery-electric DART carriages which are currently arriving in Ireland and undergoing testing.</p> <p>The new battery-electric DART carriages are expected to operate first on the northern commuter line from Dublin to Drogheda next year. As more carriages arrive, it may be feasible to also deploy them to extend DART services to and from Wicklow, subject to funding and approvals for the installation of required charging infrastructure. The NTA is currently examining this issue with a view to progressing the extension around 2029. This would increase service frequency for Wicklow from circa six trains a day each way to up to a train every hour between Dublin and Wicklow.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 124 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question. To add to the Ministers response, it should be noted that Iarnród Éireann is currently working on the development and evaluation of potential solutions to enhance capacity on the Wicklow rail line with the aim of identifying a preferred option and it is expected that the outcome of that work will be published during the coming months.</p> <p>I trust that the above information is of assistance and clarifies the current state of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Jennifer Whitmore, T.D.
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04/03/2025	123	<p>PQ Referred: 9455/25, for answer 04/03/2025, Oral from - Catherine Connolly</p>	<p>Dail Question No: 123 To ask the Minister for Transport the status of the proposed sites in Galway city and county for the roll-out of park-and-ride; if the sites have been identified; when they will be operational; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) is leading the development and rollout of strategic park and ride sites nation-wide through the Park and Ride Development Office.</p> <p>The Park and Ride Development Office has developed a Park and Ride Strategy for Galway. The Park and Ride Strategy envisages the development of up to five bus-based strategic Park and Ride sites, three for initial development and two for future development, and the expansion of rail-based Park and Ride site at Oranmore station.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 123 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Park & Ride Development Office (PRDO) of the National Transport Authority (NTA) has developed a Park and Ride Strategy for Galway City. The Park and Ride Strategy envisages the development of up to five bus-based strategic Park & Ride sites (three for initial development and two for future development) and the expansion of rail-based Park & Ride at Oranmore.</p> <p>The five proposed bus-based strategic park and rides sites are located as follows:</p> <p>Proposed Park and Ride locations currently being advanced:</p> <ol style="list-style-type: none"> 1. On the Bearna Road (R336) at a location close to its junction with Cappagh Road (Memorial Cross) or at the Western Distributor Road Junction (Approximately 190 spaces); 2. On the N6 national road at Junction 19 (approximately 550 spaces); and 3. On the N83 national road, just north of Claregalway (Approximately 320 spaces). <p>Proposed locations for future development:</p> <ol style="list-style-type: none"> 4. On the N84 national road close to the City boundary (Approximately 170 spaces); and 5. On the N59 national road close to the City boundary (Approximately 290 spaces). <p>Work by the NTA's Park and Ride Development Office is ongoing in relation to sites 1, 2 and 3 mentioned above, while planning for enhanced rail infrastructure to facilitate the expansion of rail-based park and ride at Oranmore is separately being undertaken by Irish Rail in conjunction with support from the NTA Park and Ride office.</p> <p>In relation to Site 1, significant progress has been made in recent months. The Park & Ride Development Office has been engaging with Galway City Council in relation to P&R at Cappagh Road. The site selection report has been completed, and a preferred site has emerged. The relevant planning documentation is being prepared and the NTA is aiming to lodge the planning application for the site in April / May 2025. It is expected construction would commence in 2026.</p> <p>In relation to Site 2, the N6 national road at Junction 19 – a 550 space site - the site selection process has led to two emerging site options at this junction. Efforts are being made to acquire the necessary lands by agreement and discussions have commenced with the landowner. However, it remains a possibility that a compulsory purchase order (CPO) may be required, irrespective of which site is selected. Following finalisation of the site selection process in the next couple of months, the Park and Ride Development Office will commence design on the selected site with a view to preparing planning consent and possible CPO documentation (if required) this year.</p> <p>Because there is periodic traffic congestion on the N6 approaching Coolagh Roundabout, some level of bus priority in the westbound direction, probably in the</p>	<p>Catherine Connolly, T.D.</p>
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04/03/2025	119	<p>PQ Referred: 9444/25, for answer 04/03/2025, Oral from - Barry Heneghan</p>	<p>Dail Question No: 119 To ask the Minister for Transport if he will investigate issues with the designs of bus-stop bypasses and the consistency of basic layout designs (details supplied); if he will treat this issue as a priority; and if he will make a statement on the matter.</p> <p>Details Supplied: it is essential that bus stop bypasses are designed to consider complications that can arise for pedestrians boarding the bus especially those with a visual impairment, mobility impairments and passengers with prams or pushchairs. There are still far too many stops across country where difficulties arise</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>There is commitment under the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers and a commitment to work with local authorities and national bodies to improve public transport options and infrastructure.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 119 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>With Government Policies such as the Climate Action Plan and the National Development Plan, the NTA are tasked with developing and expanding safe cycling facilities in regional and rural areas nationally. It is important that in developing those cycle facilities, that they are safe and suitable for all people of all ages, from 8 to 80.</p> <p>In relation to safety, it is recognised that the interaction between buses, cyclists and pedestrians is most pronounced at bus stops, where pedestrians need to move from the footpath onto the bus, and vice versa. To facilitate this movement, either pedestrians need to cross over the cycle facility to access the bus, or the bus needs to cross over the cycle facility to allow boarding and alighting by passengers. In either case some level of movement conflict arises, in the first case between pedestrians and cyclists and in the second case between buses and cyclists. The challenge is to achieve the best balance between those conflicting movements for all users.</p> <p>I attach a note that sets out some of the relevant information in relation to island bus stops and provides examples from the current design guidance document.</p> <p>Further work is currently being undertaken by the NTA in collaboration with the National Disability Authority (NDA) in relation to stop infrastructure, involving representatives of a number of disability user groups, pedestrians, cyclists and bus operators and utilising the island bus stop that has been constructed in the Wayfinding Centre in Glasnevin as the trial location to work through ideas and designs. The aim is to listen to concerns of all parties with a view to refining designs to better address the safety needs of all users.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Barry Heneghan, T'D
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04/03/2025	283	<p>PQ Referred: 9791/25, for answer 04/03/2025, Written from - Maurice Quinlivan</p>	<p>Dail Question No: 283 To ask the Minister for Transport if an airport express connection service to Shannon Airport will be offered to rail and bus users from Colbert Station, Limerick, similar to that provided in Dublin and Cork (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Dublin Airport with Dublin Express. Rail Passengers travelling to Heuston Station can add onward travel to Dublin Airport with Dublin Express. Cork Airport with Bus Éireann. Passengers travelling to Kent station, Cork can add a bus transfer to Cork Airport for €1.55.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy</p> <p>I refer to the matter you raised in Parliamentary Question No. 283 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>There is a direct hourly Bus Éireann Expressway service (route 51) between Cork and Galway, serving both Limerick Colbert Station and Shannon Airport. As this is an Expressway service, it is a commercial service which is outside of the Public Service Obligation (PSO) framework operated under the auspices of the NTA. Accordingly, the issue of a fare addition for connections from Colbert Station is a matter solely for Bus Éireann as the operator of the service.</p> <p>There is also a 24 hour route 343 TFI (Transport for Ireland) service that operates every 20 minutes a peak times and every 30 minutes off peak between Limerick Colbert and Shannon Airport. This is part of the NTA's PSO framework and fare information is available on the Bus Éireann website.</p> <p>We have no current plans for additional services to supplement the frequent public transport offer between Limerick Colbert and Shannon Airport.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Maurice Quinlivan, T.D.
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04/03/2025	274	<p>PQ Referred: 9628/25, for answer 04/03/2025, Written from - Richard Boyd Barrett</p>	<p>Dail Question No: 274 To ask the Minister for Transport if there has been a completed tendering process for bus routes (details supplied); the bodies that bid for these routes; and who won the contracts.</p> <p>Details Supplied: the 7, 123, 44B, 47, 54a, 56A, 65, 77a, 122, 123, 151, bus routes</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 274 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>There has been no tendering process directly involving the routes listed. Routes 7, 123, 44B, 47, 54a, 56A, 65, 77a, 122, 123 and 151 are legacy routes which are due to be replaced under the BusConnects Network Redesign programme. Certain of the replacement routes are due to be operated by Dublin Bus under the Direct Award Contract which the NTA has in place with Dublin Bus, while others will be operated under the new Outer Dublin Metropolitan Area Contract.</p> <p>A public tender process has recently been completed for the Outer Dublin Metropolitan Area Contract referenced above. Only one tender was received in relation to that tender competition – that was from Go Ahead Ireland Limited. Following the completion of the tender process, the NTA has issued a letter of intent to Go-Ahead Ireland to enter into a new contract from October of this year. It is worth noting that the NTA has strengthened performance obligations in the new contract, including by providing minimum performance standards on a route by route basis, which we believe will incentivise improved performance across all routes.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Richard Boyd Barrett, T.D.
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04/03/2025	272	<p>PQ Referred: 9587/25, for answer 04/03/2025, Written from - Paul Donnelly</p>	<p>Dail Question No: 272 To ask the Minister for Transport if the National Transport Authority intends to provide a PSO bus route from Dublin to Kerry directly.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 272 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Having regard to the current transport options which are available, the NTA have no current plans for a PSO (Public Service Obligation) bus route from Kerry to Dublin. Public transport travel options from the Kerry area to Dublin can be assessed via the TFI (Transport for Ireland) Journey Planners tool, a link to which is provided below or via our TFI Live app.</p> <p>https://www.transportforireland.ie/#</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Paul Donnelly, T.D.
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04/03/2025	275	<p>PQ Referred: 9655/25, for answer 04/03/2025, Written from - James O'Connor</p>	<p>Dail Question No: 275 To ask the Minister for Transport the position regarding free public transport for children under eight years of age as outlined in Budget 2025; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>Under Budget 2025, funding has been provided to extend free public transport for children to include those aged 5 to 8 years. Free travel for all children under-fives on subsidised public transport services was introduced in 2017.</p> <p>The extension will be introduced later this year, with a lead time involved to allow for the necessary technical changes required to facilitate the implementation of this change to child fares. Similar to the previous fare initiatives this measure marks another step towards making sustainable transport a more affordable option for more families.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 275 of March 4th, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008. However, this is undertaken in the context of general Government policy in relation to public transport and the issue of free public transport is, accordingly, a matter for the Government.</p> <p>As referenced in your query, the Government announced in the 2025 budget a measure to provide free access to public transport (PSO) services for children aged five to eight years old, thereby effectively extending fare free travel to children which is currently available to children under 5 . This measure is intended to be introduced through the Leap Card system, through the provision of a special Leap Card to facilitate this free travel. This requires a significant technical change to the current Leap card system. A project is currently underway to develop and implement the necessary changes, and we anticipate introducing the scheme in late Q3/ early Q4 of this year.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim)</p>	James O'Connor, T.D.
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04/03/2025	142	<p>PQ Referred: 9526/25, for answer 04/03/2025, Oral from - Ciarán Ahern</p>	<p>Dail Question No: 142 To ask the Minister for Transport if he is satisfied with the decision by Dublin Bus not to tender for the outer Dublin metropolitan area routes on the BusConnects network in Dublin; his views on whether the tender on these routes has been awarded to a company (details supplied) notwithstanding the major service delivery problems experienced by that company on its existing routes; and if he will make a statement on the matter.</p> <p>Details Supplied: Go Ahead</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 142 on March 4th 2025, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In respect of the aspect of your Parliamentary Question relating to the tendering strategy of Dublin Bus and their decision not to tender for this contract, this is a matter for Dublin Bus.</p> <p>In terms of the aspect of your Parliamentary Question relating to Go Ahead Ireland, the NTA acknowledges that an inadequate level of service was provided on certain routes operated on our behalf by Go Ahead Ireland in the Dublin City area in recent weeks and we apologise for the difficulties and inconvenience experienced by passengers. The issue arose due to buses being unable to operate due to a shortage of mechanics within the Go Ahead operations, which was exacerbated by absences though seasonal illnesses. Upon the occurrence of the issue, various remedial measures were taken by Go-Ahead, including flying in additional mechanics from their UK operations in addition to obtaining additional support from other sources.</p> <p>Thankfully the situation has now improved significantly and fleet availability is at a level where service delivery is restored to contractual standards. While the shortage of mechanics is an industry-wide issue, Go Ahead Ireland have an ongoing mechanics recruitment campaign and continue to invest in an apprenticeship program to train new mechanics. In addition, they are considering further recruitment abroad to augment their mechanic resources. Accordingly, we are satisfied that they are taking all reasonable steps to prevent a reoccurrence of this problem.</p> <p>As noted, following the completion of the public tender process, the NTA has issued a letter of intent to Go-Ahead Ireland to enter into a new contract from October of this year. Notwithstanding the issues that have recently been experienced by Go-Ahead Ireland, the NTA is satisfied that they have the capability to perform this contract - it is worth noting that similar personnel shortage issues have occurred across all operators at different times over recent years. The Authority has strengthened performance obligations in the new contract, including by providing minimum performance standards on a route by route basis, which we believe will incentivise improved performance across all routes.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim)</p>	Ciaran Ahern, T.D
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04/03/2025	170	<p>PQ Referred: 9499/25, for answer 04/03/2025, Oral from - Gary Gannon</p>	<p>Dail Question No: 170 To ask the Minister for Transport if he will request the National Transport Authority to engage with Dublin central politicians to address the various concerns and inquiries raised by residents following the introduction of several new bus routes in the area.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA's responsibility in this area, if the Deputy has any specific concerns, I would advise the Deputy to contact the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 170 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has engaged extensively with public representatives in the Dublin Central area in respect of the rollout of the Dublin Bus Network Redesign. We held briefings for public representatives in advance of the various phases of the network which have been launched to date including responding to individual queries sent directly to our office.</p> <p>The NTA are happy to engage further with public representatives. In that context, we recently issued an invite to Oireachtas members regarding a drop in information event which takes place on the 01 April at Buswells Hotel on Molesworth Street, Dublin 2. Myself and other senior members of staff will be attending on the day and will be available to answer any specific queries you may have. Alternatively, should you wish to meet separately in advance of that information event, I would be very willing to meet with you – just let me know.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Gary Gannon, T.D.
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04/03/2025	271	<p>PQ Referred: 9501/25, for answer 04/03/2025, Written from - Gary Gannon</p>	<p>Dail Question No: 271 To ask the Minister for Transport if he will provide a full list of bus routes under consideration for transfer to management by an operator (details supplied).</p> <p>Details Supplied: the Go-Ahead</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 271 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA recently concluded a tender competition for certain bus routes in the outer city areas on the north side and the south side of the City. Go-Ahead Ireland were the successful bidder in that tender process and the NTA are now in the process of finalising the execution of the relevant contracts.</p> <p>Arising from that tender process, it is intended that Go-Ahead will, on a phased basis, operate the routes set out in the table below for the period of the contract (between five and seven years). Please note that ODMA is an acronym for "Outer Dublin Metropolitan Area".</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Gary Gannon, T.D.
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04/03/2025	127	<p>PQ Referred: 9473/25, for answer 04/03/2025, Oral from - Richard Boyd Barrett</p>	<p>Dail Question No: 127 To ask the Minister for Transport if the NTA will review its current contracts with a company (details supplied) and ensure no new contracts are awarded given the repeated failures of the company to maintain the timetables it is set by the NTA; and if he will make a statement on the matter.</p> <p>Details Supplied: Go Ahead</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 127 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The contract between the Authority and Go-Ahead Ireland includes minimum performance standards at a network-wide level for punctuality and reliability. Failure to achieve the relevant minimum performance standard for punctuality or reliability may result in a financial penalty being applied to the operator, with 5% of the period payment for operating the services under the contract being retained for punctuality performance, while reliability / lost kilometre deductions are uncapped. A copy of the contract, which provides further details on how the performance regime is applied is published on the Authority website at https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/bus/go-ahead-ireland-odma/.</p> <p>In late January/ early February, the NTA acknowledges that an inadequate level of service was provided on certain routes operated on our behalf by Go Ahead Ireland in the Dublin city area and we apologise for the difficulties and inconvenience experienced by passengers. The issue arose due to buses being unable to operate due to a shortage of mechanics within the Go Ahead operations, which was exacerbated by absences though seasonal illnesses. Upon the occurrence of the issue, various remedial measures were taken by Go-Ahead, including flying in additional mechanics from their UK operations in addition to obtaining additional support from other sources. Thankfully, that issue has now been resolved.</p> <p>In respect of new contracts, it should be noted that a public tender process has recently been completed for the Outer Dublin Metropolitan Area Contract. Only one tender was received in relation to that tender competition – that was from Go Ahead Ireland Limited. Following the completion of the tender process, the NTA has issued a letter of intent to Go-Ahead Ireland to enter into a new contract from October of this year. It is worth noting that the NTA has strengthened performance obligations in the new contract, including by providing minimum performance standards on a route by route basis, which we believe will incentivise improved performance across all routes.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Richard Boyd Barrett, T.D.
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04/03/2025	132	<p>PQ Referred: 9472/25, for answer 04/03/2025, Oral from - Richard Boyd Barrett</p>	<p>Dail Question No: 132 To ask the Minister for Transport if he will intervene to ensure that a service (details supplied) continues as is; and if he will make a statement on the matter.</p> <p>Details Supplied: the Aircoach in order that those who rely on this service, in particular airport workers, are not left without a bus transport to the airport</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and is responsible for the licensing of public bus passenger services under the provisions of the Public Transport Regulation Act 2009.</p> <p>While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation (PSO) programme, there is part of the national public transport system that comprises non-subsidised bus services, which are run on a commercial basis by bus and coach businesses of varying sizes throughout the country. As a commercial operator, any decisions taken by Aircoach regarding routes, scheduling and timetabling are a matter for the company, the NTA has no powers to refuse an application from an operator to reduce or withdraw services on a commercial route.</p> <p>In light of the NTA's responsibility as licencing authority, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 132 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Regarding the Aircoach route 702 service, you will be aware that this is a commercial service – it receives no operational subsidy from the State - operated by Aircoach under a licence issued by the NTA. As a licensed services, it is for the licence holder to decide which routes, stopping places, and at what frequency in their commercial interests to serve. Equally, it is a matter solely for the operator whether or not to withdraw the service. In the case of the 702 service, Aircoach have made the decision to amend this service and it will now operate from Dublin Airport to Dalkey.</p> <p>The NTA has no plans at present to provide a Public Service Obligation (PSO) direct bus between North Wicklow/ South Dublin and Dublin Airport following the decision by Aircoach to withdraw their commercial service from the area. In terms of travel options between North Wicklow/ South Dublin and Dublin Airport, there are a number of PSO services which are available via interchange with other services. Further information on these options can be assessed by visiting the TFI (Transport for Ireland) Journey Planner website (link of which is provided below) or via the TFI Live app.</p> <p>https://www.transportforireland.ie/#</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Richard Boyd Barrett, T.D.
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04/03/2025	266	<p>PQ Referred: 9427/25, for answer 04/03/2025, Written from - Ged Nash</p>	<p>Dail Question No: 266 To ask the Minister for Transport if the National Transport Authority will confirm when the reduced rail commuter fare structure new commuter zone scheme will commence for rail passengers using the Drogheda and Laytown train stations; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operation of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 266 on March 4th which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The system and equipment changes required to accommodate the revised fare structure developed under the NTA's recent fares strategy, are currently being implemented by Irish Rail and their specialist contractor. This work is programmed to be completed at the end of April allowing the new fares structure to then come into operation.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim)</p>	Ged Nash, T.D.
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04/03/2025	265	<p>PQ Referred: 9426/25, for answer 04/03/2025, Written from - Ged Nash</p>	<p>Dail Question No: 265 To ask the Minister for Transport further to Parliamentary Question No. 215 of 5 November 2024, if he will provide an update from the National Transport Authority on the development of a draft transport plan for the Drogheda and east Meath area; the timeline for publication of the draft plan; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 265 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In September 2024 ,the NTA appointed a consultant to prepare a Local Transport Plan (LTP) for Drogheda using the Area Based Transport Assessment methodology published by the NTA and TII (Transport Infrastructure Ireland). A Steering Group comprising the NTA, Louth County Council, Meath County Council and the consultant has been meeting regularly since the commencement of the project, and work is proceeding on schedule. It is currently anticipated that a draft LTP will be issued for public consultation in Q3 of 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ged Nash, T.D.
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04/03/2025	135	<p>PQ Referred: 9406/25, for answer 04/03/2025, Oral from - Erin McGreehan</p>	<p>Dail Question No: 135 To ask the Minister for Transport his plans to improve public transport in rural areas.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. In the new Programme for Government, Securing Ireland's Future, this Government has committed to increasing Local Link services in rural areas to better connect villages, towns and cities.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for public transport services in rural areas, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 135 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Connecting Ireland Rural Mobility Plan is a major public transport initiative developed by the National Transport Authority (NTA) with the aim of increasing connectivity, particularly for people living outside our major towns and cities. The plan aims to improve mobility in rural areas by providing frequent and affordable transport services that offer freedom to travel and sustainable transport connections.</p> <p>Many new services and service enhancements have been introduced since the plan was launched with more services to be launched this year. More information regarding Connecting Ireland including regular update bulletins can be viewed by clicking the link below.</p> <p>https://www.nationaltransport.ie/connecting-ireland/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Erin McGreehan, T.D
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04/03/2025	261	<p>PQ Referred: 9358/25, for answer 04/03/2025, Written from - Ruth Coppinger</p>	<p>Dail Question No: 261 To ask the Minister for Transport if he will support the extension of the 38-bus route from Damastown to Ongar; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 261 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We have no current plans to extend route 38 from Damastown to Ongar. Instead, it is intended that, under BusConnects Dublin, new routes B1 and B2 will serve Ongar and Ongar North respectively. A map of the new network is available at the link below and an extract of the BusConnects proposals at Ongar is provided below.</p> <p>It is currently anticipated that the B Spine (incorporating B1 and B2) and associated routes will launch in 2026 subject to funding and resource availability.</p> <p>https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ruth Coppinger, T.D.
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04/03/2025	150	<p>PQ Referred: 9388/25, for answer 04/03/2025, Oral from - Grace Boland</p>	<p>Dail Question No: 150 To ask the Minister for Transport if he will instruct the NTA to review the expansion of the Local Link bus service to the northern part of the Dublin Fingal west constituency to service Skerries, Rush and Lusk; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. In the new Programme for Government, Securing Ireland's Future, this Government has committed to increasing Local Link services in rural areas to better connect villages, towns and cities.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for public transport services in Fingal, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 150 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Given the level of existing public transport services in the areas of Skerries, Rush and Lusk, and given public transport needs in other areas, the NTA have no current plans for additional Local Link bus services to service the towns of Skerries, Rush and Lusk.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Grace Boland, T.D
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04/03/2025	163	<p>PQ Referred: 8966/25, for answer 04/03/2025, Oral from - Barry Ward</p>	<p>Dail Question No: 163 To ask the Minister for Transport his plans to ensure that all public transport is fully accessible to all; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport I have responsibility for policy and overall funding in relation to public transport. At a policy level, the National Sustainable Mobility Policy, published in 2022, contains two particularly relevant high-level goals -</p> <p>6. Take a whole of journey approach to mobility, promoting inclusive access for all</p> <p>7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model</p> <p>The policy was accompanied by the publication of an action plan out to end 2025 which contained specific actions to be delivered by end 2025 in support of those high-level goals. The action plan will be reviewed in order to develop a new action plan to cover the period 2026 to 2030.</p> <p>In addition to the above my Department has also been engaging with colleagues across Government in the development of a new national disability strategy which will be finalised and published by the relevant Minister in due course.</p> <p>Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for promoting the development of an integrated, accessible public transport network.</p> <p>The NTA works with the relevant public transport operators, who have responsibility for day to day operational issues, to progressively make public transport more accessible.</p> <p>In light of the NTA's responsibilities for accessible public transport, in conjunction with the transport operators as appropriate, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 163 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Public Transport is made up of many different elements and the following sections address the current status on accessibility in each area.</p> <p>Bus and Coach Fleet</p> <p>The NTA has in recent years assumed responsibility for the procurement of new fleet to be operated by the Public Service Obligation (PSO) Transport Operators such as Dublin Bus, Bus Éireann and Go Ahead. It is very important that the service is accessible to all customers and therefore all of these new buses and coaches procured by the NTA are wheelchair accessible. Following a period of transition, all of the vehicles operated by Dublin Bus, Bus Éireann and Go Ahead for the provision of PSO services are wheelchair accessible. The vehicles purchased in recent years are all low floor vehicles with a wheelchair ramp at the entrance door for the wheelchair user to board and embark. However, many of the older longer distance coaches have high floors and are accessed via a wheelchair lift.</p> <p>All recent purchases also include audio visual announcements, yellow grab rails, induction loop, four number priority seats that are covered in different fabric and emblems to indicate to passengers that these seats are for people who really need them. In the last few years new fleet purchased has been shown to the Irish Wheelchair Association and members of the Disability User Groups from the Transport Operators were invited to view to give their feedback to inform future purchases.</p> <p>Bus Stops</p> <p>All city bus stops are wheelchair accessible as they can be served by wheelchair ramp and kneeling suspension on buses from normal footpath levels.</p> <p>In relation to regional and inter-urban coach services, the operation of a wheelchair lift from a high floor coach requires an area of concrete hard standing, with a width in excess of 3 metres. It can be very difficult to achieve these widths on the footpaths of many of the streets across Ireland's towns.</p> <p>The NTA has been working with local authorities to install accessible bus stops suitable for high floor coaches in the larger towns (greater than 5,000 population) across Ireland and at other locations where the relevant local authority identifies a specific need. To date these wheelchair bays have been constructed or are in construction in towns nationwide. Other routes have been converted to low floor routes, using low floor vehicles which allow wheelchair access via a ramp at the entrance door. while several other locations are the subject of discussions with the relevant local authorities to construct.</p> <p>The NTA has also completed an additional study identifying towns with a population over 1,000 which need a wheelchair accessible bus stop for high floor coaches and those are being discussed with the relevant Local Authorities at present to construct.</p>	Barry Ward, T.D
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				<p>additional Changing Place facilities at other stations in the future.</p> <p>Bus Stations The NTA has been working with Bus Éireann on installing an accessible bus bay in all of their bus stations. 21 bus stations have been completed to date. There are 4 bus stations remaining, which are in the design/planning stage at present.</p> <p>Bus Éireann have carried out Accessibility Audits on some of their bus stations to ensure that they comply with Building Regulations for accessibility. They plan to complete these works over the next 4 years or so.</p> <p>Rural Transport Programme</p> <p>TFI Local Link, the Rural Transport Programme managed by the NTA through 15 Local Link offices across the country, provides approximately 95% of its scheduled services using wheelchair accessible vehicles. TFI Local link provide accessible buses across their day and evening services and can divert their routes for pick-ups where residents have mobility issues if pre-booked by phone. Since October 2019, all vehicles contracted for the delivery of rural transport services must now be wheelchair accessible. TFI Local Link provide a mixture scheduled bus services in addition to demand responsive door to door services in various locations.</p> <p>Travel Assistance Scheme for TFI services The NTA funds the Travel Assistance Scheme (TAS) Dublin, which is managed by Dublin Bus. The scheme aims to give people with disabilities confidence to use public transport. Under the scheme an assistant can accompany people who need help using public transport on Dublin Bus, Luas and DART services in the Greater Dublin Area, and help them to plan and become confident so that they can travel their journey independently. The Travel Assistance Scheme in Dublin now has four staff members.</p> <p>The NTA launched the TFI Travel Assistance Scheme in Cork in September 2022 which is managed by Bus Éireann and has now three assistants. The NTA extended the TFI Travel Assistance Scheme to Limerick in 2023 and Waterford in 2024. Galway started in January 2025 with Bus Éireann managing the schemes.</p> <p>Mystery Shopping The NTA wanted to get feedback directly from people with disabilities and older persons on their experience on using public transport. An independent research company hires mystery shoppers who are people with disabilities and older people and they carry out two surveys a year. The results are shared with the Transport Operators and internal NTA sections to ascertain where improvements can be made.</p> <p>As is evident from the above, there is a large amount of activity underway in relation to improving transport accessibility for people with disabilities across the country.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p>	
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04/03/2025	285	<p>PQ Referred: 9820/25, for answer 04/03/2025, Written from - Michael Fitzmaurice</p>	<p>Dail Question No: 285 To ask the Minister for Transport to clarify if the hydrogen / electric bus is still running in Dublin; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the public transport fleet.</p> <p>The Government is committed to the decarbonisation of the public transport sector in line with the Climate Action Plan. No new diesel-only buses have been purchased for urban public service obligation bus fleets since July 2019, as set out in the National Development Plan 2018-2027. The transition to a zero-emission urban bus fleet is currently programmed to take up until 2035, based on replacement of non-zero-emission buses as they reach the end of their efficient service lives.</p> <p>Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question Nos. 285, 286 and 287 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In early 2021, the NTA took delivery of three double-deck hydrogen-fuel-cell-electric buses to facilitate a technology pilot in order to assess the readiness level of buses relying on this technology for propulsion. While the pilot was originally intended to help inform the NTA whether to procure battery-electric or hydrogen-fuel-cell-electric buses for the urban Public Service Obligation (PSO) bus fleet, the relative maturity and sharp uptick in the adoption of battery-electric buses that became apparent during 2019 and 2020 ultimately led to hydrogen-fuel-cell technology being considered more for its potential for decarbonising the fleet providing longer-distance regional PSO bus services, where it is felt that battery-electric technology is unlikely to be able to deliver the required range to replace diesel-only coaches on a one-for-one basis.</p> <p>The three Wrightbus StreetDeck H2 double-deck buses delivered to the NTA were built in Ballymena, Northern Ireland, and incorporate a traction battery to capture electrical energy produced by the hydrogen-fuel-cell and recovered during braking. Each bus houses a Ballard FCveloCity HD85 fuel-cell rated at 85kW, which is supplied by Luxfer composite hydrogen gas storage tanks with a nominal capacity of 26.94kg @ 350bar. The fuel-cell generates electrical energy that is supplied to a 27.4kWh Forsee PULSE 2.5 Lithium Titanate Oxide (LTO) traction battery that in turn powers two hub-mounted traction motors.</p> <p>The technology pilot began in July 2021 on Bus Éireann Routes 105X and 103X (Ashbourne corridor) and is ongoing, with the three buses having collectively accumulated almost 200,000 zero-emission kilometres to-date. As the buses are the first generation of double-deck hydrogen-fuel-cell-electric buses built by Wrightbus, they have been under constant engineering and technical performance review during the pilot. From time-to-time the buses can variously be removed from service for engineering-related assessments and review as well as for routine maintenance and normal day-to-day running repairs. In any cases where the buses are removed from service for such reasons, Bus Éireann allocates other vehicles to cover services as required. There has been positive adoption and feedback from both drivers and passengers, and the fuel cell and hydrogen storage systems have proven reliable in operation, with most issues reflecting the first-generation nature of the vehicle design.</p> <p>Since entering service, the buses have operated within the expected H2 gas consumption range of 6.0-8.0kg/100km, with consumption at the higher end of this range during winter, as would be expected. The H2 gas fuel supply for the three buses is currently supplied through BOC under contract to Bus Éireann and the pricing is currently commercially sensitive. This is primarily because the overall volume of hydrogen (including H2 gas) currently produced in Ireland is extremely small and as a result the current price of H2 gas for the buses reflects small volume industrial sector applications (aerospace, electronics, pharmaceutical and medical) rather than the future projected costs of hydrogen as a mass produced fuel produced at and supplied in bulk volumes (as diesel is today in the transport</p>	Michael Fitzmaurice, T.D.
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				<p>sector). However, in a scenario where hydrogen is produced at scale and in high volume, the outlook from energy producers is that hydrogen will be comparative and competitive with the equivalent cost of diesel.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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04/03/2025	231	<p>PQ Referred: 9002/25, for answer 04/03/2025, Written from - Alan Kelly</p>	<p>Dail Question No: 231 To ask the Minister for Transport the status of a project (details supplied) with the National Transport Authority.</p> <p>Details Supplied: reference number: 22tcc/22/0015</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>The reference number provided 22tcc/22/0015 does not match any reference number in the 2024 NTA allocations, however my officials note that there is a project tcc/22/0015. In an attempt to seek clarification on the specific project the Deputy is referencing, officials from my Department have reached out to your office but have not received the necessary clarification.</p> <p>In light of the above and noting the role of the NTA in the matter, I have referred your question to that agency as they may be able to assist.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 231 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In respect of project code TCC/22/0015 (Thurles Municipal District Minor Footpaths). In 2022, €338,000 was claimed by Tipperary County Council. This project code didn't receive any NTA funding allocation in 2024 or 2025.</p> <p>Whilst not referenced in your Parliamentary Question, you may also be referring to project code, TCC/23/0021 (Castlemeadows Active Travel Scheme Thurles). This is at detailed design phase. The most recent update from Tipperary County Council on this project was that detailed design was ongoing and Tipperary County Council were preparing the necessary tender pack for the project, to secure the necessary approvals to take the scheme to construction in 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Alan Kelly T.D
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04/03/2025	287	<p>PQ Referred: 9822/25, for answer 04/03/2025, Written from - Michael Fitzmaurice</p>	<p>Dail Question No: 287 To ask the Minister for Transport the cost of running the hydrogen / electric bus on fuel; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the public transport fleet.</p> <p>The Government is committed to the decarbonisation of the public transport sector in line with the Climate Action Plan. No new diesel-only buses have been purchased for urban public service obligation bus fleets since July 2019, as set out in the National Development Plan 2018-2027. The transition to a zero-emission urban bus fleet is currently programmed to take up until 2035, based on replacement of non-zero-emission buses as they reach the end of their efficient service lives.</p> <p>Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question Nos. 285, 286 and 287 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In early 2021, the NTA took delivery of three double-deck hydrogen-fuel-cell-electric buses to facilitate a technology pilot in order to assess the readiness level of buses relying on this technology for propulsion. While the pilot was originally intended to help inform the NTA whether to procure battery-electric or hydrogen-fuel-cell-electric buses for the urban Public Service Obligation (PSO) bus fleet, the relative maturity and sharp uptick in the adoption of battery-electric buses that became apparent during 2019 and 2020 ultimately led to hydrogen-fuel-cell technology being considered more for its potential for decarbonising the fleet providing longer-distance regional PSO bus services, where it is felt that battery-electric technology is unlikely to be able to deliver the required range to replace diesel-only coaches on a one-for-one basis.</p> <p>The three Wrightbus StreetDeck H2 double-deck buses delivered to the NTA were built in Ballymena, Northern Ireland, and incorporate a traction battery to capture electrical energy produced by the hydrogen-fuel-cell and recovered during braking. Each bus houses a Ballard FCveloCity HD85 fuel-cell rated at 85kW, which is supplied by Luxfer composite hydrogen gas storage tanks with a nominal capacity of 26.94kg @ 350bar. The fuel-cell generates electrical energy that is supplied to a 27.4kWh Forsee PULSE 2.5 Lithium Titanate Oxide (LTO) traction battery that in turn powers two hub-mounted traction motors.</p> <p>The technology pilot began in July 2021 on Bus Éireann Routes 105X and 103X (Ashbourne corridor) and is ongoing, with the three buses having collectively accumulated almost 200,000 zero-emission kilometres to-date. As the buses are the first generation of double-deck hydrogen-fuel-cell-electric buses built by Wrightbus, they have been under constant engineering and technical performance review during the pilot. From time-to-time the buses can variously be removed from service for engineering-related assessments and review as well as for routine maintenance and normal day-to-day running repairs. In any cases where the buses are removed from service for such reasons, Bus Éireann allocates other vehicles to cover services as required. There has been positive adoption and feedback from both drivers and passengers, and the fuel cell and hydrogen storage systems have proven reliable in operation, with most issues reflecting the first-generation nature of the vehicle design.</p> <p>Since entering service, the buses have operated within the expected H2 gas consumption range of 6.0-8.0kg/100km, with consumption at the higher end of this range during winter, as would be expected. The H2 gas fuel supply for the three buses is currently supplied through BOC under contract to Bus Éireann and the pricing is currently commercially sensitive. This is primarily because the overall volume of hydrogen (including H2 gas) currently produced in Ireland is extremely small and as a result the current price of H2 gas for the buses reflects small volume industrial sector applications (aerospace, electronics, pharmaceutical and medical) rather than the future projected costs of hydrogen as a mass produced fuel produced at and supplied in bulk volumes (as diesel is today in the transport</p>	Michael Fitzmaurice, T.D.
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				<p>sector). However, in a scenario where hydrogen is produced at scale and in high volume, the outlook from energy producers is that hydrogen will be comparative and competitive with the equivalent cost of diesel.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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04/03/2025	286	<p>PQ Referred: 9821/25, for answer 04/03/2025, Written from - Michael Fitzmaurice</p>	<p>Dail Question No: 286 To ask the Minister for Transport the mileage on the hydrogen / electric bus, if it is still running; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the public transport fleet.</p> <p>The Government is committed to the decarbonisation of the public transport sector in line with the Climate Action Plan. No new diesel-only buses have been purchased for urban public service obligation bus fleets since July 2019, as set out in the National Development Plan 2018-2027. The transition to a zero-emission urban bus fleet is currently programmed to take up until 2035, based on replacement of non-zero-emission buses as they reach the end of their efficient service lives.</p> <p>Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question Nos. 285, 286 and 287 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In early 2021, the NTA took delivery of three double-deck hydrogen-fuel-cell-electric buses to facilitate a technology pilot in order to assess the readiness level of buses relying on this technology for propulsion. While the pilot was originally intended to help inform the NTA whether to procure battery-electric or hydrogen-fuel-cell-electric buses for the urban Public Service Obligation (PSO) bus fleet, the relative maturity and sharp uptick in the adoption of battery-electric buses that became apparent during 2019 and 2020 ultimately led to hydrogen-fuel-cell technology being considered more for its potential for decarbonising the fleet providing longer-distance regional PSO bus services, where it is felt that battery-electric technology is unlikely to be able to deliver the required range to replace diesel-only coaches on a one-for-one basis.</p> <p>The three Wrightbus StreetDeck H2 double-deck buses delivered to the NTA were built in Ballymena, Northern Ireland, and incorporate a traction battery to capture electrical energy produced by the hydrogen-fuel-cell and recovered during braking. Each bus houses a Ballard FCveloCity HD85 fuel-cell rated at 85kW, which is supplied by Luxfer composite hydrogen gas storage tanks with a nominal capacity of 26.94kg @ 350bar. The fuel-cell generates electrical energy that is supplied to a 27.4kWh Forsee PULSE 2.5 Lithium Titanate Oxide (LTO) traction battery that in turn powers two hub-mounted traction motors.</p> <p>The technology pilot began in July 2021 on Bus Éireann Routes 105X and 103X (Ashbourne corridor) and is ongoing, with the three buses having collectively accumulated almost 200,000 zero-emission kilometres to-date. As the buses are the first generation of double-deck hydrogen-fuel-cell-electric buses built by Wrightbus, they have been under constant engineering and technical performance review during the pilot. From time-to-time the buses can variously be removed from service for engineering-related assessments and review as well as for routine maintenance and normal day-to-day running repairs. In any cases where the buses are removed from service for such reasons, Bus Éireann allocates other vehicles to cover services as required. There has been positive adoption and feedback from both drivers and passengers, and the fuel cell and hydrogen storage systems have proven reliable in operation, with most issues reflecting the first-generation nature of the vehicle design.</p> <p>Since entering service, the buses have operated within the expected H2 gas consumption range of 6.0-8.0kg/100km, with consumption at the higher end of this range during winter, as would be expected. The H2 gas fuel supply for the three buses is currently supplied through BOC under contract to Bus Éireann and the pricing is currently commercially sensitive. This is primarily because the overall volume of hydrogen (including H2 gas) currently produced in Ireland is extremely small and as a result the current price of H2 gas for the buses reflects small volume industrial sector applications (aerospace, electronics, pharmaceutical and medical) rather than the future projected costs of hydrogen as a mass produced fuel produced at and supplied in bulk volumes (as diesel is today in the transport</p>	Michael Fitzmaurice, T.D.
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				<p>sector). However, in a scenario where hydrogen is produced at scale and in high volume, the outlook from energy producers is that hydrogen will be comparative and competitive with the equivalent cost of diesel.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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04/03/2025	158	<p>PQ Referred: 9387/25, for answer 04/03/2025, Oral from - Grace Boland</p>	<p>Dail Question No: 158 To ask the Minister for Transport the progress of Dart + for the Northern Commuter Line; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including, in consultation with Iarnród Éireann, the DART+ programme.</p> <p>The Preliminary Business Case for the DART+ programme was approved by Cabinet at Decision Gate 1 of the Public Spending Code in December 2021. The Decision also permitted the purchase of additional DART fleet. The first order for the purchase of 95 additional DART carriages (comprised of mainly battery-electric, with some electric carriages) have started to arrive for testing prior to entry into service in 2026, with the majority earmarked for the northern line between Dublin and Drogheda.</p> <p>A Railway Order for DART+ Coastal North was lodged in July 2024 which commenced the formal planning process. The Statutory Consultation period closed in October 2024. The project is currently awaiting a decision from An Bord Pleanála.</p> <p>Noting the NTA's responsibility in this matter I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 158 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question and, accordingly, the NTA has nothing further to add to the Minister's response.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Grace Boland, T.D
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04/03/2025	133	<p>PQ Referred: 9502/25, for answer 04/03/2025, Oral from - Colm Burke</p>	<p>Dail Question No: 133 To ask the Minister for Transport if he will provide an update on the progress of Cork’s northern distributor road; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the proposal for the Northern Distributor Multi-Modal Route was established in the Cork Metropolitan Area Transport Strategy. It is intended that the Northern Distributor Multi-Modal Route will include both traffic and bus lanes as well as cycling and pedestrian facilities.</p> <p>In December of 2023, the National Transport Authority (NTA) approved a Strategic Assessment Report (SAR) for the project. The approval of the SAR authorised Cork City Council to proceed with the next stage of the project, namely the route selection stage.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The NTA has responsibility for the planning and development of public transport infrastructure, including the Cork Northern Distributor project.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 133 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please note that Cork City Council had been undertaking a comprehensive route assessment process to identify an Emerging Preferred Route for the proposed Cork Northern Distributor Multi-Modal Route which would be brought to public consultation. The City Council has now completed their options assessment report and provided it to the NTA for review in line with the procedures set out in the Infrastructure Guidelines.</p> <p>The NTA has since advised Cork City Council that they can proceed with a public consultation process. The City Council launched a public consultation on the emerging preferred route on 27 February and the consultation runs until 10 April. Details of the consultation are available at the link below.</p> <p>https://www.corkcity.ie/en/council-services/news-room/latest-news/cork-city-council-launches-public-consultation-on-cork-northern-distributor-multi-modal-road-emerging-preferred-route/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Colm Burke, T.D.
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04/03/2025	166	<p>PQ Referred: 9442/25, for answer 04/03/2025, Oral from - Jennifer Whitmore</p>	<p>Dail Question No: 166 To ask the Minister for Transport when work is due to commence on the expansion of the green line LUAS to Bray; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), including light rail.</p> <p>As the Deputy may be aware, the Transport Strategy for the GDA 2022-2042 was published by the NTA in January 2023. The strategy sets out a statutory framework for transport investment across the region over a twenty-year period and provides a clear statement of transport planning policy for the GDA.</p> <p>Implementation of the strategy has been divided into three phases – short-term up to 2030, medium-term from 2031 to 2036, and longer-term from 2037 to 2042. An extension of the Luas green line to Bray is part of the strategy’s medium-term proposals for development and delivery within 2031-2036 and is part of a number of proposed expansions to the Luas network over the lifetime of the strategy.</p> <p>Noting the NTA's responsibility in the development of public transport infrastructure in the GDA, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 166 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Transport Strategy for the Greater Dublin Area, 2022-2042 sets out the objective for an extension of the Luas Green Line to Bray. Measure LRT5 of the Transport Strategy states: “It is intended to extend the Luas Green Line southwards in order to serve the Bray and Environs area.”</p> <p>Prior to being able to extend the Luas system to Bray, there is a need to increase the capacity of the existing Green Line in order to be able to cater for the additional passenger demand from all of the new areas south of Bride’s Glen that would be added to the lengthened Green Line. Extending the Luas Green Line to Bray would add significant demand to the Green Line, which is already running close to capacity at peak times. That additional capacity on the existing Green Line is a pre-requisite for any extension to Bray – it does not make sense to extend the existing network and then be unable to carry the increased number of passengers.</p> <p>As a first step, it is intended that Transport Infrastructure Ireland (TII) will undertake a detailed capacity assessment study of the existing Luas Green line to identify and plan for the implementation of capacity enhancement measures to ensure that the additional demand from the Bray area can be accommodated. It is intended that that TII will undertake this capacity enhancement study, commencing later this year. The undertaking of this study is linked to the determination of the MetroLink railway order application to An Bord Pleanála, as that project has a considerable bearing on passenger flows on the existing Green Link. Accordingly, it is likely to be next year before the study is concluded and proposals to increase the passenger capacity of the existing Green Line finalised.</p> <p>Subsequent to that enabling study being completed, an options assessment process can begin to determine the most suitable alignment and stop locations between Bride’s Glen and Bray.</p> <p>As you can see, it will be some time before construction of an extension of the Luas Green Line to Bray could commence. However, the sequencing above is the correct approach to deliver a viable, workable extension that will be able to deliver its objective over the longer term.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Jennifer Whitmore, T.D.
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04/03/2025	255	<p>PQ Referred: 9339/25, for answer 04/03/2025, Written from - Catherine Ardagh</p>	<p>Dail Question No: 255 To ask the Minister for Transport the total number of buses under the new BusConnects plan, particularly the G, C and D spines, that will service the Ballyfermot, Inchicore and Bluebell areas; the hourly breakdown of how often these buses run through these areas, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 255 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The BusConnects Dublin area Network redesign was finalised following three rounds of public consultations which culminated in over 72,000 submissions being received. The overall network represents a major investment in enhanced bus services, delivering a 35% increase in annual “in-service” kilometres, a significant increase in overall capacity and frequency for customers, as well as more evening and weekend services. Passenger numbers on the services launched thus far under the network redesign are approximately 48% up compared to 8% on non-network redesign related routes.</p> <p>The network change relevant to this particular area relates to new route 58. We are aware of the concerns raised in relation to this route. Please note that we are currently reviewing and updating the plan for this service and will advise stakeholders of the outcome when that update is complete.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p> </p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Catherine Ardagh, T.D
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04/03/2025	247	<p>PQ Referred: 9240/25, for answer 04/03/2025, Written from - Darren O'Rourke</p>	<p>Dail Question No: 247 To ask the Minister for Transport for an update on the Navan rail project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority, or NTA, has statutory responsibility for transport planning in the Greater Dublin Area, including County Meath.</p> <p>The NTA's Transport Strategy for the Greater Dublin Area, which was approved in early 2023, sets out a framework for transport investment across the region over a 20-year period from 2022 to 2042.</p> <p>The issue of a rail connection between Dublin and Navan was re-examined as part of the development of the Transport Strategy. That re-examination supported the development of a rail line from Dublin to Navan and the final Strategy now includes delivery of the line between 2031 and 2036, subject to planning and funding approvals.</p> <p>I am pleased to confirm that in 2024 the NTA allocated funding to Iarnród Éireann (IÉ) for the establishment of a design team to commence work on the Navan rail line project. This work involves route option selection, planning and design phases of the project.</p> <p>IÉ commenced the procurement process for this pre-construction phase of the project, and issued a tender to prequalified consultants at the end of May 2024. In November 2024, multi-disciplinary consultants were appointed by IÉ for the duration of the project to work with the rail company's in-house project team.</p> <p>It is anticipated that a public consultation on the route options for the project will take place by early 2026. That process will ultimately recommend a defined route and develop a preliminary business case, which will need to be approved by Government before it enters the planning system.</p> <p>The Navan Rail Line is being delivered by IÉ on behalf of the NTA, with funding for the project being provided by my Department through the NTA.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 247 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question and, accordingly, the NTA has nothing further to add to the Minister's response.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Darren O'Rourke, T.D.
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04/03/2025	245	<p>PQ Referred: 9199/25, for answer 04/03/2025, Written from - Pádraig O'Sullivan</p>	<p>Dail Question No: 245 To ask the Minister for Transport the specific criteria required for a road to qualify for active travel funding; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 245 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Given the ramping up of activities over the last few years in the Active Travel area, the number of projects being progressed (circa 950) now exceeds the level of funding made available to the NTA. Accordingly, the NTA is unable to fully fund all proposed Active Travel projects and Local Authorities must prioritise certain projects over others in order to remain within its allocated budget.</p> <p>In general, the focus of active travel investment will be to support high quality walking, wheeling (use of wheeled mobility aid) and cycling infrastructure, for everyday trips, in villages, towns and cities, particularly in designated growth settlements, with a view to promoting the greatest potential modal shift to active travel.</p> <p>In determining funding allocations, the NTA consider the following considerations:</p> <ul style="list-style-type: none"> • Alignment with national, regional, and local plans and planning policy; • Integration and level of importance to an overall transport network; • Cost and value of scheme which includes likely level of usage and overall benefits; • Design quality of scheme, taking account of widths, gradients, continuity, interaction with parking bays/loading bays/bus stops, level of segregation and junction/crossing design; and • Availability of co-funding from other funding sources. <p>While a project may not be selected by the NTA for funding in a particular year, it may be funded in subsequent years. As part of the allocation determination, the NTA liaises with each local authority to fully understand the projects being proposed by the local authority and its considerations in terms of priorities.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Padraig O'Sullivan, T.D.
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04/03/2025	177	<p>PQ Referred: 8899/25, for answer 04/03/2025, Oral from - Mattie McGrath</p>	<p>Dail Question No: 177 To ask the Minister for Transport for an update on Ardfinnan bridge; if full funding will be provided to progress the project following the public consultation; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 177 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Ardfinnan Bridge Public Consultation event took place on 19 December 2024, in Ardfinnan Community Centre, Ardfinnan Village, County Tipperary. During the Public Consultation process a total of 485 (hard copy, email and online) comments and submissions were made. The Public Consultation closed on the 31 January 2025. More details can be found at the link below;</p> <p>https://consultations.tipperarycoco.ie/ardfinnanbridge</p> <p>The submissions made during the Public Consultation are currently being reviewed by the design team. The review process will feed into the finalisation of the Preliminary Design and Preliminary Business Case for submission to the National Transport Authority (NTA) later this year for approval. The Design Team also has to finalise several additional reports, including an Appropriate Assessment and Environmental Impact Assessment Screening, visual impact assessment, etc., all of which will determine the appropriate planning process to be followed. The outcome of these assessments will determine the programme for submission of the planning application.</p> <p>In respect of funding, the Ardfinnan Bridge (TCC/22/0021) scheme has NTA Active Travel Allocation funding to the end of the calendar year (2025) to the value of €120,000 which is sufficient to complete the current phase (public consultation and preliminary design stage). Funding beyond this phase is still to be determined.</p> <p>I trust that the above information is of assistance and clarifies the current state of the matter.</p> <p>Yours sincerely,</p> <p> </p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Mattie McGrath, T.D.
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05/03/2025	24	<p>PQ Referred: 9901/25, for answer 05/03/2025, Written from - Gillian Toole</p>	<p>Dail Question No: 24 To ask the Minister for Transport when the National Transport Authority will allocate funding for a link bus from Ratoath County Meath to the M3 Parkway train station, thereby reducing commuter carbon emissions and improving commuter quality of life.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 24 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority has no plans to provide a direct link bus from Ratoath to the M3 Parkway Station. However, there is a current bus link between Ratoath and Dunboyne Rail Station (route 105 bus). We are working with Bus Éireann on enhancements to the route 105 bus which will improve connectivity between the 105 bus service and rail services on the Maynooth rail line.</p> <p>There is no definitive date for implementation of this upgrade but we currently anticipate that it will be implemented in Q2/Q3 of 2025 subject to funding and resource availability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Gillian Toole, T.D
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05/03/2025	28	<p>PQ Referred: 10109/25, for answer 05/03/2025, Written from - Michael Healy-Rae</p>	<p>Dail Question No: 28 To ask the Minister for Transport if the NTA will introduce new legislation that will require all dispatch operators to be registered in Ireland; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 28 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A dispatch operator is a person or entity who provides a service for taking bookings for Small Public Service Vehicle (SPSV) services that are delivered by someone else, or who provides a service that enables intending passengers to arrange the hire of an SPSV.</p> <p>We understand that your query relates to company registration in Ireland and a proposal that dispatch operators providing services in Ireland must be registered as an Irish company. While the issuing of licences to dispatch operators is within the responsibility of the NTA, the issue of company registration is outside of our regulatory remit. We would note, however, that requiring an entity operating in Ireland to have their company registered in Ireland may not be aligned with European law.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	<p>Michael Healy-Rae, T.D.</p>
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06/03/2025	219	<p>PQ Referred: 10380/25, for answer 06/03/2025, Written from - John Lahart</p>	<p>Dail Question No: 219 To ask the Minister for Transport the reason residents in Dublin south west appear to be pushed to the back of the queue for the major spine upgrades, and the A spine due to replace the 15 is yet to be rolled out, and appears similarly delayed; and if he will make a statement on the matter.</p> <p>Answer As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State and is managed by the National Transport Authority (NTA).</p> <p>New bus services in Dublin are already being delivered, with the first six phases of the Network Redesign rolled out in recent years. Most recently, the E-Spine connecting Ballymun to Bray and L routes in Wicklow rolled out in January.</p> <p>The redesign of the entire network, including the A Spine, connecting Swords to Rathmines/Terenure via the City Centre, will continue in the coming years subject to funding and driver availability.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 219 of 06 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Implementation of the new bus network across the Dublin area involves significant levels of change in the levels and deployment of resources. Dates for each set of bus service changes are confirmed subject to operational readiness and the availability of additional PSO (Public Service Obligation) funding required to run the services. Readiness to commence each phase includes assessment of having sufficient levels of buses, bus drivers and other operational staff to operate such services. Due to personnel shortages with bus operators, particularly drivers and mechanics, the roll out of the various phases of the BusConnects network has taken longer than expected.</p> <p>It is worth noting that the phase sequence of implementation of the A-Spine enhancements has not changed. We currently expect to introduce the A-Spine in Q2 of 2026 subject to funding and resource availability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	John Lahart, T.D.
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06/03/2025	218	<p>PQ Referred: 10379/25, for answer 06/03/2025, Written from - John Lahart</p>	<p>Dail Question No: 218 To ask the Minister for Transport given that BusConnects is a major plank of Government policy, the reason the proposed F1 route, which will replace routes 49 and 65b, due to service constituents across Knocklyon, Templeogue and Firhouse, and was originally due to come in to force in Q1 2024, has been consistently pushed out; and the current estimated date is end of 2025, depending on resources and so on.</p> <p>Answer</p> <p>As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State and is managed by the National Transport Authority (NTA).</p> <p>New bus services in Dublin are already being delivered, with the first six phases of the Network Redesign rolled out in recent years. Most recently, the E-Spine connecting Ballymun to Bray and L routes in Wicklow rolled out in January.</p> <p>The redesign of the entire network, including the F Spine, connecting Finglas to Tallaght, will continue in the coming years subject to funding and driver availability.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 218 of 06 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Implementation of the new bus network across the Dublin area involves significant levels of change in the levels and deployment of resources. Dates for each set of bus service changes are confirmed subject to operational readiness and the availability of additional PSO (Public Service Obligation) funding required to run the services. Readiness to commence each phase includes assessment of having sufficient levels of buses, bus drivers and other operational staff to operate such services. Due to personnel shortages with bus operators, particularly drivers and mechanics, the roll out of the various phases of the BusConnects network has taken longer than expected.</p> <p>It is worth noting that the phase sequence of implementation of the F-Spine enhancements has not changed. We currently expect to introduce the F-Spine in late Q3/ early Q4 of 2025 subject to funding and resource availability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	John Lahart, T.D.
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06/03/2025	214	<p>PQ Referred: 10275/25, for answer 06/03/2025, Written from - Jen Cummins</p>	<p>Dail Question No: 214 To ask the Minister for Transport the status of the DART Southwest plans; if there will be a station in Ballyfermot; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including through engagement with Iarnród Éireann, any proposed new stations and the DART+ South West project.</p> <p>Noting the NTA's responsibility in this matter and the specific issue raised by the Deputy, I have referred the Deputy's question to the NTA for a more direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 214 on the 6th of March, which was referred to the National Transport Authority (NTA) for reply.</p> <p>A Railway Order was submitted to An Bord Pleanála in March 2023 for the DART+ South West project, which aims to increase passenger capacity in the Kildare Line from Dublin City Centre to Hazelhatch - Celbridge. In November 2024, An Bord Pleanála issued its approval for progressing all of the work needed to enable electrified DART services to operate on the line – electrification, resignalling, the installation of additional track (to 4 tracks) between Heuston and Park West/Cherry Orchard), a new station at Heuston West, and various other works.</p> <p>Since the submission of the railway order application for the DART+ South West scheme to An Bord Pleanála, the new Greater Dublin Area Transport Strategy 2022-2042 has been finalised and adopted. The Greater Dublin Area Transport Strategy 2022-2042 specifically identifies a new rail station at Kilemore. Whilst Kilemore station is outside the scope of the DART+ South West project, the design of the project has future-proofed its layout to allow the addition of the new station.</p> <p>The NTA has provided funding to Iarnród Éireann this year for the preparation of designs and planning for the Kilemore Rail Station. Iarnród Éireann is currently progressing the option development process for the station, and the next step in delivering this project would be identifying an emerging preferred option (EPO). The identified EPO will be subject of a non-statutory public consultation during the coming months.</p> <p>In relation to the main DART+ South West project, Irish Rail are further developing the details of the project's design and are also preparing tender documents to allow procurement of its construction to be commenced. While we are currently progressing on the basis that funding will be available for the delivery of the project, we do have to await the Government's review of the National Development Plan (NDP), Ireland's overall capital plan, which is due to be concluded around the middle of this year. The finalisation of the new NDP will clarify the availability of funding for the DART+ South West project, which will then enable construction timelines to be established with greater certainty.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim)</p>	Jen Cummins, T.D
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06/03/2025	213	<p>PQ Referred: 10254/25, for answer 06/03/2025, Written from - John Lahart</p>	<p>Dail Question No: 213 To ask the Minister for Transport if he is aware of any considerations being made for the provision of a new bus service to Dublin Airport from areas such as Templeogue, Rathfarnham and Tallaght, as the ‘Tallaght Hopper’ has ceased service, and these areas now have no transport connection to the airport apart from expensive taxis; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 213 of 06 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is engaged in rolling out the new bus network for Dublin under the BusConnects Dublin programme. We are over halfway through the implementation stage and are focussed on completing the remaining phases over 2025 and 2026 – the key challenge has been resources, particularly drivers and mechanics.</p> <p>As you will be aware, extensive consultations were undertaken in relation to the development of the new BusConnects network. We had three rounds of public consultation on the new bus network and a phenomenal number of people – about 72,000 - participated in that process. We considered all the feedback received and sought to address as many of the issues raised as we could, while still trying to achieve the objective of a better overall bus system within the available funding envelope.</p> <p>We are currently focussed on implementing that new BusConnects network as finalised following the above-referenced consultation process. Accordingly, we have no current plans to add a new direct PSO (Public Service Obligation) service from the Templeogue/Rathfarnham/Tallaght area to Dublin Airport. We have numerous request for special services from different areas across Dublin to go direct to Dublin Airport, and it simply isn’t economic or practicable to provide direct services to the Airport from all of the requested areas.</p> <p>There are a considerable number of options for making the journey from the Templeogue / Rathfarnham / Tallaght area to Dublin Airport through the PSO network, which would include interchange with Airport services in the City Centre. Those existing options area can be assessed via the TFI Live app and the TFI (Transport for Ireland) Journey Planner tool – link is https://www.transportforireland.ie/. In addition, Route 16 currently serves the Rathfarnham and Ballinteer areas and connects directly to Dublin Airport – it will be replaced by the A2 services under the BusConnects plan which does serve additional areas including Dundrum.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	John Lahart, T.D.
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19/03/2025	370	<p>PQ Referred: 12750/25, for answer 19/03/2025, Written from - Ciarán Ahern</p>	<p>Dail Question No: 370 To ask the Minister for Transport the amount paid by the National Transport Authority in consultancy fees in each of the past five years, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally in conjunction with the relevant transport operators. Therefore issues in relation to consultancy fees are primarily a matter for the NTA in accordance with the provisions established under the the Dublin Transport Act 2008 and Public Transport Regulation Act 2009.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 370 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see table below in response to your Parliamentary Question No. 37 of 19 March 2025. The table sets out consultancy costs for each of the past five years, which include the cost of external advice to management and exclude outsourced “business-as-usual” functions, as per the Authority’s Financial Statements.</p> <p>Please note that the costs for the year ended 31 December 2024 are draft and subject to final confirmation.</p> <table><tr><th>Period</th><th>Fees €'000</th></tr><tr><td>Year Ended 31 December 2020</td><td>4,698</td></tr><tr><td>Year Ended 31 December 2021</td><td>5,669</td></tr><tr><td>Year Ended 31 December 2022</td><td>5,763</td></tr><tr><td>Year Ended 31 December 2023</td><td>6,024</td></tr><tr><td>Year Ended 31 December 2024</td><td>5,921</td></tr></table> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Period	Fees €'000	Year Ended 31 December 2020	4,698	Year Ended 31 December 2021	5,669	Year Ended 31 December 2022	5,763	Year Ended 31 December 2023	6,024	Year Ended 31 December 2024	5,921	Ciaran Ahern, T.D
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19/03/2025	263	<p>PQ Referred: 10600/25, for answer 19/03/2025, Written from - Duncan Smith</p>	<p>Dail Question No: 263 To ask the Minister for Transport the expected timeline for an increased provision of bus services for the Millers Glen estate in Swords; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 263 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>New route 22, to be implemented as part of BusConnects Dublin, will serve the full length of Glen Ellan Road, with stops close to Millers Glen. It is currently planned to commence services on this route in 2026 subject to funding and resource availability. Implementation of this service does depend on identifying a suitable terminus in the area and the NTA is working with Fingal County Council in respect of this provision.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Duncan Smith, T.D.
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19/03/2025	365	<p>PQ Referred: 12534/25, for answer 19/03/2025, Written from - Ruth Coppinger</p>	<p>Dail Question No: 365 To ask the Minister for Transport for an update on progress to introduce a direct bus route between Blanchardstown and Dublin airport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 365 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Route N8, part of the new BusConnects network, which will run between Blanchardstown Centre and Clongriffin via Dublin Airport is currently expected to be implemented in 2026 subject to funding and resource availability.</p> <p>A copy of the overall BusConnects network, including the planned Route N8, is available at the link below.</p> <p>https://busconnects.ie/wp-content/uploads/2024/06/A3-Big-Picture-Map-13.6.24.pdf.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ruth Coppinger, T.D.
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19/03/2025	369	<p>PQ Referred: 12749/25, for answer 19/03/2025, Written from - Ciarán Ahern</p>	<p>Dail Question No: 369 To ask the Minister for Transport if he is satisfied that the National Transport Authority is sufficiently staffed to deliver on the numerous transport projects that are deemed necessary for Ireland to meet its transport emissions reduction targets; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally in conjunction with the relevant transport operators. Therefore issues in relation to NTA staffing are primarily a matter for them in accordance with the provisions established under the the Dublin Transport Act 2008 and Public Transport Regulation Act 2009.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 369 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Currently, the National Transport Authority has sufficient staffing resources to deliver the various transport projects that we are involved in. The Authority also plans to hire approximately 50 additional staff during 2025 in order to deliver upon its remit. Staffing resources are continuously monitored and planned for as existing projects develop and new project requirements emerge.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ciaran Ahern, T.D
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19/03/2025	358	<p>PQ Referred: 12348/25, for answer 19/03/2025, Written from - Peter 'Chap' Cleere</p>	<p>Dail Question No: 358 To ask the Minister for Transport if additional funding will be provided to expand Local Link services in counties Kilkenny and Carlow; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. In the new Programme for Government, Securing Ireland's Future, this Government has committed to increasing Local Link services in rural areas to better connect villages, towns and cities.</p> <p>Under Budget 2025, the Department of Transport secured €658.442 million of funding for Public Service Obligation (PSO) and TFI Local Link services (an increase from €613.813 million in 2024). This package includes funding for the continuation of the various fare initiatives, such as the Young Adult Card, and the 90-minute fare until the end of 2025. Funding has also been provided to extend free child fares on PSO Services to include those aged 5 to 8-years old, and to support the roll-out new and enhanced bus services under programmes such as BusConnects and Connecting Ireland.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for the rollout of new and enhanced services, including in Counties Kilkenny and Carlow, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 358 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The 891 Fiddown to Kilkenny Local Link service commenced earlier this year. We are also examining the potential for Knockananna to Carlow and Graiguenamanagh to Kilkenny service improvements later this year. It is a matter for Government to decide on the PSO funding levels. Our network plans are then based on that level of funding available.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	<p>Peter 'Chap' Cleere, T.D</p>
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19/03/2025	342	<p>PQ Referred: 11986/25, for answer 19/03/2025, Written from - Pa Daly</p>	<p>Dail Question No: 342 To ask the Minister for Transport if he plans to increase fares on public transport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operation of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In their capacity as fare regulator, on the 27th of April 2023, the NTA published a new National Fares Strategy, and following this on the 18th of January 2024 they published the first of a series of Fares Determination related to the strategy.</p> <p>The most significant change in the fare determination was the implementation of a new ‘Dublin Commuter Zone’ (extending from the outer edge of the Dublin City Zone to approximately 50 km from the centre of Dublin), with simplified Leap capping, as well as changes to some Intercity Rail and town bus fares. This represents a more consistent and equitable fares approach, and one that is easier for customers to understand. It is the NTA’s intention to roll out further changes in future determinations during 2025.</p> <p>Further, the Government recently confirmed its commitment to improving public transport under the new Programme for Government (PFG)- Securing Ireland’s Future and is backing up that commitment with significant investments across the bus and rail network. Specifically included in the PFG are commitments to Roll out contactless fare payments on all public transport and keep fares low and affordable; and Examine the further expansion of free public transport for children.</p> <p>Budget 2025 included funding for the continuation of public transport fare initiatives including the 90-minute fare, the Young Adult/Student Leap Card, and the discounted fares on PSO services, with further provision to extend child fares to include those ages 5-8 years of age.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 342 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (the Authority) has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008. This is normally done via a Fares Determination, and the Authority is currently implementing the Fares Determination 2024.</p> <p>In the Determination, 80% of public transport fares remained unchanged, such as the €2 cost of the 90-minute fare for Dublin which was introduced in 2022. In addition, the 20% cost of living fares reduction which has been applied to all PSO fares, as well as the 50% discount on adult Leap fares available to Young Adult Leap Card (YAC) holders, was also maintained in the 2024 Determination.</p> <p>Other fares were either increased or decreased. However, these changes were not projected to increase overall fare revenue but represent a rebalancing of fares to ensure fairness and consistency at a network level. This adjustment was in line with the National Fare Strategy objectives of setting fares that are equitable, consistent, and easy to understand for all public transport passengers.</p> <p>The focus of the 2024 Fares Determination was the formalisation of a new Dublin City Zone extending to approximately 23km from Dublin City Centre, and a Dublin Commuter Zone extending to approximately 50km from Dublin City Centre. Within the Dublin City Zone, new products such as a new multi-modal monthly Leap Card Adult fare of €96 / annual fare of €960, equating to a 16.5% reduction on previous rates, will be implemented.</p> <p>Within the Dublin Commuter Zone passengers will pay the lower of the national fare structure i.e. a boarding charge plus an incremental fare based on the straight-line distance between the start and end stop of a trip, or the flat ‘Xpresso’ Dublin City fare plus an incremental fare based on the straight-line distance between the start of a trip and the Dublin City boundary will apply. In addition, a range of competitively priced Leap card products will be made available for public transport users, enabling further potential savings on public transport usage. The new commuter zone will include stations outside of the Dublin City Zone extending as far as Rathdrum, Kildare, Enfield and Drogheda stations, and forms part of the phase 2 of the implementation of the Fares Determination by the NTA published in early 2024. We currently anticipate that phase 2 of the Fares Determination will be implemented by the end of April 2025.</p> <p>No further fare determinations for 2025 have yet been made.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p>	Pa Daly, T.D.
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19/03/2025	344	<p>PQ Referred: 11992/25, for answer 19/03/2025, Written from - Michael Cahill</p>	<p>Dail Question No: 344 To ask the Minister for Transport if he will ensure that a company (details supplied) has a payment method that accepts cash as a payment option; and if he will make a statement on the matter.</p> <p>Details Supplied: APOCA company; this company operate a clamping service and an elderly constituent had no option to pay cash to have his car released. He had no card with him to pay with, and as a result was left with his car clamped for a prolonged period</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>On the 1st October, 2017, the NTA assumed responsibilities as the regulator of vehicle clamping activities in both statutory and non-statutory (privately-owned) clamping places throughout the State. They are responsible for the regulation of clamping activities, administration of second-stage vehicle clamping appeals, and investigation of complaints.</p> <p>Where there is dispute regarding the decision by the parking controller or clamping operator to clamp a vehicle, the appeals procedure must be used. The NTA has established a complaints procedure to investigate complaints submitted concerning the discharge of responsibilities by parking controllers, the conduct, behaviour, and identification of clamping operators, unnecessary delay on the part of parking controllers or clamping operators in responding to complaints, or other communication from members of the public, and the identification of vehicles used by clamping operators.</p> <p>A complaint concerning vehicle clamping activities can be submitted by completing the Clamping Complaint Form along with any relevant supporting documentation. This can be done here - https://clampingregulation.nationaltransport.ie/Appeal/</p> <p>The completed form must be received by the NTA within 60 days of the event giving rise to the complaint. The 60-day period is deemed to commence on the day of the event that gave rise to the complaint submission.</p> <p>The NTA's decision will be one of the following: The complaint is not substantiated; The complaint is upheld; The complaint is partly upheld; or The complaint is not upheld.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 344 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The regulation of clamping activities in clamping places, and matters relating to appeals and complaints in that regard, are statutory functions of the NTA. Regulation of parking controllers and clamping operators, such as APCOA, is through the Vehicle Clamping Act 2015, the Vehicle Clamping and Signage Regulations 2017 and also a Code of Practice.</p> <p>The legal requirements for the payment of a clamp release charge, and the methods provided to the motorist, are set out in the 2017 Regulations.</p> <p>Under Regulation 14 of the 2017 Regulations, a clamping operator or parking controller “shall make reasonable arrangements to enable a person whose vehicle has been clamped or relocated to make immediate payment of the relevant charge at any time”.</p> <p>The regulation then sets out that a clamping operator or parking controller shall ensure that such payment may be made by not less than two of the following methods:</p> <ul style="list-style-type: none"> Ø payment card (such as credit card or debit card); Ø voucher payment system, where such voucher payment system has been approved by the NTA; Ø cash; and Ø such other method as may be approved by the NTA. <p>Where a clamping operator or parking controller provides at least two of the aforementioned methods of payment, the legislation does not currently require that one of those methods must be cash. In many cases parking controllers and clamping operators will try and assist motorists if they are having difficulty in using one of the prescribed methods.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Michael Cahill, T.D
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19/03/2025	336	<p>PQ Referred: 11893/25, for answer 19/03/2025, Written from - Eoghan Kenny</p>	<p>Dail Question No: 336 To ask the Minister for Transport the plans in place to improve the service of the 215 bus in Cork city, following numerous complaints of the bus arriving late, or not at all; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case, Bus Éireann. The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA and Bus Eireann's responsibility in this area, I have forwarded the Deputy's query to them both for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 336 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Regarding route 215, Bus Éireann have reviewed the performance of this route. The outcome from this review is an action to introduce a punctuality revised timetable on the 29 June 2025.</p> <p>They have discussed the reliability concerns with the local Service Delivery Teams and will continue to monitor the performance on this route.</p> <p>Once these changes are implemented, we expect to see an increase in reliability and performance.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Eoghan Kenny, T.D
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19/03/2025	330	<p>PQ Referred: 11707/25, for answer 19/03/2025, Written from - Mark Wall</p>	<p>Dail Question No: 330 To ask the Minister for Transport the up-to-date position on rail fares in Kildare south through the Dublin commuter zone; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operation of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 330 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (the Authority) has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008. This is normally done via a Fares Determination, and the Authority is currently implementing the Fares Determination 2024.</p> <p>In the Determination, 80% of public transport fares remained unchanged, such as the €2 cost of the 90-minute fare for Dublin which was introduced in 2022. In addition, the 20% cost of living fares reduction which has been applied to all PSO fares, as well as the 50% discount on adult Leap fares available to Young Adult Leap Card (YAC) holders, was also maintained in the 2024 Determination.</p> <p>Other fares were either increased or decreased. However, these changes were not projected to increase overall fare revenue but represent a rebalancing of fares to ensure fairness and consistency at a network level. This adjustment was in line with the National Fare Strategy objectives of setting fares that are equitable, consistent, and easy to understand for all public transport passengers.</p> <p>The focus of the 2024 Fares Determination was the formalisation of a new Dublin City Zone extending to approximately 23km from Dublin City Centre, and a Dublin Commuter Zone extending to approximately 50km from Dublin City Centre. Within the Dublin City Zone, new products such as a new multi-modal monthly Leap Card Adult fare of €96 / annual fare of €960, equating to a 16.5% reduction on previous rates, will be implemented.</p> <p>Within the Dublin Commuter Zone passengers will pay the lower of the national fare structure i.e. a boarding charge plus an incremental fare based on the straight-line distance between the start and end stop of a trip, or the flat 'Xpresso' Dublin City fare plus an incremental fare based on the straight-line distance between the start of a trip and the Dublin City boundary will apply. In addition, a range of competitively priced Leap card products will be made available for public transport users, enabling further potential savings on public transport usage. The new commuter zone will include stations outside of the Dublin City Zone extending as far as Rathdrum, Kildare, Enfield and Drogheda stations, and forms part of the phase 2 of the implementation of the Fares Determination by the NTA published in early 2024. We currently anticipate that phase 2 of the Fares Determination will be implemented by the end of April 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Mark Wall, T.D
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19/03/2025	297	<p>PQ Referred: 11041/25, for answer 19/03/2025, Written from - Pádraig Rice</p>	<p>Dail Question No: 297 To ask the Minister for Transport to provide an update on Cork's light rail project; the date at which he intends to publish the preferred route and hold public consultation; to outline the delivery schedule he is currently working towards; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Cork Light Rail project seeks to provide a high-capacity public transport corridor connecting Ballincollig to Mahon Point via the city centre. The project is being developed by Transport Infrastructure Ireland (TII) in collaboration with the National Transport Authority (NTA). A public consultation for this project is expected to launch in Quarter 2 of 2025.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The NTA has agreed responsibility for the planning and development of public transport infrastructure in Cork, including the Cork Light Rail project.</p> <p>Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 297 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A non-statutory public consultation (NSPC) will be launched officially in mid-April for the Emerging Preferred Route of a Cork Light Rail project. Public consultation events open to the public to inform stakeholders/interested parties will take place in the following weeks. It is expected that in addition to the scheduled in-person stakeholder events, Transport Infrastructure Ireland (TII) as the sponsoring agency will hold one-to-one meetings with stakeholders on request, throughout the NSPC phase.</p> <p>Following the conclusion of the NSPC, a report will be published detailing the findings and feedback emanating from the public consultation.</p> <p>It is envisaged that TII plan to conduct a second round of NSPC on the Preferred Route in 2026 and it is currently anticipated that they will submit a Railway Order application to An Bord Pleanála in 2028.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Padraig Rice, T.D
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19/03/2025	264	<p>PQ Referred: 10606/25, for answer 19/03/2025, Written from - Ciarán Ahern</p>	<p>Dail Question No: 264 To ask the Minister for Transport if he is satisfied that the price of a train ticket from Cork to Dublin is double that of a train ticket from Galway to Dublin, despite there only being a difference of around 40km in the length of the journey; if an assessment of train fares has recently been carried out by his Department; if that assessment will be made available; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The issue raised by the Deputy in relation to train ticket pricing is a matter for the National Transport Authority, in conjunction with Irish Rail. Therefore, I have referred the Deputy's question to the National Transport Authority for direct response to the Deputy.</p> <p>Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 264 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (the Authority) has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008. This includes responsibility for fares on Iarnród Éireann intercity services.</p> <p>The current fare for an Adult single trip from Galway to Dublin (approximate distance 183km) is based on an Intercity Economy 1 Zone P band at €30.45. As part of Iarnród Éireann's customer first programme, an advance purchase of a ticket online with the operator, provides up to three alternative web fares of Low at €13.99, Semi Flexible at €14.99 and Flexible at €16.59. The current fare of an Adult single trip from Cork to Dublin (approximate distance 217km) is based on an Intercity Express Zone T band at €47.35. Again, Iarnród Éireann offer advance purchase of a web fare of Low at €21.49, Semi Flexible at €24.99 and Flexible at €32.99.</p> <p>The Authority normally set fares via a Fares Determination which is based on the National Fares Strategy which was published in 2023. This strategy set out an approach to fare setting in Ireland based on journey distance. The Strategy recognises that existing fare structures in operation on PSO services are not always equitable, consistent, or easy to understand for passengers. For example, the fare charged for similar distance trips can vary considerably depending on the journey and location in Ireland, fares are often calculated by route travelled, or corridor used instead of crow fly distance and Intercity rail fares currently vary by route, which can be difficult for passengers to understand. It is the Authority's intention to introduce a fare comprising of a 'boarding charge + distance based' fare across the public transport network, resulting in a fare structure that is equitable, consistent, and easy to understand. The migration of current fares to the new national fare structure is likely to take place over a number of years and will depend on upgrades to existing ticketing equipment and the procurement of next generation ticketing equipment, currently underway.</p> <p>The Fares Determination 2024 commences the revision of fare structures in the Dublin Commuter Area. While the rollout of the National Fare Structure across the wider PSO public transport network in Ireland will be addressed in subsequent fare determinations, the following measures were taken in relation to intercity rail fares.</p> <ul style="list-style-type: none"> • The 20% cost of living discount which has applied to all PSO fares was maintained • The Young Adult (YAC) leap fares, which offer a 50% discount on equivalent adult fares was maintained • Adjustments were made to the Express, Economy 1 and Economy 2 fare levels to reduce the disparity between Economy and Express fares. Note the Cork – Dublin intercity fare is based on the Express fare structure and Galway – Dublin intercity fare on the Economy 1 fare structure <p>I have attached both the National Fare Strategy Summary and the 2024 Fares Determination which sets out information on the most recent assessment of fares</p>	Ciaran Ahern, T.D
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				<p>and proposals for migration to a fairer fares system in the coming years.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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19/03/2025	368	<p>PQ Referred: 12748/25, for answer 19/03/2025, Written from - Ciarán Ahern</p>	<p>Dail Question No: 368 To ask the Minister for Transport the amount that has been paid in consultancy fees to date by his Department, Transport Infrastructure Ireland, the Sustainable Energy Authority Ireland and the National Transport Authority for the Zero Emissions Vehicles Ireland initiative; and if he will make a statement on the matter.</p> <p>Answer</p> <p>Zero Emission Vehicles Ireland (ZEVl) is an office within the Department of Transport which coordinates and delivers measures to support the uptake of zero emission vehicles and the rollout of charge point infrastructure to accelerate progress towards Ireland’s ambitious electric vehicle targets. The Government is fully committed to supporting a significant expansion of the electric vehicle charging network over the coming years.</p> <p>Since the office was formed in 2022, €969,838.16 has been spent on consultancy across a variety of different areas including programme and project management support, communications, translation cost, and environmental assessments relating to the development, publication and roll-out of ZEVl's strategies and plans, including; Research and surveys used to inform the development of the National EV Charging Infrastructure Strategy. Tax advisory services regarding EV incentives in Budget Proposals. Support in the establishment of ZEVl as an office, the development of its various workstreams and the management and delivery of priority projects such as the National Road EV Charging Network Plan, and the Regional and Local Road EV Charging Network Plan, Universal Design Guidelines and the development of a data strategy for EV charging infrastructure. Design and development support for ZEVl's standalone website. Translation and graphic design for all of ZEVl's published strategies and plans The development of environmental assessment reports for EV charging network plans</p> <p>The below tables show the consultancy fees incurred grouped by purpose for each year:</p> <p>Communications</p> <p>Year Amount</p> <p>2022 €147,830.68</p> <p>2023 N/A</p> <p>2024 €40,356.30</p> <p>2025 €2,000</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 368 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I can confirm that the National Transport Authority has incurred no consultancy fees to date relating to the Zero Emissions Vehicles Ireland Initiative.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ciaran Ahern, T.D
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19/03/2025	261	<p>PQ Referred: 11696/25, for answer 19/03/2025, Written from - Shane Moynihan</p>	<p>Dail Question No: 261 To ask the Minister for Transport to provide an update on the implementation of the recommendations of the Shannon Estuary Economic Taskforce Report, specifically the recommendation to Undertake a feasibility study and develop a concept proposal for the development of a National Logistics Hub in the Shannon Estuary, as an input into the preparation of a 'Regional Freight Strategy' for the Limerick/Shannon region and if he will make a statement on the matter.</p> <p>Answer The Shannon Estuary Economic Taskforce Report falls under the remit of the Minister for Enterprise, Trade Employment. Noting that this report outlines that it is the NTA, in collaboration with other stakeholders who have responsibility for undertaking a feasibility study and to develop a concept proposal for the development of a National Logistics Hub in the Shannon Estuary, as an input into the preparation of a 'Regional Freight Strategy' for the Limerick/Shannon region, I have referred the deputies question to The NTA for direct reply. Please contact my private office if you have not received a response in 10 business days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 261 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has now secured the services of an engineering design firm with a specific capability in the freight area to assist it in undertaking a feasibility study and developing a concept proposal for the development of a National Logistics Hub in the Shannon Estuary. That work will commence during April and it is expected that a final report from the work will be available towards the end of this year.</p> <p>It is recognised that the development of such a proposal will require extensive engagement with numerous stakeholders and this will take place as part of the feasibility study development.</p> <p>It is worth noting that, over the last year, the NTA has invested considerable effort in developing a National Freight Model to simulate freight movement at a national level. This tool was not available previously and its completion will greatly assist in the development of proposals for the potential Shannon Estuary hub, as well as other proposals in the overall freight area.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Shane Moynihan, T.D
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19/03/2025	373	<p>PQ Referred: 12930/25, for answer 19/03/2025, Written from - James Geoghegan</p>	<p>Dail Question No: 373 To ask the Minister for Transport to identify specific examples where artificial intelligence has been adapted for the operation of his Department and each body under the aegis of his Department; and if he will make a statement on the matter.</p> <p>Identical Question(s): to all Depts.</p> <p>Answer</p> <p>My Department has not adapted any Artificial Intelligence platforms for operational use. A free version Microsoft Copilot is being assessed by staff in the Department under strict controls.</p> <p>A project is commencing this year with an AI proof of concept for the Coast Guard. Further use cases and additional proof of concepts may be explored in the year ahead but no specific projects have been approved nor budget allocated at this time.</p> <p>Noting the relevance of the Deputy's question to the agencies of my Department, I have referred this question to them for a direct reply. If you do not receive a reply within 10 working days, please advise my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 373 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>It should be noted that the NTA has developed an AI (Artificial Intelligence) strategy and a Generative AI use policy which, while recognising its potential benefits, currently prohibits by default the use of Generative AI. An internal trial was conducted in respect of the use of AI relating to an area of work within the Public Affairs Unit. This trial has now ended. It should be noted that we continue to trial the use of Microsoft CoPilot with a small test group of employees.</p> <p>Recently, we conducted staff training in line with requirements per the EU AI Act.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Chief Executive (Interim)</p>	James Geoghegan, T.D
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19/03/2025	362	<p>PQ Referred: 12451/25, for answer 19/03/2025, Written from - Ciarán Ahern</p>	<p>Dail Question No: 362 To ask the Minister for Transport to list the functions, roles and services that were carried out and delivered by civil service or State agency workers; the cost to the State of each contract since the implementation of the Building Momentum public service agreement, in tabular form; and if he will make a statement on the matter.</p> <p>Identical Question(s): · PER/ DCEDIY/ Education/Housing/DECC/Transport</p> <p>Answer</p> <p>I note from the Deputy's clarification that his question refers to the functions, roles and services that were previously carried out and delivered by Civil Service or State agency workers that have been contracted out to the private sector since the implementation of the Building Momentum public service agreement, and the costs of same.</p> <p>I wish to confirm for the Deputy, following consultation with my officials, that no such functions, roles or services have been contracted out from the Department of Transport since the implementation of the aforementioned agreement.</p> <p>Noting the relevance of the Deputy's question to the Agencies of my Department, I have referred this question to them for a direct reply. If do not receive a reply within 10 working days, please advise my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 362 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I wish to confirm that no such functions, roles or services have been contracted out from the National Transport Authority since the implementation of the aforementioned agreement.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Ciaran Ahern, T.D
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19/03/2025	349	<p>PQ Referred: 12164/25, for answer 19/03/2025, Written from - James Geoghegan</p> <p>Dáil Question No: 349 To ask the Minister for Transport the number of members of boards in each body under the aegis of his Department who have a professional accounting qualification, for each of the years 2020 to 2025, in tabular form; and if he will make a statement on the matter. Identical Question(s): to all Depts. - James Geoghegan. * For Written answer on 19/03/2025 Ref No: 12164/25 Dáil Question No: 350 To ask the Minister for Transport to identify, by body name and associated skills gap, any skills gaps identified by the chairperson of that board in correspondence to his Department or a Minister in respect of the composition of the board of the body referred, for each year between 2020 and 2025, in tabular form; to identify any body where the chairperson of that board never identified skills gaps to his Department or a Minister, by year and body; and if he will make a statement on the matter. Identical Question(s): to all Depts. - James Geoghegan. * For Written answer on 19/03/2025 Ref No: 12182/25 Dáil Question No: 351 To ask the Minister for Transport to confirm that for each year between 2020 and 2025 in respect of the boards of bodies under the aegis of his Department, at least one member of the audit and risk committee of that board has recent, relevant financial experience for each of those years; where that is not the case, to identify that body, by reference to the year or years where no such member existed; and if he will make a statement on the matter. Identical Question(s): to all Depts. - James Geoghegan. * For Written answer on 19/03/2025 Ref No: 12200/25 Dáil Question No: 352 To ask the Minister for Transport to confirm that for each year between 2020 and 2025 in respect of the boards of bodies under the aegis of his Department, that the board has a terms of reference; where that is not the case, to identify that body, by reference to year or years where no terms of reference existed; and if he will make a statement on the matter. Identical Question(s): to all Depts. - James Geoghegan. * For Written answer on 19/03/2025 Ref No: 12218/25</p> <p>PQ 12164/25 has been referred to CIÉ; Bus Átha Cliath; Bus Éireann; Iarnród Éireann; daa plc; Irish Aviation Authority; Shannon Group; Dublin Port Company; Port of Cork Company; Port of Waterford Company; Shannon Foynes Port Company; Commission for Aviation Regulation; Medical Bureau of Road Safety; National Transport Authority; Commission for Railway Regulation; Road Safety Authority; Transport Infrastructure Ireland; Marine Casualty Investigation Board; AirNav</p> <p>Dail Question No: 349 To ask the Minister for Transport the number of members of boards in each body under the aegis of his Department who have a professional accounting qualification, for each of the years 2020 to 2025, in tabular form; and if he will make a statement on the matter.</p> <p>Identical Question(s): to all Depts.</p> <p>Dail Question No: 350 To ask the Minister for Transport to identify, by body name and associated skills gap, any skills gaps identified by the chairperson of that board in correspondence to his Department or a Minister in respect of the composition of the board of the body referred, for each year between 2020 and 2025, in tabular form; to identify any body where the chairperson of that board never identified skills gaps to his Department or a Minister, by</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 349, 350, 351 and 352 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>PQ 349: For the years 2020 to 2024, one NTA Board member had a professional accounting qualification. Please note that four new Board positions are expected be advertised in 2025. The Authority has requested that two of these be from a Finance/Audit background.</p> <p>PQ 350: The Board undertook a board capability assessment in 2021 and 2024 to evaluate the level of experience and capability in various skill areas, and provided that information to the Department in 2021 and 2024. It should be noted that Skill Gaps at Board level are identified and reported to the Department of Transport when it is known that Board member vacancies will arise in the short term.</p> <p>PQ 351: At least one member of the audit and risk committee of the board has recent, relevant financial experience for each year between 2020 and 2025.</p> <p>PQ 352: The Board of the NTA has had terms of reference for each of the years between 2020 and 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	James Geoghegan, T.D
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		<p>year and body; and if he will make a statement on the matter.</p> <p>Identical Question(s): to all Depts.</p> <p>Dail Question No: 351 To ask the Minister for Transport to confirm that for each year between 2020 and 2025 in respect of the boards of bodies under the aegis of his Department, at least one member of the audit and risk committee of that board has recent, relevant financial experience for each of those years; where that is not the case, to identify that body, by reference to the year or years where no such member existed; and if he will make a statement on the matter.</p> <p>Identical Question(s): to all Depts.</p> <p>Dail Question No: 352 To ask the Minister for Transport to confirm that for each year between 2020 and 2025 in respect of the boards of bodies under the aegis of his Department, that the board has a terms of reference; where that is not the case, to identify that body, by reference to year or years where no terms of reference existed; and if he will make a statement on the matter.</p> <p>Identical Question(s): to all Depts.</p> <p>Answer</p> <p>I propose to answer PQs 12182, 12164, 12200 and 12218 together.</p> <p>The Department of Transport has 19 agencies in total, 17 of which have a Board with appointments being processed through publicjobs, the Public Appointments Service, 12 commercial and 5 non-commercial. During the period 2020 to 2025 over 206 appointments and reappointments have been made to agencies under my remit. As part of each of these appointments/reappointments and in keeping with the requirements outlined in the Code of Practice for the Governance of State Bodies 2016, the Department engages comprehensively with the Chair as part of the development of the vacancy notice form for the position, including engaging on the required skill set which is then included in publicjobs advertisements.</p> <p>In 2021, eleven commercial entities under my Department were prescribed as designated bodies for the purposes of Part 3 of the National Treasury Management Agency (Amendment) Act 2014 as a result of which NewERA provides advice to me in relation to the appointment of directors to those entities. In 2023, AirNav Ireland was added to the list of designated bodies.</p> <p>Under the Guidelines for the Appointment to State Bodies (NewERA Appendix), all proposed job specifications for any vacancy on the boards of these eleven entities which are to be filled via the publicjobs appointment process are developed through consultation with NewERA, my Department, the Chair of the relevant entity and publicjobs. As part of this process, any gaps in the skillsets on the board and the skillsets required for the board</p>	
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19/03/2025	290	<p>PQ Referred: 10873/25, for answer 19/03/2025, Written from - Pádraig O'Sullivan</p>	<p>Dail Question No: 290 To ask the Minister for Transport for an update on the transport projects planned for Cork north central over the coming years; and if he will make a statement on the matter.</p> <p>Answer</p> <p>I wish to advise the Deputy that, as Minister for Transport, I am fully committed to progressing key projects across Ireland, including in Cork North Central, working with the relevant agencies under my remit and other partners to achieve their delivery. The Deputy may wish to note that Government has committed to prioritising an early review of the National Development Plan 2021-2030, which underpins the delivery of a range of transport projects, to be completed in July 2025. Preparatory work is underway within my Department to contribute to this planned review, and I will work closely with fellow Ministers involved in the review to ensure that the revised NDP underpins the development of a strategic, robust and resilient transport network.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. Within this policy framework, the Cork Metropolitan Area Transport Strategy (CMATS) 2040 has been developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland, Cork City Council and Cork County Council. A key principle for CMATS is to reduce dependency on the private car within the Cork commuter area, while increasing the appeal of sustainable transport options, such as Cork Area Commuter Rail and BusConnects Cork.</p> <p>With regard specifically to BusConnects Cork, the NTA submitted the Preliminary Business Case for the programme to my Department in January 2025. Officials in my Department are currently reviewing this business case. In line with the Infrastructure Guidelines, the business case will also go through an external assurance process and be reviewed by the Department of Public Expenditure, NDP Delivery and Reform's Major Projects Advisory Group before being submitted to Cabinet for consideration. If approved by Cabinet at Approval Gate 1 of the Infrastructure Guidelines, this will allow the programme to enter the planning process.</p> <p>The Cork Area Commuter Rail Programme represents the largest investment in the rail network in Cork undertaken by the State. Phase 1 of the Cork Area Commuter Rail Programme, largely funded through the EU's National Recovery and Resilience Plan, aims to provide a new 'through' platform at Kent Station, re-signalling of the network, and double-tracking from Glounthaune to Midleton, by Quarter 3 of 2026. The new platform at Kent station is now almost complete and should enter use this year. In 2024, Iarnród Éireann awarded a contract for the design of Phase 2 of the Programme. This Phase provides for eight new stations, a new fleet maintenance depot, electrification of the network and upgrades to existing commuter stations. Phase 2 will be progressed following the completion of Phase 1, subject to funding and relevant approvals.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 290 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find below an update in respect of your Parliamentary Question No. 290 of the 19 March 2025.</p> <p>BusConnects Cork BusConnects will be hugely transformative for all five of our cities, including Cork, and comprises several component projects, including transition to zero emission bus fleet, redesigning the bus network adding new services to reach more people, and adding bus priority and segregated cycle facilities.</p> <p>To support the Network Redesign project, specialist designers Jarrett Walker & Associates carried out a review of the current bus services in the Cork Metropolitan Area. The designers, in conjunction with the NTA, Cork City Council, Cork County Council and Bus Éireann, developed a new network of bus services for the Cork Metropolitan Area. Following an extensive public consultation process, the new BusConnects network was finalised and published in June 2022. The draft network under BusConnects Cork aims to provide an increase of over 50% in bus services across the Cork Metropolitan Area. This will provide a better overall network that will allow more people to access more places more efficiently.</p> <p>The NTA is currently working through all elements required for the successful delivery of the Network Redesign including on-street modifications to accommodate the significant uplift in services and increased depot capacity to accommodate the corresponding increased fleet requirement. It is currently anticipated that the implementation of the Cork BusConnects Network Redesign will commence in late 2026/early 2027 subject to funding and resource availability, including the availability of the required bus depot space to service the additional buses that will be required for the new network.</p> <p>Another key component of BusConnects Cork is the implementation of bus priority measures through the development of Sustainable Transport Corridors along key routes into the city centre. This will remove buses from general traffic congestion and improve punctuality and reliability, which should also benefit other bus services operating across the Cork area. Three rounds of public consultation have been undertaken in relation to the proposed Sustainable Transport Corridors across Cork. Work is now ongoing to prepare the required statutory consent applications and associated Compulsory Purchase Orders (CPO) that will be submitted for determination to An Bord Pleanála (ABP) on a phased basis commencing later this year / early 2026.</p> <p>Cork Area Commuter Rail The Cork Area Commuter Rail Programme represents the largest investment in the rail network in Cork undertaken by the State. Phase 1 of the Cork Area Commuter Rail Programme is progressing well, with works on a new 'through' platform at Kent station, re-signalling of the network, and doubletracking from Glounthaune to Midleton on track to be completed by 2026. Work is also underway on an overall Programme Preliminary Business Case, which will consider the future rail</p>	Padraig O'Sullivan, T.D.
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		<p>As Minister for Transport, I also have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP) 2021-2030, the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of such Road projects.</p> <p>The N/M20 Cork to Limerick Project, Mallow Relief Road, and the Cork City Northern Transport Project are among those national roads projects included in the current NDP, and are at various stages in the project development pipeline. The NDP 2021-2030 earmarked approximately €5.1 billion for new national roads projects, the majority of which is in the second half of the decade.</p> <p>The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources, which are supplemented by State grants for regional and local roads. The initial selection and prioritisation of works to be funded is a matter for the local authority. The 2025 regional and local road grants were notified to local authorities in February this year. Cork City Council received an allocation of €11,762,000, and Cork County Council received an allocation of €82,838,900 for the maintenance and improvement of their regional and local roads network, and progression strategic regional and local projects such as the Great Island Connectivity Scheme (R624 Cobh Road) and Clontarf Bridge Upgrade. The details of the 2025 regional and local road allocations by local authority can be found at: www.gov.ie/pdf/?file=https://assets.gov.ie/319199/4f12c3fa-1687-48aa-8074-abf1c6974953.pdf#page=null</p> <p>In addition to the updates provide above, noting the role of TII and the NTA in these matters, I have referred the Deputy's question to these bodies for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>electrification and fleet options for Cork. Iarnród Éireann awarded a contract to TYP SA and Roughan O'Donovan appointing them as multidisciplinary consultants for the design of Phase 2 of the Programme, which includes the electrification of the Cork Commuter Rail Network, provision of train fleet, new stations and a new fleet depot. Subject to the granting of any necessary Railway Order and securing necessary funding and achieving the relevant approvals, Phase 2 of the Programme will progress after Phase 1 works have been completed.</p> <p>Cork Northern Distributor Multi-Modal Route Cork City Council completed their options assessment report for the proposed Cork Northern Distributor Multi-Modal Route and provided it to the NTA for review in line with the procedures set out in the Infrastructure Guidelines. The NTA advised that the City Council can proceed with a public consultation process, which was launched showcasing the emerging preferred route on 27 February, running until 10 April. Details of the consultation are available at:</p> <p>https://www.corkcity.ie/en/council-services/news-room/latest-news/cork-city-council-launches-public-consultation-on-cork-northern-distributor-multi-modal-road-emerging-preferred-route/.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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20/03/2025	239	<p>PQ Referred: 13243/25, for answer 20/03/2025, Written from - Pádraig Rice</p>	<p>Dail Question No: 239 To ask the Minister for Transport his views on a recent report by the National Transport Authority which suggests that it will be at least 2028 before contactless payments are available on rail and bus services; the timeline he is working towards on implementing the Programme for Government commitment to introduce contactless payments on all public transport; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects.</p> <p>The NTA's Next Generation Ticketing project is to provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments.</p> <p>Following a competitive procurement process, the NTA awarded, in April 2024, an overall framework contract for the design, supply, installation and operation of a new multi-modal ticketing system to a Spanish information technology company - Indra Sistemas S.A. - who have designed, installed and operated similar systems internationally.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please contact my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 239 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As you may be aware, the NTA has appointed Indra Sistemas S.A. to equip the entire State subsidised public transport network in the Greater Dublin Area (GDA) with new validation equipment capable of accepting bank cards, Apple Pay, Google Pay, QR codes (both paper and app-based), TFI Leap Cards, and Free Travel Passes. Over 3,000 new validators will be installed across 69 Luas stops, 67 existing (and two new) Irish Rail stations, 10 bus depots, and more than 1,300 buses in the GDA. The new equipment must integrate seamlessly with existing infrastructure, whilst ensuring no disruption to ongoing public transport services and no interruptions to TFI Leap Card and Free Travel pass customers. Whilst there will be several installation teams working across the multiple bus depots, buses can only be worked on when they are not in use, i.e. primarily at nights and at weekends, which creates a constraint on the maximum number of buses that can be updated in any one day and thus directly impacting the timelines for the project. In parallel installations will be occurring at Irish Rail station and Luas stops; with Irish Rail stations there is the added complexity of installing new rail gates in stations without creating safety issues for customers accessing the stations.</p> <p>Implementing such a complex system across multiple transport operators concurrently requires significant coordination. The project involves ensuring all payment processes adhere to the highest security standards to protect customers bank card data. Comprehensive cybersecurity verification and testing will also be conducted to safeguard the system from potential threats and to ensure customers are correctly charged. In addition, the operation of the new account-based ticketing system will involve the introduction of new financial management processes, customer support systems for public transport customers, and the establishment of maintenance, logistics, and operational teams. All this has to occur whilst the current services are continuing to be operated.</p> <p>Consequently, a huge effort is being put in by NTA to ensure that this project is delivered as effectively as possible. A comprehensive governance model has been implemented to oversee the NGT project given its importance and scale. The BusConnects Programme Board is the Approving Authority for the project and approves all Infrastructure Guidelines (capital appraisal guidelines) deliverables and project funding requests. There is a dedicated NGT project board, and the project is externally scrutinised by the Office of the Government Chief Information Officer's (OGCIO) Digital Government Oversight Unit (DGOU) from the Department of Public Expenditure, NDP Delivery and Reform, and also reports to the Major Project Governance Oversight Group (MPGOG) within the Department of Transport as required.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p>	Padraig Rice, T.D
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20/03/2025	228	<p>PQ Referred: 13032/25, for answer 20/03/2025, Written from - Emer Currie</p>	<p>Dail Question No: 228 To ask the Minister for Transport if the NTA's next generation, account-based ticketing project can be expanded to include more forms of commercially operated sustainable transport, including bike rental schemes, short-term car rental schemes and taxis; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects.</p> <p>The NTA's Next Generation Ticketing project is to provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments.</p> <p>Following a competitive procurement process, the NTA awarded, in April 2024, an overall framework contract for the design, supply, installation and operation of a new multi-modal ticketing system to a Spanish information technology company - Indra Sistemas S.A. - who have designed, installed and operated similar systems internationally.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please contact my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 228 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As you may be aware, the NTA has appointed Indra Sistemas S.A. to be NTA's ticketing framework partner for all State subsidised public transport services nationwide. The NTA's approach is that individual Call-Off Contracts will be put in place under this overarching framework, each for defined packages of work – for example, deploy in Dublin, or deploy in Cork, or deploy on MetroLink.</p> <p>The first call off contract under this Framework Agreement is to design, implement, operate, support, and maintain for 10 years, Next Generation Ticketing (NGT) on a phased basis across all PSO services (bus, rail & light rail) in the Greater Dublin Area. This will equip the entire PSO network in the Greater Dublin Area (GDA) with new validation equipment capable of accepting bank cards, Apple Pay, Google Pay, QR codes (both paper and app-based), TFI Leap Cards, and Free Travel Passes. Over 3,000 new validators will be installed across 69 Luas stops, 67 existing (and two new) Irish Rail stations, 10 bus depots, and more than 1,300 buses in the GDA. The new equipment will integrate seamlessly with existing infrastructure, whilst ensuring no disruption to ongoing public transport services and no interruptions to TFI Leap Card and Free Travel pass customers.</p> <p>This is the first step in a series of projects to modernise the ticketing experience across the country and will be the next evolution of the very successful Leap Card integrated ticketing system. Further Business Cases are being considered for the full national rollout of Next Generation Ticketing (NGT) and will result in additional call off contracts being awarded under the Framework that will see NGT encompass all modes of public transport in the country, including nationwide bus services, nationwide rail services, TFI Local Link and the planned MetroLink. These further call-offs could also include integrations with third party mobility and micro-mobility providers.</p> <p>In respect of any such potential integrations with third party mobility providers, NTA, under the NGT procurement, has provided for the technical capability (i.e. API's) to be delivered as part of the NGT account based solution so as to position NTA to be able to enable travellers to use a single combined travel account to book and pay for third party mobility options, such as parking; cycling; toll-collection; car hire; park-n-ride, etc. However, any such integrations would be subject to the requisite approvals and funding, and also would require agreement on the governance arrangements underpinning any such integrations.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Emer Currie, T.D
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20/03/2025	241	<p>PQ Referred: 13288/25, for answer 20/03/2025, Written from - Matt Carthy</p>	<p>Dail Question No: 241 To ask the Minister for Transport if his Department, or any agency under his Department's remit, have, since 1 November 2024, entered any contract in respect of a hotel (details supplied) or have had any discussions, or received any offers, in respect of using this premises for any reason; the details of same; and if he will make a statement on the matter.</p> <p>Identical Question(s): to all Depts.</p> <p>Details Supplied: the Glencarn Hotel, Castleblayney, Co. Monaghan</p> <p>Answer</p> <p>Following consultation with my officials, I wish to confirm for the Deputy that my Department has had no engagement with the Hotel referred to in his question during the time period specified.</p> <p>Noting the relevance of the Deputy's question to the Agencies under the remit of my Department, I have referred his question to them for a direct reply. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 241 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I can confirm that the NTA has had no engagement or contract with the Hotel referred to in your Parliamentary Question during the time period specified.</p> <p>I trust that the above information is of assistance and clarifies the matter.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Matt Carthy, T.D
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19/03/2025	276	<p>PQ Referred: 10739/25, for answer 19/03/2025, Written from - Michael Fitzmaurice</p>	<p>Dail Question No: 276 To ask the Minister for Transport if there has been progress made on any capital projects such as the Metrolink or the Galway bypass since the formation of this Government; and if he will make a statement on the matter.</p> <p>Answer</p> <p>I wish to advise the Deputy that, as Minister for Transport, I am fully committed to progressing key transport capital projects across Ireland, working with the relevant agencies under my remit to achieve their delivery.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The Programme for Government commits to ‘Progress all key public transport infrastructure in the National Development Plan’, and my Department is working to progress a number of public transport projects across the country in this regard.</p> <p>On heavy rail, we have made good progress on the DART+ Programme, which comprises five different projects within the Greater Dublin Area. The Railway Order (planning decision) for DART+ West was granted by An Bord Pleanála in July 2024 subject to certain conditions. Iarnród Éireann and the NTA are considering responses to legal challenges to the project's planning decision. The Railway Order was approved by An Bord Pleanála for the DART+ South West project in November 2024. Work is now progressing with a view to moving these projects into procurement and thereafter into the construction stage in the coming years. A Railway Order application was lodged with An Bord Pleanála for DART+ Coastal North in July 2024. The DART+ Coastal South project envisages increased train frequency between Greystones and Bray within a number of years.</p> <p>In addition to the DART+ infrastructure projects, two carriage orders have been placed under the DART+ Fleet project, consisting of 185 carriages in total, made up of largely battery-electric with some electric units. Battery-electric carriages from the first order are expected to be deployed on the Northern Commuter Line serving Dublin to/from Drogheda in 2026.</p> <p>Outside of Dublin, phase 1 of Cork Area Commuter Rail is currently under construction and will provide a new ‘through’ platform at Kent Station, which is scheduled to open shortly, as well as re-signalling of the network, and double-tracking from Glounthaune to Midleton, with a view to these works being complete in 2026.</p> <p>Metrolink entered the planning system in September 2022. The latest, additional, round of public consultation closed on 8 October 2024, and a planning decision is awaited from An Bord Pleanála. Similarly, Transport Infrastructure Ireland (TII) submitted a Railway Order application for Luas Finglas to An Bord Pleanála in November 2024, and a planning decision is awaited.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 276 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question. To add to the Ministers response, the MetroLink Railway Order (RO) was submitted in September 2022. A six-week oral hearing on the project was concluded 28 March 2024. A further statutory public consultation on the Railway Order, requested by An Bord Pleanála (ABP), commenced 19 August and concluded in October 2024. TII responded to all consultation queries in January 2025. A decision on the RO is awaited from ABP.</p> <p>Since September 2024, a new Programme Director has been appointed to lead the project through procurement and delivery phases, and a highly experience senior leadership team is currently being assembled. Since the formation of the Government the procurement strategy continues to be developed and the Advanced Enabling Works designers continue to prepare designs and tender documents for advanced works contracts.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	<p>Michael Fitzmaurice, T.D.</p>
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			<p>finally, information on the project cost range.</p> <p>TheMyProjectIreland Interactive Map and Tracker can be found here: https://www.gov.ie/en/collection/f828b-myprojectireland-interactive-map/</p> <p>Finally, noting the role of the NTA and TII in delivering the capital projects referenced by the Deputy, I have referred their question to those bodies for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>		
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25/03/2025	270	<p>PQ Referred: 14134/25, for answer 25/03/2025, Written from - Erin McGreehan</p>	<p>Dail Question No: 270 To ask the Minister for Transport the reason Dundalk has been excluded from the new zonal ticketing system for the Dublin Commuter Area, as outlined in the 2024 public transport fares determination; if he will consider including Dundalk in this system, given its impact on the Tax saver fare structure.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In their capacity as fare regulator, on the 27th of April 2023, the NTA published a new National Fares Strategy, and following this on the 18th of January 2024 they published the first of a series of Fares Determination related to the strategy.</p> <p>The most significant change in the fare determination was the implementation of a new ‘Dublin Commuter Zone’ (extending from the outer edge of the Dublin City Zone to approximately 50 km from the centre of Dublin), with simplified Leap capping, as well as changes to some Intercity Rail and town bus fares. This represents a more consistent and equitable fares approach, and one that is easier for customers to understand.</p> <p>This area was selected based on a review of future public transport network proposals, for example the implementation of DART+, along with analysis of ticket sales information to determine travel demand. Later Phases will include the introduction of free transfer flat fares in the regional cities and certain towns and distance-based fares for the rest of Ireland, outside towns and cities.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 270 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (the Authority) has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008.</p> <p>This is normally done via a Fares Determination, and the Authority is currently rolling out the Fares Determination 2024. This Determination commences the implementation of the National Fares Strategy which was published in 2023.</p> <p>The Fares Strategy recognises that existing fare structures in operation on PSO services are not always equitable, consistent, or easy to understand for passengers. For example, the fare charged for similar distance trips can vary considerably depending on the journey and location in Ireland, fares are often calculated by route travelled, or corridor used instead of crow fly distance and Intercity rail fares currently vary by route, which can be difficult for passengers to understand. It is the Authority's intention to introduce a fare comprising of a ‘boarding charge + distance based’ fare across the public transport network, resulting in a fare structure that is equitable, consistent, and easy to understand. The migration of current fares to the new national fare structure is likely to take place over a number of years and will depend on upgrades to existing ticketing equipment and the procurement of next generation ticketing equipment, currently underway.</p> <p>The 2024 Fares Determination commences the revision of fare structures in the Dublin Commuter Area with the implementation of a new ‘Dublin Commuter Zone’ (extending from the outer edge of the Dublin City Zone to approximately 50 km from the centre of Dublin), with simplified Leap capping, as well as changes to some Intercity Rail and town bus fares. This represents a more consistent and equitable fares approach, and one that is easier for customers to understand. This area was selected based on a review of future public transport network proposals (e.g. DART+) along with analysis of ticket sales information to determine travel demand.</p> <p>There is no current plan to extend the scope of the Dublin Commuter Zone to include additional locations. It is envisaged that subsequent Fare Determinations will apply National Fare Structure rules across the rest of Ireland over a number of years.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Erin McGreehan, T.D
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25/03/2025	265	<p>PQ Referred: 14039/25, for answer 25/03/2025, Written from - Paula Butterly</p>	<p>Dail Question No: 26 5To ask the Minister for Transport to respond to correspondence received (details supplied) in relation to the 2025 Tax saver fares determination and the new fare structure coming into effect in June this year; if the commuter zone tickets will be extended to Dundalk given the significant number of people commuting to Dublin on the train on a daily basis; and if he will make a statement on the matter.</p> <p>Details Supplied: details forwarded by email 15:22 19/03/25 ES.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In their capacity as fare regulator, on the 27th of April 2023, the NTA published a new National Fares Strategy, and following this on the 18th of January 2024 they published the first of a series of Fares Determination related to the strategy.</p> <p>The most significant change in the fare determination was the implementation of a new 'Dublin Commuter Zone' (extending from the outer edge of the Dublin City Zone to approximately 50 km from the centre of Dublin), with simplified Leap capping, as well as changes to some Intercity Rail and town bus fares. This represents a more consistent and equitable fares approach, and one that is easier for customers to understand.</p> <p>This area was selected based on a review of future public transport network proposals, for example the implementation of DART+, along with analysis of ticket sales information to determine travel demand. Later Phases will include the introduction of free transfer flat fares in the regional cities and certain towns and distance-based fares for the rest of Ireland, outside towns and cities.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 265 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (the Authority) has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008.</p> <p>This is normally done via a Fares Determination, and the Authority is currently rolling out the Fares Determination 2024. This Determination commences the implementation of the National Fares Strategy which was published in 2023.</p> <p>The Fares Strategy recognises that existing fare structures in operation on PSO services are not always equitable, consistent, or easy to understand for passengers. For example, the fare charged for similar distance trips can vary considerably depending on the journey and location in Ireland, fares are often calculated by route travelled, or corridor used instead of crow fly distance and Intercity rail fares currently vary by route, which can be difficult for passengers to understand. It is the Authority's intention to introduce a fare comprising of a 'boarding charge + distance based' fare across the public transport network, resulting in a fare structure that is equitable, consistent, and easy to understand. The migration of current fares to the new national fare structure is likely to take place over a number of years and will depend on upgrades to existing ticketing equipment and the procurement of next generation ticketing equipment, currently underway.</p> <p>The 2024 Fares Determination commences the revision of fare structures in the Dublin Commuter Area with the implementation of a new 'Dublin Commuter Zone' (extending from the outer edge of the Dublin City Zone to approximately 50 km from the centre of Dublin), with simplified Leap capping, as well as changes to some Intercity Rail and town bus fares. This represents a more consistent and equitable fares approach, and one that is easier for customers to understand. This area was selected based on a review of future public transport network proposals (e.g. DART+) along with analysis of ticket sales information to determine travel demand.</p> <p>There is no current plan to extend the scope of the Dublin Commuter Zone to include additional locations. It is envisaged that subsequent Fare Determinations will apply National Fare Structure rules across the rest of Ireland over a number of years.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Paula Butterly, T.D
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25/03/2025	263	<p>PQ Referred: 13998/25, for answer 25/03/2025, Written from - Tom Brabazon</p>	<p>Dail Question No: 263 To ask the Minister for Transport if the NTA will approve a new Dublin Bus service from the Donaghmede area of Dublin 13 to Dublin Airport.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 263 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We have no current plans for a bus service from the Donaghmede area of Dublin 13 to Dublin Airport. It may be worth noting that, under BusConnects Dublin, we plan to implement new route N8 in 2026 subject to funding and resource availability which would link Clongriffin Station and Dublin Airport with the route continuing on to Blanchardstown. Residents in some parts of Donaghmede may be in the routes catchment area to avail of this when it launches. A copy of the overall BusConnects network, including the planned Route N8, is available at the link below.</p> <p>https://busconnects.ie/wp-content/uploads/2024/06/A3-Big-Picture-Map-13.6.24.pdf.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p> </p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	
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25/03/2025	237	<p>PQ Referred: 13535/25, for answer 25/03/2025, Written from - Sorca Clarke</p>	<p>Dail Question No: 237 To ask the Minister for Transport his plans to introduce a bus service from Ballydangan to Athlone; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. In the new Programme for Government, Securing Ireland's Future, this Government has committed to increasing Local Link services in rural areas to better connect villages, towns and cities.</p> <p>Under Budget 2025, the Department of Transport secured €658.442 million of funding for Public Service Obligation (PSO) and TFI Local Link services (an increase from €613.813 million in 2024). This package includes funding for the continuation of the various fare initiatives, such as the Young Adult Card, and the 90-minute fare until the end of 2025. Funding has also been provided to extend free child fares on PSO Services to include those aged 5 to 8-years old, and to support the roll-out new and enhanced bus services under programmes such as BusConnects and Connecting Ireland.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for the rollout of new and enhanced services, including in County Roscommon, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 237 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is currently working with Galway Local Link to provide enhanced public transport services between Ballydangan and Athlone. The proposed timetable will be publicised in advance of the implementation date. The frequency and operating hours of public transport services will be enhanced, Monday to Sunday. The enhancements will be subject to funding and resource availability. At this point, we have no definitive date for implementation. However, we will update stakeholders when this process is complete.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Sorca Clarke, T.D.
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25/03/2025	225	<p>PQ Referred: 13415/25, for answer 25/03/2025, Written from - Emer Currie</p>	<p>Dail Question No: 225 To ask the Minister for Transport how “lost kilometres” are tracked on each bus to form the base; and the basis of reliable data for each bus route.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 225 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority utilises a Data Management System (DMS) for contractual compliance on its major bus contracts. The DMS compares actual recorded departure times at each bus stop for each trip against the planned departure times submitted by the Operator for that trip and stop. Actual recorded data is obtained from Automatic Vehicle Location (AVL) equipment fitted to each bus.</p> <p>For reliability purposes, the DMS considers a trip (or part of a trip) to have operated if AVL data for that trip (or part of a trip) has been recorded. In instances where AVL data has not been recorded, the Operator has an opportunity to apply reason codes within the DMS to explain why such data is missing. These reason codes are generally attributable to one of three overall reasons:</p> <p>Ø Operated – the trip (or part of a trip) operated but AVL data was not recorded Ø Lost Kilometres – Deductible – the trip (or part of a trip) failed to operate for reasons generally considered to be within the Operator’s control, for example driver absence or bus breakdown. Ø Lost Kilometres – Non-Deductible – the trip (or part of a trip) failed to operate for reasons generally considered to be outside the Operator’s control, for example adverse weather conditions or a road closure.</p> <p>The Authority calculates financial penalties for Lost Kilometres at the end of each Quarter, aggregating the finalised results for each period within that Quarter. For lost kilometres, deductions apply for deductible lost kilometres in excess of 2% of planned kilometres for that route in each reporting period.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Emer Currie, T.D
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25/03/2025	223	<p>PQ Referred: 13413/25, for answer 25/03/2025, Written from - Emer Currie</p>	<p>Dail Question No: 223 To ask the Minister for Transport if bus services operated by Dublin Bus and (details supplied) in Dublin west will be fined for punctuality or reliability; and if the fines can be listed per each bus route.</p> <p>Details Supplied: Go Ahead</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case, Dublin Bus.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 223 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority publishes an Annual Performance Report for PSO (Public Service Obligation) services. They can be viewed by clicking the link below. https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/.</p> <p>In addition, we also publish quarterly Operator Performance reports by operator. They can be viewed by clicking the link below. https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/quarterly-performance-reports/bus/Performance-related.</p> <p>Penalties and incentives are currently reported in an aggregate level and not on a per route basis.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Emer Currie, T.D
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25/03/2025	220	<p>PQ Referred: 13346/25, for answer 25/03/2025, Written from - Naoise Ó Muirí</p>	<p>Dail Question No: 220 To ask the Minister for Transport if there is scope to include an additional 104 bus route at 7:30 am from DCU to better serve local students; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, in this case Go Ahead.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 220 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Route 104 is due to be replaced by new services under the BusConnects Network Redesign for Dublin in Q4 of this year. Due to these upcoming changes, we do not wish to amend its timetable at this stage. We can advise further on the new changes and journey options closer to the implementation date later this year.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Naoise O'Muirí, T.D
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25/03/2025	262	<p>PQ Referred: 13997/25, for answer 25/03/2025, Written from - Tom Brabazon</p>	<p>Dail Question No: 262 To ask the Minister for Transport if the NTA will fund the installation of a real time information display screen at bus stop number 739 in Dublin.</p> <p>Answer As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops and any related displays.</p> <p>There is a commitment under the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers and a commitment to work with local authorities and national bodies to improve public transport options and infrastructure.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 262 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As you may be aware, most bus shelters had, in the past, been connected to the public lighting system on streets/roads in order to obtain electrical power for courtesy lighting units. However, under statutory legislation governing electricity distribution, transposed from European Union regulations, this is no longer permitted. The core legislative issue is that one entity (the local authority providing the public lighting) is not permitted, except in specific circumstances, to provide a supply of electricity to another body, in this case the NTA, for the NTA's bus shelter or Real Time Passenger Information sign. Instead, each bus shelter and Real Time Passenger Information display now requires its own separate independent electrical connection to the grid to be obtained from ESB Networks, which can often necessitate extensive trenching, road crossings and major reinstatement work, all contributing to significant additional costs. Furthermore, in order to ensure compliance with these regulations, local authorities have been disconnecting bus shelters and RTPI displays as they upgrade their public lighting systems.</p> <p>Owing to the cost and difficulty of obtaining a new electrical connection for bus shelters, a lighting solution using solar power was developed by the NTA and its bus shelter contractor, and has since been deployed at over 900 bus shelters. The solar-powered courtesy lighting system utilises a solar panel linked to a battery pack mounted on the roof of the bus shelter and a new, more energy-efficient, and brighter, courtesy light. However, the solar panel solution is, at the current time, unsuitable to operate a Real Time Passenger Information sign.</p> <p>In relation to Bus Stop 739 at Donaghmeade Shopping Centre, the Real Time Passenger Information (RTPI) display was previously connected to the adjacent public lighting power supply. However, arising from the regulatory issue identified above, it was subsequently disconnected from the public lighting supply by Dublin City Council. It cannot be reinstalled and reconnected until such time as a separate electricity supply is sourced and suitable underground ducting is provided to connect the RTPI display to the national grid. After consulting with ESB Networks, we understand that the closest independent supply is approximately 75 meters away, located in the grounds of the shopping centre on private property. Accordingly, it would be prohibitively expensive to carry out trenching and ducting for this distance in addition to being legally difficult to undertake this work. For that reason we are not in a position to reinstall a Real Time Passenger Information sign at this stop location,</p> <p>Notwithstanding the constraints and limitations outlined above, it is worth noting that all of the information available on such RTPI Displays is also available through the NTA's app for RTPI. The "TFI Real Time Ireland App" and the RTPI Displays are supported by the same data feed. The App is available free on Apple App store and the Google Play store and combines all real time information services from Bus Éireann, Dublin Bus, Go-Ahead Ireland, Iarnród Éireann and Luas. All bus stops have a number at the top of the bus pole indicating the particular bus stop number. Simply inserting that number into the App provides the RTPI information on bus arrival times at that stop. There is no difference between the information contained</p>	Tom Brabazon, T.D
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25/03/2025	219	<p>PQ Referred: 13344/25, for answer 25/03/2025, Written from - Eamon Scanlon</p>	<p>Dail Question No: 219 To ask the Minister for Transport if his Department will develop badly needed bus shelters at bus stops in Tubbercurry, County Sligo; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>There is a commitment under the Programme for Government to ensure that public transport operators provide safe and accessible access for passengers and a commitment to work with local authorities and national bodies to improve public transport options and infrastructure.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 219 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each local authority across the State, including Sligo County Council, has received an allocation of €500,000 in 2025 under the Bus Stop Enhancement Programme (BSEP). The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate.</p> <p>To further assist local authorities and make the process more streamlined, the NTA will, through a central supply contract, provide any required bus shelters to the local authority and will also make available the NTA's bus shelter contractor to the Council to undertake their installation (following the Council's preparatory works). In addition, the NTA will also arrange for its contractor to maintain the bus shelters subsequently.</p> <p>The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the BSEP, with the final programme of installations to be agreed with the NTA. The NTA will be engaging further with each local authority over the next number of weeks to agree the programme of such works for 2025.</p> <p>The NTA will bring this request to the attention of the relevant Council personnel in the Council who are preparing the Council's prioritised programme, in respect of the BSEP.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Eamon Scanlon, T.D
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25/03/2025	245	<p>PQ Referred: 13613/25, for answer 25/03/2025, Written from - Willie O'Dea</p>	<p>Dail Question No: 245 To ask the Minister for Transport to examine the possibility of allowing the Foynes to Limerick rail line to be used as part of a Limerick metropolitan rail network; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure including, through engagement with Iarnród Éireann, certain rail project proposals.</p> <p>Works are currently underway to reinstate rail freight services between Shannon-Foynes Port and Limerick city which is scheduled to open to rail freight traffic in 2026. This project is to restore rail freight services only. Upgrading the Foynes to Limerick rail line to enable passenger services would require additional works which would be subject to funding and approval.</p> <p>Separately, the National Transport Authority and Iarnród Éireann are examining the potential to create a temporary platform on the Foynes line to support the hosting of the Ryder Cup at Adare Manor in 2027.</p> <p>Noting the NTA's responsibility in this matter and the specific issue raised by the Deputy, I have referred the Deputy's question to the NTA for a more direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 245 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a response to this Parliamentary Question. Further to the Minister's written response, it should be noted that The Limerick Shannon Metropolitan Area Transport Strategy (LSMATS), published by the NTA in 2022, provides for the assessment of the potential for future passenger services to be introduced on the Foynes Line. This would form part of the Phase 2 Commuter Rail network as set out in measure RL3 of the LSMATS. This measure includes the development of appropriate land use policies by the Southern Regional Assembly and local authorities which would focus regional development on the Limerick Rail network. As such, the long-term potential for the use of the Foynes line for passengers is a matter which will require close coordination between the land use authorities and the transport agencies.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p>	Willie O'Dea, T.D.
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25/03/2025	229	<p>PQ Referred: 13424/25, for answer 25/03/2025, Written from - Emer Currie</p>	<p>Dail Question No: 229 To ask the Minister for Transport when a meeting will be facilitated for a representative group (details supplied).</p> <p>Details Supplied: to request a meeting between Ashleigh Estate residents of Castleknock and Irish Rail to discuss temporary access works in their estate during the construction of DART Plus West, a meeting which has so far been refused on the basis that Irish Rail want to wait until a Design and Build Contractor and a dedicated community liaison officer has been appointed, even though the time to discuss alternative value-for-money options with a small cohort of the community is now, and that a meeting with residents is a straightforward and reasonable request.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area including, through engagement with Iarnród Éireann, the DART+ Programme. This would include any works that would take place at the location referenced.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's question to the NTA for a direct response. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 229 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Iarnród Éireann is responsible for the delivery of the DART+ West project and the management of construction interfaces with adjacent communities. An initial construction management plan was developed as part of the Railway Order documentation, however a detailed construction management plan will be developed prior to the commencement of works, and this will require the input of the Design & Build Contractor, to reflect the contractors works methodologies.</p> <p>Notwithstanding the above, it is necessary to outline any restrictions or constraints within the tender documents for the Design & Build Contractor and therefore there is benefit in understanding these details further. The NTA will raise this matter with the Iarnród Éireann DART+ West team to understand the timelines for producing the documents and when it would be appropriate to discuss aspects of the construction management with local stakeholders.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Emer Currie, T.D
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19/03/2025	350	<p>PQ Referred: 12164/25, for answer 19/03/2025, Written from - James Geoghegan</p>	<p>Dail Question No: 350 To ask the Minister for Transport to identify, by body name and associated skills gap, any skills gaps identified by the chairperson of that board in correspondence to his Department or a Minister in respect of the composition of the board of the body referred, for each year between 2020 and 2025, in tabular form; to identify any body where the chairperson of that board never identified skills gaps to his Department or a Minister, by year and body; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 349, 350, 351 and 352 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>PQ 349: For the years 2020 to 2024, one NTA Board member had a professional accounting qualification. Please note that four new Board positions are expected be advertised in 2025. The Authority has requested that two of these be from a Finance/Audit background.</p> <p>PQ 350: The Board undertook a board capability assessment in 2021 and 2024 to evaluate the level of experience and capability in various skill areas, and provided that information to the Department in 2021 and 2024. It should be noted that Skill Gaps at Board level are identified and reported to the Department of Transport when it is known that Board member vacancies will arise in the short term.</p> <p>PQ 351: At least one member of the audit and risk committee of the board has recent, relevant financial experience for each year between 2020 and 2025.</p> <p>PQ 352: The Board of the NTA has had terms of reference for each of the years between 2020 and 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	James Geoghegan, T.D
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19/03/2025	351	PQ Referred: 12164/25, for answer 19/03/2025, Written from - James Geoghegan	Dail Question No: 351 To ask the Minister for Transport to confirm that for each year between 2020 and 2025 in respect of the boards of bodies under the aegis of his Department, at least one member of the audit and risk committee of that board has recent, relevant financial experience for each of those years; where that is not the case, to identify that body, by reference to the year or years where no so such member existed; and if he will make a statement on the matter.	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 349, 350, 351 and 352 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>PQ 349: For the years 2020 to 2024, one NTA Board member had a professional accounting qualification. Please note that four new Board positions are expected be advertised in 2025. The Authority has requested that two of these be from a Finance/Audit background.</p> <p>PQ 350: The Board undertook a board capability assessment in 2021 and 2024 to evaluate the level of experience and capability in various skill areas, and provided that information to the Department in 2021 and 2024. It should be noted that Skill Gaps at Board level are identified and reported to the Department of Transport when it is known that Board member vacancies will arise in the short term.</p> <p>PQ 351: At least one member of the audit and risk committee of the board has recent, relevant financial experience for each year between 2020 and 2025.</p> <p>PQ 352: The Board of the NTA has had terms of reference for each of the years between 2020 and 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	James Geoghegan, T.D
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19/03/2025	352	PQ Referred: 12164/25, for answer 19/03/2025, Written from - James Geoghegan	Dail Question No: 352 To ask the Minister for Transport to confirm that for each year between 2020 and 2025 in respect of the boards of bodies under the aegis of his Department, that the board has a terms of reference; where that is not the case, to identify that body, by reference to year or years where no terms of reference existed; and if he will make a statement on the matter.	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 349, 350, 351 and 352 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>PQ 349: For the years 2020 to 2024, one NTA Board member had a professional accounting qualification. Please note that four new Board positions are expected be advertised in 2025. The Authority has requested that two of these be from a Finance/Audit background.</p> <p>PQ 350: The Board undertook a board capability assessment in 2021 and 2024 to evaluate the level of experience and capability in various skill areas, and provided that information to the Department in 2021 and 2024. It should be noted that Skill Gaps at Board level are identified and reported to the Department of Transport when it is known that Board member vacancies will arise in the short term.</p> <p>PQ 351: At least one member of the audit and risk committee of the board has recent, relevant financial experience for each year between 2020 and 2025.</p> <p>PQ 352: The Board of the NTA has had terms of reference for each of the years between 2020 and 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	James Geoghegan, T.D
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04/03/2025	120	<p>PQ Referred: 9500/25, for answer 04/03/2025, Oral from - Gary Gannon</p>	<p>Dail Question No: 120 To ask the Minister for Transport if he will provide clarification on the decision to replace the full bus schedule at the bus stop at the top of Strandville Avenue with only the 130 service.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 120 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A fundamental objective of the Clontarf to City Centre Scheme, developed by Dublin City Council, is to provide safe, fully segregated cycling facilities. However, fitting in bus stops along North Strand Road whilst also maintaining segregated cycling arrangements, is very challenging in terms of space requirements. This is made even more difficult by the level of planned bus services under BusConnects, requiring implementation of double length bus stops.</p> <p>When the issue of the bus stop spacing was raised with the NTA in late 2023, it undertook its own analysis and developed a solution that enabled the installation of a shorter bus stop arrangement at this location than the full double bus length stops provided at other locations along this scheme. As each location only provides a shorter length of bus stop, they are not capable of safely facilitating all of the bus services using the road and a more limited bus stopping pattern is required. This lower level of stopping buses was the central rationale enabling the provision of these additional stops.</p> <p>Accordingly, and because of the reduced layout, these two additional bus stops are served by Route 130 only, which operates approximately every 10 to 12 minutes during weekday daytime hours. Other bus routes can continue to be accessed from the adjacent bus stops.</p> <p>I trust that the above information is of assistance and clarifies the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Gary Gannon, T.D.
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04/03/2025	125	<p>PQ Referred: 9400/25, for answer 04/03/2025, Oral from - Catherine Ardagh</p>	<p>Dail Question No: 125 To ask the Minister for Transport if he will liaise with the National Transport Authority to reassess BusConnects plans for the bus services in Bluebell and Inchicore, particularly the cessation of the 68, 69 and 13 buses which are to be replaced with an hourly bus service, to ensure any changes improve the bus service along the G, C and D spines and do not lead to a reduction of service in these areas; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 125 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The BusConnects Dublin area Network redesign was finalised following three rounds of public consultations which culminated in over 72,000 submissions being received. The overall network represents a major investment in enhanced bus services, delivering a 35% increase in annual “in-service” kilometres, a significant increase in overall capacity and frequency for customers, as well as more evening and weekend services. Passenger numbers on the services launched thus far under the network redesign are approximately 48% up compared to 8% on non-network redesign related routes.</p> <p>The network change relevant to this particular area relates to new route 58. We are aware of the concerns raised in relation to this route. Please note that we are currently reviewing and updating the plan for this service and will advise stakeholders of the outcome when that update is complete.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p>	Catherine Ardagh, T.D
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