

NTA Responses to Parliamentary Questions Report – Q2 2025

Bulletin 5 – 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 Q2 of 2025.

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

| PQ Date | PQ Number | Subject | Descriptionn | NTA Response | Representative Name |
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| 19/03/2025 | 314 | PQ Referred: 11461/25, for answer 19/03/2025, Written from - Pádraig O'Sullivan | <p>Dail Question No: 314</p> <p>To ask the Minister for Transport if he will engage with the National Transport Authority regarding a matter (details supplied); 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 transfer of SPSV licences, 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>As the Deputy is aware, the transfer of licences for SPSVs is prohibited under section 14(1) of the Taxi Regulation Act, 2013. All SPSV vehicle licences are unique to the person to whom the licence has been issued and cannot be transferred or sold to another person.</p> <p>Further, in 2022, the Advisory Committee on SPSVs indicated that it is not in favour of reverting to a legal situation which allows for the transferability of SPSV licences. My Department considered the Committee's Report and accepted the Committee's advice that the transferability of SPSV licences should not be allowed, as is currently the position.</p> <p>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. 314 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The prohibition on taxi vehicle transferability was enacted following a major review of the small public service vehicle (SPSV) industry undertaken by the Government in 2011/2012. The review group undertaking the review was chaired by Minister Alan Kelly, who was Minister for Public and Commuter Transport at that time. Included in the review process were numerous groups with a role or interest in this area of transport, along with a number of industry representatives.</p> <p>The report of the review group – the Taxi Regulation Review Report – was adopted by the Government and published in January 2012. Action 14 of that Report recommended the prohibition on the transfer of an SPSV vehicle licence. The underlying principle for the recommendation was that a licence should determine a person's suitability to carry out a function and it should have no monetary value or be traded on the open market. This recommendation was subsequently enshrined in legislation and, accordingly, the legal position is that taxi licences cannot be transferred between individuals, and the NTA is precluded from processing such transfers, since April 2014.</p> <p>The relevant provision is set out in Section 14 of the Taxi Regulation Act 2013, which came into legal operation on the 6th April 2014. It states: <i>“14(1) A licence, whether granted before or after the commencement of this section may not be transferred or assigned or be mortgaged or otherwise encumbered.”</i></p> <p>While the transfer of a vehicle licence is not possible, licence holders are still able to complete rental agreements with other drivers and we are aware of retired taxi drivers who rent their vehicle to other drivers, providing an ongoing income stream. This arrangement is fully permissible subject to complying with relevant requirements. Details in relation to such rental arrangements can be found in section 50 of the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 and further guidance is available on our website – www.nationaltransport.ie.</p> <p>However, there is a clear prohibition on the transfer of a vehicle licence, set out in primary legislation, which precludes the transfer of taxi licences between individuals.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Pádraig O'Sullivan T.D |

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| 27/03/2025 | 179 | <p>PQ Referred: 14946/25, for answer 27/03/2025, Written from - John Clendennen</p> | <p>Dail Question No: 179</p> <p>To ask the Minister for Transport to provide a timeline for the delivery of a new local link bus service route (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Clonbullogue to Edenderry</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 Offaly, 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. 179 of 27 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of Connecting Ireland Rural Mobility Plan, the NTA and Local Link Laois Offaly plan to link Clonbullogue to Edenderry with regular public transport services.</p> <p>At this point, we have no firm implementation date as we are still working with Local Link Laois Offaly on the proposed timetable, resourcing and regulatory issues. Once all details have been confirmed, we will update stakeholders.</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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| 26/03/2025 | 37 | <p>PQ Referred: 14451/25, for answer 26/03/2025, Written from - Alan Kelly</p> | <p>Dail Question No: 37</p> <p>To ask the Minister for Transport when his Department officials last met with the Data Protection Commissioner to ensure the highest standards are being met by the Department, and all agencies under its remit, in terms of compliance with data protection legislation.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>The Department of Transport is committed to meeting its obligations under the General Data Protection Regulation (GDPR) and Data Protection Act 2018. This includes the reporting to the Data Protection Commission of data breaches where the breach presents a risk to the affected individuals and responding to any requests for information from the Data Protection Commission.</p> <p>Staff from the Department's Data Protection Unit have engaged in a range of settings where the Data Protection Commission have presented, including the meetings of the Civil Service Data Protection Officers Network, the Annual Data Protection Practical Compliance Conference and the GDPR & Data Protection Programme for DPOs in the Public Service.</p> <p>The Department also complies with our obligations around the requirements to consult with the Data Protection Commission during the preparation of legislative measures that relate to personal data processing. There were 5 consultations with the DPC on legislative measures in 2024. For one of these items a call via Teams was held with the DPC and the Department to discuss the comments from the DPC.</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. 37 of 26 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I can confirm that we have not met directly with the Data Protection Commission (DPC) recently. It should be noted that staff on the NTA data protection team, including the Data Protection Officer (DPO) would have attended meetings of the Civil Service Data Protection Officers Network and the Annual Data Protection Practical Compliance Conference where the DPC would have presented.</p> <p>In addition, the NTA takes its obligations under the GDPR and Data Protection Act 2018 extremely seriously and also would engage with the DPC should a data breach occur that meets the threshold of requiring reporting to the DPC or if the DPC requests information.</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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| 20/02/2025 | 150 | PQ Referred: 6849/25, for answer 20/02/2025, Written from - Roderic O'Gorman | Dail Question No: 150 To ask the Minister for Transport if he will provide an update on each of the projects funded under the 2024 active travel scheme within the Fingal County Council area; and if he will provide a list of the projects to be shared, in tabular form. Answer 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. 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>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 150 of 20 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 your Parliamentary Question No. 150 of the 20 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> | Roderic O'Gorman, T.D |
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| 25/03/2025 | 239 | <p>PQ Referred: 13545/25, for answer 25/03/2025, Written from - Albert Dolan</p> | <p>Dail Question No: 239</p> <p>To ask the Minister for Transport to detail the total expenditure on public procurement by his Department and its agencies, including spending on goods, services and works acquired through public procurement processes, in each of the past five years, in tabular form.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>The information requested by the Deputy is set out in the following table:</p> <table><tr><td></td><td>2020</td><td>2021</td><td>2022</td><td>2023</td><td>2024</td></tr><tr><td>Procurement Expenditure</td><td>€2,628.5M</td><td>€3,389.6M</td><td>€3,472.1M</td><td>€3,499.4M</td><td>€3,655.9M*</td></tr></table> <p>*not yet audited</p> <p>With regard to the bodies under the Aegis of my Department, this is a matter for the Agencies themselves. I have referred this question to the agencies under my remit for their direct reply. If the Deputy has not received a reply within ten working days please contact my private office.</p> | | 2020 | 2021 | 2022 | 2023 | 2024 | Procurement Expenditure | €2,628.5M | €3,389.6M | €3,472.1M | €3,499.4M | €3,655.9M* | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 239 of 25 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. 239 of 25 March. The table outlines the total expenditure subject to public procurement, including spending on goods, services and works acquired through public procurement processes, in each of the past five years. It should be noted that the table excludes the following;</p> <ul style="list-style-type: none">• Wages, salaries and staffing costs• Public sector secondments and assignees• Board and Committee members fees and expenses; and• Retirement Benefit Cost. <table><tr><th>Year Ended</th><th>Expenditure Subject to Public Procurement '000</th></tr><tr><td>31 Dec 2020</td><td>€1,028,870</td></tr><tr><td>31 Dec 2021</td><td>€1,395,514</td></tr><tr><td>31 Dec 2022</td><td>€1,647,730</td></tr><tr><td>31 Dec 2023</td><td>€1,954,674</td></tr><tr><td>31 Dec 2024</td><td>€2,160,923</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 Ended | Expenditure Subject to Public Procurement '000 | 31 Dec 2020 | €1,028,870 | 31 Dec 2021 | €1,395,514 | 31 Dec 2022 | €1,647,730 | 31 Dec 2023 | €1,954,674 | 31 Dec 2024 | €2,160,923 | <p>Albert Dolan, T.D</p> |
|--------------------------------|--|---|---|-----------|------------|------|------|------|------|--------------------------------|-----------|-----------|-----------|-----------|------------|---|------------|--|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|---------------------------------|
| | 2020 | 2021 | 2022 | 2023 | 2024 | | | | | | | | | | | | | | | | | | | | | | | | |
| Procurement Expenditure | €2,628.5M | €3,389.6M | €3,472.1M | €3,499.4M | €3,655.9M* | | | | | | | | | | | | | | | | | | | | | | | | |
| Year Ended | Expenditure Subject to Public Procurement '000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec 2020 | €1,028,870 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec 2021 | €1,395,514 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec 2022 | €1,647,730 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec 2023 | €1,954,674 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec 2024 | €2,160,923 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 26/03/2025 | 32 | <p>PQ Referred: 14384/25, for answer 26/03/2025, Written from - Ryan O'Meara</p> | <p>Dail Question No: 32</p> <p>To ask the Minister for Transport to outline current fare reduction measures, and any further plans, for public transport users; 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.</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>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:</p> <ul style="list-style-type: none"> • 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>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 32 of 26 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport 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 this 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>In relation to the remaining 20% of fares, they either increased or decreased. However, these changes were not developed to increase overall fare revenue but, instead, to achieve 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 primary 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. 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.</p> <p>In addition to the measures set out above from the 2024 Fares Determination, Budget 2025 included provision to extend free child fares to include those aged 5-8. 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> | Ryan O'Meara, T.D |
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| | | | <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 them for direct reply. Please advise my private office if you do not receive a response within ten working days.</p> | | |
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| 18/02/2025 | 242 | <p>PQ Referred: 6215/25, for answer 18/02/2025, Written from - Johnny Guirke</p> | <p>Dail Question No: 242</p> <p>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.</p> <p>The Programme for Government committed around €360 million per annum to walking and cycling across the lifetime of the Government. The vast majority of this funding is allocated to the National Transport Authority (NTA) through the Department of Transport for its Active Travel Infrastructure Programme.</p> <p>Over €290 million has been allocated by the Department of Transport to the NTA in 2025 for Active Travel measures around the country. The NTA disperses this funding to all local authorities, works with them to identify walking and cycling projects and oversees their delivery. Of that €290 million, just under €61 million has been allocated to counties outside of the Greater Dublin Area and regional cities.</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. 242 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 NTA in partnership with local authorities is implementing an extensive active travel programme in 2025, as we have done for the past 5 years as a result of the increased funding allocation from the Department of Transport. This allowed local authorities to create Active Travel Teams that facilitated the acceleration of active travel schemes in all Counties. In this time, we've funded over €1billion of projects and delivered over 900km of new, or upgraded, walking, wheeling and cycling infrastructure across Ireland.</p> <p>However, given the ramping up of activities over the last few years, the number of projects being progressed 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 programmes must be prioritised and phased in order to remain within the allocated budget.</p> <p>For 2026 and beyond, we are currently in discussions with the Department of Transport to agree budgets and the split between different types of projects. This may result in opportunities to fund more projects should a higher budget become available.</p> <p>We look forward to working with all local authorities, to continue delivering an effective body of work for all our citizens in the coming years and to continue making the case for Active Travel at a national level.</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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| 01/04/2025 | 280 | <p>PQ Referred: 15117/25, for answer 01/04/2025, Written from - John Clendennen</p> | <p>Dail Question No: 280</p> <p>To ask the Minister for Transport the likely impact of the cessation of commercial bus routes on passengers and the commercial bus industry; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I am responsible for policy and overall funding in relation to public transport. However, I am not involved in day-to-day operational matters. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling of those services in conjunction with the relevant transport operators.</p> <p>While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation programme (PSO), 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 such, any decisions taken by commercial operators regarding routes scheduling and timetabling are a matter for the individual commercial 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 circumstances where a commercial operator ceases operating a specific route, the NTA undertakes an examination to determine whether, with the discontinuation of the commercial service, it is necessary for a replacement PSO service to be introduced to ensure no loss of connectivity to the travelling public. This process includes an assessment of the level of demand for public transport services in the affected area, an evaluation of whether existing PSO services can be reconfigured to meet any shortfall, or whether it is necessary to competitively tender for the provision of services.</p> <p>Given the NTA's statutory responsibility for securing the provision of public passenger transport services nationally, I have forwarded your question to the 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. 280 of 01 April 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 your query. To add to the Ministers response, in some instances where a commercial service is withdrawn and transport choice appears particularly adversely impacted, the NTA will undertake an assessment of the significance of the change to identify whether a State provided public transport service needs to be implemented. If it is determined that a Public Service Obligation (PSO) exists as a result of this change, then the NTA will develop proposals for such additional services, but their implementation will be subject to funding 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 Clendennen, T.D |
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19/02/2025

32, 33,
34 & 35

Request
referred
reply from
agencies
PQs
6448/25,
6449/25,
6450/25,
6451/25

Dáil Question No: 35

To ask the Minister for Transport to provide a list of the private service providers who have received contracts from State agencies to develop or maintain a website over the past five years, in tabular form (details supplied).

Identical Question(s): Depts. DETE Education Children DAFM Transport Defence Finance DFA

Details Supplied: with a column listing the provider and a column listing the total expenditure awarded across public bodies to the private contractor over the last five years.

- Aengus Ó Snodaigh.

* For Written answer on 19/02/2025

Ref No: 6451/25

Reply

Minister for Transport (Darragh O'Brien)

The information requested by the Deputy is being collated and will be forwarded to the Deputy within 10 working days, in line with the Standing Orders.

Dáil Question No: 34

To ask the Minister for Transport to provide a list of the spend over the past five years by each public body on the procurement of services to develop or maintain a website, in tabular form (details supplied).

Identical Question(s): Depts. DETE Education Children DAFM Transport Defence Finance DFA

Details Supplied: with a column listing the bodies, a column listing the spend by each, and a row to provide a sum total spend across all public bodies.

- Aengus Ó Snodaigh.

* For Written answer on 19/02/2025

Ref No: 6450/25

Reply

Minister for Transport (Darragh O'Brien)

Dear Deputy,

I refer to the matters you raised in Parliamentary Question Nos. 32, 33, 34 & 35 of 19 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.

Please see tables below in respect our response to each Parliamentary Question.

PQ 32:

| Service Provider | Contract Name | Contract Spend |
|--|---|-----------------|
| MAIOR | Public Transport Operations Data Management System | € 535,029.18 |
| Flowbird Transport Limited | Onboard Ticketing and Back Office System | € 6,785,514.82 |
| INIT Innovative Informatikanwendungen in Transport | Automatic Vehicle Location Equipment and Supporting Systems and Maintenance | € 2,398,580.96 |
| Trapeze ITS | Automatic Vehicle Location Equipment and Supporting Systems and Maintenance | € 3,740,429.96 |
| Remix Software, Inc. | Supply of a Planning Platform for Public Transport Networks in Ireland | € 1,659,379.96 |
| Cubic Transportation Systems Ireland Limited | Public Transport Mobile Ticketing Solution | € 3,841,825.92 |
| Hennessy IT Consulting Limited | Professional Services for Unit4 Business World | € 372,525.33 |
| Softworks | Clocking System Services | € 43,112.85 |
| DXC Technologies | Tax Saver website and operations services | € - |
| Cubic Transportation Systems Ireland Limited | Leap Operation Services | € 11,776,943.56 |
| Credit Card Systems Ireland Ltd | Sales and related services of Child 16-18 and Student Leap Cards | € 5,267,172.02 |
| Vix Technology UK Limited | Operation, Content Management, Maintenance and Provision of MORTPI Displays | € 8,620,460.53 |
| Trapeze ITS UK Limited | Provision and Operation of Travel Information Systems and Ancillary Systems and Services | € 3,233,252.25 |
| Via Technology UK Limited | Near Field Communications System | € 12,498,471.60 |
| IBI Group Consultants (Ireland) Ltd | Update, Maintenance and Development/ Re-development of Websites, Apps and Associated Services | € 2,844,413.16 |
| Ernst & Young | Business Intelligence Development Services | € 11,392,928.44 |
| Opensky Data Systems | ICT Support and System Development Services for NTA Business Systems | € 6,319,897.08 |
| Euros Technology Group | ICT Managed Services | € 8,302,404.03 |
| Arkphire | Supply of Servers, Storage and Network Devices for Bus Market Opening | € - |
| Capgemini Sogeti Ireland | Installation, Support and Maintenance of a Dedicated ServiceNow Instance | € 1,127,821.88 |
| Codec-DSS Ltd | Microsoft Dynamics Migration, Support and Maintenance Services | € 880,642.93 |
| Codec-DSS Ltd | SharePoint Development and Support Services | € 614,579.46 |
| Opensky Data Systems | Support and Maintenance for the Rural Transport Programme ITMS | € 415,499.96 |
| Expleo Technology Ireland Limited | Software Test Resources | € 1,229,339.61 |
| Hibernia Services Ltd t/a Eir Evo | Supply of Storage, Servers and Network Devices | € 60,503.70 |
| Hibernia Services Ltd t/a Eir Evo | CORP Hyper Converged Hardware | € 554,241.80 |
| Indra Sistemas S.A. | Next Generation Ticketing | € 7,061,651.43 |
| Gresham Technology | Financial Transaction Reconciliation Tool | € 285,887.81 |
| Opensky Data Systems | CABS maintenance and support services | € 12,313.53 |
| Service Provider | Contract Name | Contract Spend |
| Hennessy IT Consulting Limited | Professional Services for Unit4 Business World | € 11,033.11 |
| Opensky Data Systems | PRS Support and Development | € 240,647.50 |
| Via Technologies Europe | Smart Demand Responsive Travel | € - |
| Ernst & Young | Network Penetration Testing | € - |
| Hibernia Services Ltd t/a Eir Evo | Cisco Network Switches and Accessories | € - |
| Note 1: The values listed in the Contract Spend column include an element of services relating to digital IT systems maintenance and development and are not solely related to these services. | | |
| Note 2: Contract Spend is stated inclusive of VAT. | | |

PQ 33:

| Service Provider | Contract Name | Successful Tender Price |
|---|---|-------------------------|
| MAIOR | Public Transport Operations Data Management System | € 828,550.00 |
| Flowbird Transport Limited | Onboard Ticketing and Back Office System | € 1,500,000.00 |
| INIT Innovative Informatikanwendungen in Transport | Automatic Vehicle Location Equipment and Supporting Systems and Maintenance | € 2,400,000.00 |
| Trapeze ITS | Automatic Vehicle Location Equipment and Supporting Systems and Maintenance | € 1,900,000.00 |
| Remix Software, Inc. | Supply of a Planning Platform for Public Transport Networks in Ireland | € 180,000.00 |
| Cubic Transportation Systems Ireland Limited | Public Transport Mobile Ticketing Solution | € 3,608,434.00 |
| Hennessy IT Consulting Limited | Professional Services for Unit4 Business World | € 243,775.00 |
| Softworks | Clocking System Services | € 25,000.00 |
| DXC Technologies | Tax Saver website and operations services | € 9,831,122.00 |
| Cubic Transportation Systems Ireland Limited | Leap Operation Services | € 142,989,002.00 |
| Credit Card Systems Ireland Ltd | Sales and related services of Child 16-18 and Student Leap Cards | € 10,957,000.00 |
| Vix Technology UK Limited | Operation, Content Management, Maintenance and Provision of MORTPI Displays | € 4,632,727.00 |
| Trapeze ITS UK Limited | Provision and Operation of Travel Information Systems and Ancillary Systems and Services | € 4,203,243.00 |
| Vix Technology UK Limited | Near Field Communications System | € 7,320,000.00 |
| IBI Group Consultants (Ireland) Ltd | Update, Maintenance and Development/ Re-development of Websites, Apps and Associated Services | € 784,884.00 |
| Ernst & Young | Business Intelligence Development Services | € 9,979,200.00 |
| Opensky Data Systems | ICT Support and System Development Services for NTA Business Systems | € 3,150,800.00 |
| Euros Technology Group | ICT Managed Services | € 7,656,984.00 |
| Arkphire | Supply of Servers, Storage and Network Devices for Bus Market Opening | € 184,696.00 |
| Capgemini Sogeti Ireland | Installation, Support and Maintenance of a Dedicated ServiceNow Instance | € 1,419,244.00 |
| Codec-DSS Ltd | Microsoft Dynamics Migration, Support and Maintenance Services | € 1,676,200.00 |
| Codec-DSS Ltd | SharePoint Development and Support Services | € 909,400.00 |
| Opensky Data Systems | Support and Maintenance for the Rural Transport Programme ITMS | € 6,497,500.00 |
| Expleo Technology Ireland Limited | Software Test Resources | € 5,076,000.00 |
| Hibernia Services Ltd t/a Eir Evo | Supply of Storage, Servers and Network Devices | € 49,190.00 |
| Hibernia Services Ltd t/a Eir Evo | CORP Hyper Converged Hardware | € 548,163.00 |
| Indra Sistemas S.A. | Next Generation Ticketing | € 73,000,000.00 |
| Gresham Technology | Financial Transaction Reconciliation Tool | € 4,629,885.00 |
| Opensky Data Systems | CABS maintenance and support services | € 4,694,266.00 |
| Service Provider | Contract Name | Successful Tender Price |
| Hennessy IT Consulting Limited | Professional Services for Unit4 Business World | € 124,550.00 |
| Opensky Data Systems | PRS Support and Development | € 2,112,932.00 |
| Via Technologies Europe | Smart Demand Responsive Travel | € 2,575,013.00 |
| Ernst & Young | Network Penetration Testing | € 180,750.00 |
| Hibernia Services Ltd t/a Eir Evo | Cisco Network Switches and Accessories | € 74,459.12 |
| Note 1: The values listed in the Successful Tender Price column include an element of services relating to digital IT systems maintenance and development and are not solely related to these services. | | |
| Note 2: Successful Tender Price is stated exclusive of VAT. | | |
| Note 3: Successful Tender Price represents the estimated value of goods/ services for the period stated in the original submission and not reflective of the estimated contract value. | | |

PQ 34:

Aengus Ó Snodaigh, T.D

The information requested by the Deputy is being collated and will be forwarded to the Deputy within 10 working days, in line with the Standing Orders.

Dáil Question No: 33

To ask the Minister for Transport to provide a list of the private service providers who have received contracts from State agencies to develop or maintain digital and IT systems over the past five years, in tabular form (details supplied).

Details Supplied: with a column listing the provider and a column listing the total expenditure awarded across public bodies to the private contractor over the last five years.

- Aengus Ó Snodaigh.

* For Written answer on 19/02/2025

Ref No: 6449/25

Reply

Minister for Transport (Darragh O'Brien)

The information requested by the Deputy is being collated and will be forwarded to the Deputy within 10 working days, in line with the Standing Orders.

Dáil Question No: 32

To ask the Minister for Transport to provide a list of the spend over the past five years by each public body on the procurement of services to develop or maintain digital and IT systems, in tabular form (details supplied).

Details Supplied: with a column listing the bodies, a column listing the spend by each, and a row to provide a sum total spend across all public bodies

- Aengus Ó Snodaigh.

* For Written answer on 19/02/2025

Ref No: 6448/25

| Service Provider | Contract Name | Contract Spend |
|-------------------------------------|---|-----------------|
| MAIOR | Public Transport Operations Data Management System | € 535,029.18 |
| Flowbird Transport Limited | Onboard Ticketing and Back Office System | € 6,785,514.82 |
| Hennessy IT Consulting Limited | Professional Services for Unit4 Business World | € 372,525.33 |
| Softworks | Clocking System Services | € 43,112.85 |
| Vix Technology UK Limited | Operation, Content Management, Maintenance and Provision of MORTPI Displays | € 8,620,460.53 |
| Trapeze ITS UK Limited | Provision and Operation of Travel Information Systems and Ancillary Systems and Services | € 3,233,252.25 |
| Vix Technology UK Limited | Near Field Communications System | € 12,498,471.60 |
| IBI Group Consultants (Ireland) Ltd | Update, Maintenance and Development/ Re-development of Websites, Apps and Associated Services | € 2,844,413.16 |
| Opensky Data Systems | ICT Support and System Development Services for NTA Business Systems | € 6,319,897.08 |
| Expleo Technology Ireland Limited | Software Test Resources | € 1,229,339.61 |
| Hibernia Services Ltd t/a Eir Evo | Supply of Storage, Servers and Network Devices | € 60,503.70 |
| Opensky Data Systems | CABS maintenance and support services | € 12,313.53 |

Note 1: The values listed in the Contract Spend column include an element of services relating to website maintenance and development and are not solely related to these services.

Note 2: Contract Spend is stated inclusive of VAT.

PQ 35:

| Service Provider | Contract Name | Successful Tender Price |
|-------------------------------------|---|-------------------------|
| MAIOR | Public Transport Operations Data Management System | € 828,550.00 |
| Flowbird Transport Limited | Onboard Ticketing and Back Office System | € 1,500,000.00 |
| Hennessy IT Consulting Limited | Professional Services for Unit4 Business World | € 243,775.00 |
| Softworks | Clocking System Services | € 25,000.00 |
| Vix Technology UK Limited | Operation, Content Management, Maintenance and Provision of MORTPI Displays | € 4,632,727.00 |
| Trapeze ITS UK Limited | Provision and Operation of Travel Information Systems and Ancillary Systems and Services | € 4,203,243.00 |
| Vix Technology UK Limited | Near Field Communications System | € 7,320,000.00 |
| IBI Group Consultants (Ireland) Ltd | Update, Maintenance and Development/ Re-development of Websites, Apps and Associated Services | € 784,884.00 |
| Opensky Data Systems | ICT Support and System Development Services for NTA Business Systems | € 3,150,800.00 |
| Expleo Technology Ireland Limited | Software Test Resources | € 5,076,000.00 |
| Hibernia Services Ltd t/a Eir Evo | Supply of Storage, Servers and Network Devices | € 49,190.00 |
| Opensky Data Systems | CABS maintenance and support services | € 4,694,266.00 |

Note 1: The values listed in the Successful Tender Price column include an element of services relating to website maintenance and development and are not solely related to these services.

Note 2: Successful Tender Price is stated exclusive of VAT.

Note 3: Successful Tender Price represents the estimated value of goods/ services for the period stated in the pricing submission and not reflective of the estimated contract value.

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Chief Executive (Interim).

| | | | | | |
|------------|-----|--|--|---|-----------------------|
| 04/03/2025 | 254 | <p>PQ Referred: 9338/25, for answer 04/03/2025, Written from - Catherine Ardagh</p> | <p>Dail Question No: 254</p> <p>To ask the Minister for Transport the total number of buses that currently 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 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. 254 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>In responding to your Parliamentary Question, please note the following</p> <p>Inchicore and Bluebell are currently linked by routes 13, 68 and 69. The frequencies are:</p> <ul style="list-style-type: none"> • Route 13: five buses per hour per direction. • Routes 68 and 69: one bus per hour on each route, with an additional journey in the morning peak on route 69. <p>Inchicore and Ballyfermot are linked by routes G1, G2 and 60:</p> <ul style="list-style-type: none"> • Routes G1 and G2 have a joint timetable providing eight buses per hour in total, increasing to ten at peak times. • Route 60 runs hourly. <p>Ballyfermot is also served by:</p> <ul style="list-style-type: none"> • Route S4 at six buses per hour. • Route L55, hourly. <p>Lower frequencies apply in the early mornings, evenings, and Sundays on routes 13, G1/G2 and S4.</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 |
|------------|-----|--|--|---|-----------------------|

| 25/03/2025 | 266 | <p>PQ Referred: 14062/25, for answer 25/03/2025, Written from - Gary Gannon</p> | <p>Dail Question No: 266</p> <p>To ask the Minister for Transport the percentage of social media video accessible, such as providing the information or activities posted on each of his Department’s social media accounts, or the social media accounts of public bodies and agencies that operate under its remit, including closed captioning and subtitling and Irish sign language translations, between 1 January 2024 and 31 December 2024, inclusive.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>The Department of Transport is fully committed to accessibility in its communications. Closed captioning and subtitling are used in almost all the Department’s social media video output, the majority of which is produced in house by the Department itself.</p> <p>My department also avails of accessibility functions such as autogenerated captions provided by social media platforms to ensure that video content is accessible to as many people as possible.</p> <p>Regarding bodies under the Department’s aegis, this is an operational matter for the agencies themselves. The Department will request the relevant bodies reply directly to the Deputy with the information requested.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 266 of 25 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. 266 of 25 March 2025.</p> <p>Included in the table are both video quantity and the total percentages for each NTA social media platform:</p> <table><tr><th>Platform</th><th>Total Videos</th><th>English with English Caption</th><th>English with As Gaeilge Caption</th><th>As Gaeilge without Caption</th><th>As Gaeilge with Caption</th></tr><tr><td>YouTube</td><td>51</td><td>72.55%</td><td>1.96%</td><td>0%</td><td>7.84%</td></tr><tr><td>Facebook</td><td>80</td><td>45%</td><td>0%</td><td>2.5%</td><td>5%</td></tr><tr><td>Twitter</td><td>80</td><td>56.25%</td><td>0%</td><td>2.5%</td><td>5%</td></tr><tr><td>Instagram</td><td>78</td><td>47.44%</td><td>0%</td><td>1.28%</td><td>6.41%</td></tr><tr><td>LinkedIn</td><td>29</td><td>72.41%</td><td>0%</td><td>0%</td><td>3.45%</td></tr></table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p> | Platform | Total Videos | English with English Caption | English with As Gaeilge Caption | As Gaeilge without Caption | As Gaeilge with Caption | YouTube | 51 | 72.55% | 1.96% | 0% | 7.84% | Facebook | 80 | 45% | 0% | 2.5% | 5% | Twitter | 80 | 56.25% | 0% | 2.5% | 5% | Instagram | 78 | 47.44% | 0% | 1.28% | 6.41% | LinkedIn | 29 | 72.41% | 0% | 0% | 3.45% | <p>Gary Gannon,T.D</p> |
|------------|--------------|--|--|--|-------------------------|--------------|------------------------------|---------------------------------|----------------------------|-------------------------|---------|----|--------|-------|----|-------|----------|----|-----|----|------|----|---------|----|--------|----|------|----|-----------|----|--------|----|-------|-------|----------|----|--------|----|----|-------|-------------------------------|
| Platform | Total Videos | English with English Caption | English with As Gaeilge Caption | As Gaeilge without Caption | As Gaeilge with Caption | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| YouTube | 51 | 72.55% | 1.96% | 0% | 7.84% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Facebook | 80 | 45% | 0% | 2.5% | 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Twitter | 80 | 56.25% | 0% | 2.5% | 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instagram | 78 | 47.44% | 0% | 1.28% | 6.41% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LinkedIn | 29 | 72.41% | 0% | 0% | 3.45% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | |
|------------|-----|--|--|---|--------------------------------|
| 25/03/2025 | 224 | <p>PQ Referred: 13414/25, for answer 25/03/2025, Written from - Emer Currie</p> | <p>Dail Question No: 224</p> <p>To ask the Minister for Transport how each “ghost bus” and “disappearing buses” are monitored 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 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 understand that the data displayed in the TFI Live app is provided directly by the bus operators and that it is the responsibility of the operators to provide accurate vehicle location data relating to all their services. This data is provided by the on-bus AVL (Automatic Vehicle Location) system which records the position of the bus as it proceeds on its route and generates predicted arrival times for each bus stop.</p> <p>The NTA TFI Live app receives this data from the bus operator and publishes it in the app. The issue of a bus service being displayed in the app but not showing up at the stop is typically caused by the operator not cancelling that service in their AVL system if that service is not being operated (for example, due to a shortage of drivers). TFI Live cannot display a service as cancelled if it has not received the appropriate cancellation message from the operator and as a result it reverts to showing the timetabled time that the bus is due to arrive at a stop.</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 referred the Deputy's question to the 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. 224 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A 'ghost bus' occurs when a cancellation is not communicated to customers via the app or displays and the system presumes that the bus is operating, even though it isn't in service. This typically happens because the cancellation was not entered into the system by the bus operator in a timely manner, preventing the information from being sent to the TFI Live App or to the on-street displays.</p> <p>But it is important to say that generally the Real Time Passenger Information (RTPI) system works well and most people find it very useful. However, problems do occur when services have to be cancelled. This can be due to many issues, such as a shortage of drivers or mechanics preventing services from operating. Or it can be due to incidents occurring in service, such as traffic accidents, health emergencies or bus breakdown.</p> <p>We are aware that when services are cancelled that information doesn't always arrive to the customer in all cases via the on-street signs and the real time app. So we have a team currently reviewing the end-to-end process of cancelling services to see where we need to make improvements to ensure that the passenger is receiving timely information on cancelled services.</p> <p>As part of that overall improvement process, we are in regular contact with bus operators to improve the notice they give for cancelled trips and to ensure that drivers log correctly onto the system to enable the system to obtain and process the relevant information.</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>Emer Currie, T.D</p> |
|------------|-----|--|--|---|--------------------------------|

| 01/04/2025 | 305 | <p>PQ Referred: 15520/25, for answer 01/04/2025, Written from - Roderic O'Gorman</p> | <p>Dail Question No: 305</p> <p>To ask the Minister for Transport for a breakdown of the amount allocated to each local authority for active travel measures in each of the years 2021 and 2024; the amount actually spent by each local authority and the amount allocated for 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. 305 of 01 April 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 (2021 to 2024), and the final expenditure under that grant allocation for the relevant year. In addition, the table includes the Active Travel allocations for 2025</p> <table><tr><th>Local Authority</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><th>2025 Allocations</th></tr><tr><td>Dublin City Council</td><td>61,209,820</td><td>26,247,346</td><td>75,470,829</td><td>43,181,468</td><td>78,964,177</td><td>67,241,407</td><td>94,100,000</td><td>57,439,663</td><td>45,000,000</td></tr><tr><td>Dun Laoghaire Rathdown County Council</td><td>39,889,576</td><td>17,811,055</td><td>41,761,260</td><td>24,630,871</td><td>32,291,585</td><td>19,684,454</td><td>21,500,000</td><td>18,059,555</td><td>20,000,000</td></tr><tr><td>Fingal County Council</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>21,500,000</td><td>26,239,706</td><td>20,000,000</td></tr><tr><td>Kildare County Council</td><td>9,242,383</td><td>3,222,858</td><td>19,620,548</td><td>9,707,909</td><td>12,537,250</td><td>10,562,169</td><td>10,385,000</td><td>9,388,515</td><td>9,500,000</td></tr><tr><td>Meath County Council</td><td>16,613,623</td><td>11,082,755</td><td>17,232,313</td><td>10,159,432</td><td>19,281,009</td><td>17,161,620</td><td>13,500,000</td><td>14,479,659</td><td>12,000,000</td></tr><tr><td>South Dublin County Council</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>21,900,000</td><td>22,785,622</td><td>20,000,000</td></tr><tr><td>Wicklow County Council</td><td>9,089,213</td><td>5,550,884</td><td>11,967,500</td><td>7,864,185</td><td>8,601,370</td><td>7,548,733</td><td>8,000,000</td><td>8,053,181</td><td>8,000,000</td></tr><tr><td>GDA - Grand Total</td><td>172,617,209</td><td>84,652,690</td><td>211,518,381</td><td>127,648,848</td><td>199,302,909</td><td>160,281,361</td><td>150,885,000</td><td>156,465,923</td><td>134,500,000</td></tr><tr><td>Cork City Council</td><td>33,071,735</td><td>19,158,352</td><td>53,443,110</td><td>29,752,251</td><td>37,326,845</td><td>35,190,079</td><td>29,102,000</td><td>31,024,772</td><td>28,000,000</td></tr><tr><td>Cork County Council</td><td>18,156,943</td><td>11,182,596</td><td>26,478,545</td><td>18,477,287</td><td>24,750,800</td><td>24,429,216</td><td>19,000,000</td><td>20,128,799</td><td>19,000,000</td></tr><tr><td>Galway City Council</td><td>13,265,000</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>8,683,000</td><td>5,433,907</td><td>8,000,000</td></tr><tr><td>Limerick City and County Council</td><td>22,793,359</td><td>18,014,371</td><td>30,039,386</td><td>18,322,601</td><td>24,219,964</td><td>22,420,825</td><td>18,000,000</td><td>20,841,148</td><td>18,000,000</td></tr><tr><td>Waterford City and County Council</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>25,230,000</td><td>24,470,743</td><td>17,000,000</td></tr><tr><td>Regional Cities - Grand Total</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>113,880,778</td><td>100,015,000</td><td>101,901,369</td><td>90,000,000</td></tr><tr><td>Carlow County Council</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>3,018,000</td><td>2,994,259</td><td>3,000,000</td></tr><tr><td>Cavan County Council</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>3,325,000</td><td>1,668,010</td><td>3,000,000</td></tr><tr><td>Clare County Council</td><td>4,993,520</td><td>1,113,509</td><td>6,733,195</td><td>3,913,877</td><td>3,870,011</td><td>2,782,567</td><td>3,222,311</td><td>2,046,561</td><td>2,750,000</td></tr><tr><td>Donegal County Council</td><td>5,606,100</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>4,500,000</td><td>4,093,641</td><td>4,000,000</td></tr><tr><td>Galway County Council</td><td>6,794,000</td><td>4,547,801</td><td>7,756,000</td><td>2,667,256</td><td>2,855,472</td><td>2,234,187</td><td>2,500,000</td><td>934,656</td><td>2,100,000</td></tr><tr><td>Kerry County Council</td><td>2,168,386</td><td>1,009,038</td><td>5,428,486</td><td>1,914,431</td><td>2,788,214</td><td>1,528,981</td><td>3,000,000</td><td>3,063,639</td><td>2,750,000</td></tr><tr><td>Kilkenny County Council</td><td>3,204,500</td><td>1,608,936</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><td>3,000,000</td></tr><tr><td>Laois County Council</td><td>3,839,163</td><td>413,100</td><td>4,629,680</td><td>3,117,834</td><td>3,525,502</td><td>3,251,839</td><td>3,000,000</td><td>1,140,159</td><td>3,000,000</td></tr><tr><td>Leitrim County Council</td><td>1,722,250</td><td>1,073,787</td><td>2,602,359</td><td>1,558,269</td><td>1,986,784</td><td>1,910,054</td><td>1,900,000</td><td>1,454,839</td><td>1,900,000</td></tr><tr><td>Longford County Council</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>2,547,660</td><td>5,800,000</td></tr><tr><td>Louth County Council</td><td>6,565,811</td><td>1,788,045</td><td>6,869,238</td><td>4,285,635</td><td>5,202,191</td><td>3,355,166</td><td>4,000,000</td><td>2,883,647</td><td>3,000,000</td></tr><tr><td>Mayo County Council</td><td>6,177,125</td><td>3,871,567</td><td>7,194,711</td><td>4,444,970</td><td>3,780,076</td><td>1,152,092</td><td>3,500,000</td><td>2,903,144</td><td>3,000,000</td></tr><tr><td>Monaghan County Council</td><td>2,556,916</td><td>249,621</td><td>4,271,705</td><td>2,587,640</td><td>3,000,001</td><td>2,470,822</td><td>3,000,000</td><td>2,228,550</td><td>2,500,000</td></tr><tr><td>Offaly County Council</td><td>3,275,455</td><td>662,171</td><td>4,425,383</td><td>1,831,240</td><td>3,434,783</td><td>3,314,689</td><td>3,000,000</td><td>3,499,890</td><td>2,750,000</td></tr><tr><td>Roscommon County Council</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>3,050,000</td><td>3,049,995</td><td>2,750,000</td></tr><tr><td>Sligo County Council</td><td>2,214,405</td><td>1,232,840</td><td>3,517,000</td><td>2,002,356</td><td>2,970,000</td><td>2,136,957</td><td>3,005,000</td><td>1,362,094</td><td>2,500,000</td></tr><tr><td>Tipperary County Council</td><td>6,795,942</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>3,525,387</td><td>4,000,000</td></tr><tr><td>Westmeath County Council</td><td>4,209,300</td><td>205,038</td><td>4,268,007</td><td>2,331,465</td><td>3,529,302</td><td>2,757,448</td><td>4,000,000</td><td>3,268,459</td><td>3,000,000</td></tr><tr><td>Wexford County Council</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>3,750,000</td><td>3,795,837</td><td>3,750,000</td></tr><tr><td>Non GDA and Regional Local Authorities - Grand Total</td><td>76,896,998</td><td>32,389,941</td><td>97,533,155</td><td>56,886,823</td><td>67,897,232</td><td>52,680,289</td><td>62,269,311</td><td>51,787,329</td><td>58,550,000</td></tr><tr><td>Grand Total</td><td>352,281,745</td><td>179,900,517</td><td>489,349,576</td><td>300,664,634</td><td>385,579,517</td><td>326,942,311</td><td>313,169,311</td><td>310,164,621</td><td>283,050,000</td></tr></table> | Local Authority | 2021 Allocations | 2021 Expenditure | 2022 Allocations | 2022 Expenditure | 2023 Allocations | 2023 Expenditure | 2024 Allocations | 2024 Expenditure | 2025 Allocations | Dublin City Council | 61,209,820 | 26,247,346 | 75,470,829 | 43,181,468 | 78,964,177 | 67,241,407 | 94,100,000 | 57,439,663 | 45,000,000 | Dun Laoghaire Rathdown County Council | 39,889,576 | 17,811,055 | 41,761,260 | 24,630,871 | 32,291,585 | 19,684,454 | 21,500,000 | 18,059,555 | 20,000,000 | Fingal County Council | 16,489,500 | 9,078,369 | 26,701,306 | 13,608,092 | 21,146,071 | 15,749,556 | 21,500,000 | 26,239,706 | 20,000,000 | Kildare County Council | 9,242,383 | 3,222,858 | 19,620,548 | 9,707,909 | 12,537,250 | 10,562,169 | 10,385,000 | 9,388,515 | 9,500,000 | Meath County Council | 16,613,623 | 11,082,755 | 17,232,313 | 10,159,432 | 19,281,009 | 17,161,620 | 13,500,000 | 14,479,659 | 12,000,000 | South Dublin County Council | 20,103,094 | 10,959,422 | 20,745,427 | 15,496,892 | 26,281,448 | 22,333,365 | 21,900,000 | 22,785,622 | 20,000,000 | Wicklow County Council | 9,089,213 | 5,550,884 | 11,967,500 | 7,864,185 | 8,601,370 | 7,548,733 | 8,000,000 | 8,053,181 | 8,000,000 | GDA - Grand Total | 172,617,209 | 84,652,690 | 211,518,381 | 127,648,848 | 199,302,909 | 160,281,361 | 150,885,000 | 156,465,923 | 134,500,000 | Cork City Council | 33,071,735 | 19,158,352 | 53,443,110 | 29,752,251 | 37,326,845 | 35,190,079 | 29,102,000 | 31,024,772 | 28,000,000 | Cork County Council | 18,156,943 | 11,182,596 | 26,478,545 | 18,477,287 | 24,750,800 | 24,429,216 | 19,000,000 | 20,128,799 | 19,000,000 | Galway City Council | 13,265,000 | 5,571,513 | 16,987,000 | 8,994,120 | 10,712,700 | 10,575,373 | 8,683,000 | 5,433,907 | 8,000,000 | Limerick City and County Council | 22,793,359 | 18,014,371 | 30,039,386 | 18,322,601 | 24,219,964 | 22,420,825 | 18,000,000 | 20,841,148 | 18,000,000 | Waterford City and County Council | 15,486,500 | 9,751,275 | 53,332,000 | 40,588,903 | 21,569,087 | 21,365,285 | 25,230,000 | 24,470,743 | 17,000,000 | Regional Cities - Grand Total | 102,773,538 | 63,658,007 | 180,280,041 | 116,135,163 | 118,579,396 | 113,880,778 | 100,015,000 | 101,901,369 | 90,000,000 | Carlow County Council | 2,903,577 | 1,181,697 | 3,206,000 | 2,371,361 | 2,717,600 | 2,712,877 | 3,018,000 | 2,994,259 | 3,000,000 | Cavan County Council | 3,000,240 | 1,323,005 | 5,313,767 | 3,505,543 | 3,873,547 | 3,342,736 | 3,325,000 | 1,668,010 | 3,000,000 | Clare County Council | 4,993,520 | 1,113,509 | 6,733,195 | 3,913,877 | 3,870,011 | 2,782,567 | 3,222,311 | 2,046,561 | 2,750,000 | Donegal County Council | 5,606,100 | 2,281,572 | 6,212,000 | 4,595,480 | 4,518,000 | 4,187,736 | 4,500,000 | 4,093,641 | 4,000,000 | Galway County Council | 6,794,000 | 4,547,801 | 7,756,000 | 2,667,256 | 2,855,472 | 2,234,187 | 2,500,000 | 934,656 | 2,100,000 | Kerry County Council | 2,168,386 | 1,009,038 | 5,428,486 | 1,914,431 | 2,788,214 | 1,528,981 | 3,000,000 | 3,063,639 | 2,750,000 | Kilkenny County Council | 3,204,500 | 1,608,936 | 3,961,100 | 2,907,325 | 3,159,162 | 3,012,064 | 3,000,000 | 2,956,902 | 3,000,000 | Laois County Council | 3,839,163 | 413,100 | 4,629,680 | 3,117,834 | 3,525,502 | 3,251,839 | 3,000,000 | 1,140,159 | 3,000,000 | Leitrim County Council | 1,722,250 | 1,073,787 | 2,602,359 | 1,558,269 | 1,986,784 | 1,910,054 | 1,900,000 | 1,454,839 | 1,900,000 | Longford County Council | 2,170,000 | 74,183 | 2,798,668 | 1,098,684 | 4,208,000 | 3,268,464 | 3,500,000 | 2,547,660 | 5,800,000 | Louth County Council | 6,565,811 | 1,788,045 | 6,869,238 | 4,285,635 | 5,202,191 | 3,355,166 | 4,000,000 | 2,883,647 | 3,000,000 | Mayo County Council | 6,177,125 | 3,871,567 | 7,194,711 | 4,444,970 | 3,780,076 | 1,152,092 | 3,500,000 | 2,903,144 | 3,000,000 | Monaghan County Council | 2,556,916 | 249,621 | 4,271,705 | 2,587,640 | 3,000,001 | 2,470,822 | 3,000,000 | 2,228,550 | 2,500,000 | Offaly County Council | 3,275,455 | 662,171 | 4,425,383 | 1,831,240 | 3,434,783 | 3,314,689 | 3,000,000 | 3,499,890 | 2,750,000 | Roscommon County Council | 1,895,466 | 1,652,647 | 3,164,792 | 1,509,094 | 2,355,000 | 1,483,084 | 3,050,000 | 3,049,995 | 2,750,000 | Sligo County Council | 2,214,405 | 1,232,840 | 3,517,000 | 2,002,356 | 2,970,000 | 2,136,957 | 3,005,000 | 1,362,094 | 2,500,000 | Tipperary County Council | 6,795,942 | 5,060,811 | 9,597,191 | 7,374,513 | 4,589,414 | 4,266,476 | 3,999,000 | 3,525,387 | 4,000,000 | Westmeath County Council | 4,209,300 | 205,038 | 4,268,007 | 2,331,465 | 3,529,302 | 2,757,448 | 4,000,000 | 3,268,459 | 3,000,000 | Wexford County Council | 6,798,642 | 3,041,275 | 5,582,001 | 2,839,650 | 5,602,173 | 3,511,231 | 3,750,000 | 3,795,837 | 3,750,000 | Non GDA and Regional Local Authorities - Grand Total | 76,896,998 | 32,389,941 | 97,533,155 | 56,886,823 | 67,897,232 | 52,680,289 | 62,269,311 | 51,787,329 | 58,550,000 | Grand Total | 352,281,745 | 179,900,517 | 489,349,576 | 300,664,634 | 385,579,517 | 326,942,311 | 313,169,311 | 310,164,621 | 283,050,000 | Roderic O'Gorman, T.D |
|---|--------------------|---|---|---|--------------------|--------------------|--------------------|--------------------|--------------------|------------------|------------------|------------------|------------------|------------------|---------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|------------------------|-----------|-----------|------------|-----------|------------|------------|------------|-----------|-----------|----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------|--------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------------------|------------|-----------|------------|-----------|------------|------------|-----------|-----------|-----------|----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------------------------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|--------------------------------------|--------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-------------------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|-----------|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|-----------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------------------|-----------|--------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------------------|-----------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|-----------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------|-----------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-----------------------|
| Local Authority | 2021 Allocations | 2021 Expenditure | 2022 Allocations | 2022 Expenditure | 2023 Allocations | 2023 Expenditure | 2024 Allocations | 2024 Expenditure | 2025 Allocations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dublin City Council | 61,209,820 | 26,247,346 | 75,470,829 | 43,181,468 | 78,964,177 | 67,241,407 | 94,100,000 | 57,439,663 | 45,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dun Laoghaire Rathdown County Council | 39,889,576 | 17,811,055 | 41,761,260 | 24,630,871 | 32,291,585 | 19,684,454 | 21,500,000 | 18,059,555 | 20,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fingal County Council | 16,489,500 | 9,078,369 | 26,701,306 | 13,608,092 | 21,146,071 | 15,749,556 | 21,500,000 | 26,239,706 | 20,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kildare County Council | 9,242,383 | 3,222,858 | 19,620,548 | 9,707,909 | 12,537,250 | 10,562,169 | 10,385,000 | 9,388,515 | 9,500,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Meath County Council | 16,613,623 | 11,082,755 | 17,232,313 | 10,159,432 | 19,281,009 | 17,161,620 | 13,500,000 | 14,479,659 | 12,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South Dublin County Council | 20,103,094 | 10,959,422 | 20,745,427 | 15,496,892 | 26,281,448 | 22,333,365 | 21,900,000 | 22,785,622 | 20,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wicklow County Council | 9,089,213 | 5,550,884 | 11,967,500 | 7,864,185 | 8,601,370 | 7,548,733 | 8,000,000 | 8,053,181 | 8,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GDA - Grand Total | 172,617,209 | 84,652,690 | 211,518,381 | 127,648,848 | 199,302,909 | 160,281,361 | 150,885,000 | 156,465,923 | 134,500,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cork City Council | 33,071,735 | 19,158,352 | 53,443,110 | 29,752,251 | 37,326,845 | 35,190,079 | 29,102,000 | 31,024,772 | 28,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cork County Council | 18,156,943 | 11,182,596 | 26,478,545 | 18,477,287 | 24,750,800 | 24,429,216 | 19,000,000 | 20,128,799 | 19,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Galway City Council | 13,265,000 | 5,571,513 | 16,987,000 | 8,994,120 | 10,712,700 | 10,575,373 | 8,683,000 | 5,433,907 | 8,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Limerick City and County Council | 22,793,359 | 18,014,371 | 30,039,386 | 18,322,601 | 24,219,964 | 22,420,825 | 18,000,000 | 20,841,148 | 18,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waterford City and County Council | 15,486,500 | 9,751,275 | 53,332,000 | 40,588,903 | 21,569,087 | 21,365,285 | 25,230,000 | 24,470,743 | 17,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Regional Cities - Grand Total | 102,773,538 | 63,658,007 | 180,280,041 | 116,135,163 | 118,579,396 | 113,880,778 | 100,015,000 | 101,901,369 | 90,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carlow County Council | 2,903,577 | 1,181,697 | 3,206,000 | 2,371,361 | 2,717,600 | 2,712,877 | 3,018,000 | 2,994,259 | 3,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cavan County Council | 3,000,240 | 1,323,005 | 5,313,767 | 3,505,543 | 3,873,547 | 3,342,736 | 3,325,000 | 1,668,010 | 3,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clare County Council | 4,993,520 | 1,113,509 | 6,733,195 | 3,913,877 | 3,870,011 | 2,782,567 | 3,222,311 | 2,046,561 | 2,750,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Donegal County Council | 5,606,100 | 2,281,572 | 6,212,000 | 4,595,480 | 4,518,000 | 4,187,736 | 4,500,000 | 4,093,641 | 4,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Galway County Council | 6,794,000 | 4,547,801 | 7,756,000 | 2,667,256 | 2,855,472 | 2,234,187 | 2,500,000 | 934,656 | 2,100,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kerry County Council | 2,168,386 | 1,009,038 | 5,428,486 | 1,914,431 | 2,788,214 | 1,528,981 | 3,000,000 | 3,063,639 | 2,750,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kilkenny County Council | 3,204,500 | 1,608,936 | 3,961,100 | 2,907,325 | 3,159,162 | 3,012,064 | 3,000,000 | 2,956,902 | 3,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Laois County Council | 3,839,163 | 413,100 | 4,629,680 | 3,117,834 | 3,525,502 | 3,251,839 | 3,000,000 | 1,140,159 | 3,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Leitrim County Council | 1,722,250 | 1,073,787 | 2,602,359 | 1,558,269 | 1,986,784 | 1,910,054 | 1,900,000 | 1,454,839 | 1,900,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Longford County Council | 2,170,000 | 74,183 | 2,798,668 | 1,098,684 | 4,208,000 | 3,268,464 | 3,500,000 | 2,547,660 | 5,800,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Louth County Council | 6,565,811 | 1,788,045 | 6,869,238 | 4,285,635 | 5,202,191 | 3,355,166 | 4,000,000 | 2,883,647 | 3,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mayo County Council | 6,177,125 | 3,871,567 | 7,194,711 | 4,444,970 | 3,780,076 | 1,152,092 | 3,500,000 | 2,903,144 | 3,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Monaghan County Council | 2,556,916 | 249,621 | 4,271,705 | 2,587,640 | 3,000,001 | 2,470,822 | 3,000,000 | 2,228,550 | 2,500,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Offaly County Council | 3,275,455 | 662,171 | 4,425,383 | 1,831,240 | 3,434,783 | 3,314,689 | 3,000,000 | 3,499,890 | 2,750,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Roscommon County Council | 1,895,466 | 1,652,647 | 3,164,792 | 1,509,094 | 2,355,000 | 1,483,084 | 3,050,000 | 3,049,995 | 2,750,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sligo County Council | 2,214,405 | 1,232,840 | 3,517,000 | 2,002,356 | 2,970,000 | 2,136,957 | 3,005,000 | 1,362,094 | 2,500,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tipperary County Council | 6,795,942 | 5,060,811 | 9,597,191 | 7,374,513 | 4,589,414 | 4,266,476 | 3,999,000 | 3,525,387 | 4,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Westmeath County Council | 4,209,300 | 205,038 | 4,268,007 | 2,331,465 | 3,529,302 | 2,757,448 | 4,000,000 | 3,268,459 | 3,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wexford County Council | 6,798,642 | 3,041,275 | 5,582,001 | 2,839,650 | 5,602,173 | 3,511,231 | 3,750,000 | 3,795,837 | 3,750,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Non GDA and Regional Local Authorities - Grand Total | 76,896,998 | 32,389,941 | 97,533,155 | 56,886,823 | 67,897,232 | 52,680,289 | 62,269,311 | 51,787,329 | 58,550,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 352,281,745 | 179,900,517 | 489,349,576 | 300,664,634 | 385,579,517 | 326,942,311 | 313,169,311 | 310,164,621 | 283,050,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 19/03/2025 | 366 | <p>PQ Referred: 12553/25, for answer 19/03/2025, Written from - Jen Cummins</p> | <p>Dail Question No: 366</p> <p>To ask the Minister for Transport his plans to improve road safety in Dublin 8; if there will be enforcement of the clear way on Cunningham Road; if Memorial Gardens and surrounding access roads get a path, traffic calming, road markings and a stop sign and children crossing sign at the gate; 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>As part of the allocations 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>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>The enforcement of the clear way on Coyningham Road is the responsibility of the Roads Policing Unit of an Garda Síochána which is under the remit of the Department of Justice.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 366 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In terms of Active Travel, Dublin City Council (DCC) have the following schemes in development in the Dublin 8 area which are being funded by the NTA under the Active Travel Investment programme:</p> <ul style="list-style-type: none"> • Chapelizod Road to Chapelizod Village Active Travel scheme, providing walking and cycling facilities from the entrance to the Phoenix Park on Conyngham Road to Chapelizod Village. • Liffey Valley Park & War Memorial Gardens Greenway – proposed Greenway through Liffey Valley Park providing a new shared path along the river bank in the War Memorial Gardens • Chesterfield Avenue, Phoenix Park Scheme – improved active travel facilities along Chesterfield Avenue in the Phoenix Park. • South Circular Road to Kilmainham Lane – connecting Chapelizod Rd at the South Circular Road (SCR) to the Kilmainham Lane junction with the SCR. • Naas Road to Inchicore Active Travel Scheme – a scheme on the Naas Road and Tyrconnell Road • Camac Greenway (Inchicore to Kilmainham) • Grand Canal Scheme from Blackhorse to Portobello • Kilmainham to Thomas Street Permanent Active Travel Scheme <p>A map of these schemes is available on DCC's website https://www.dublincity.ie/residential/travel-and-transport/active-travel/about-active-travel-programme/dublin-city-councils-active-travel-network</p> <p>I trust 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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| 27/03/2025 | 181 | <p>PQ Referred: 14948/25, for answer 27/03/2025, Written from - John Clendennen</p> | <p>Dail Question No: 181</p> <p>To ask the Minister for Transport for a breakdown of Leap card sale through the existing respective sales channels; 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 provision of integrated ticketing and information systems for public transport, including the Leap Card.</p> <p>Given 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. 181 of 27 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Your request sought information on sales of Leap cards by different channels. This is set out in the table below. Please note that YASC stands for “Young Adult and Students Card”.</p> <p>The following table provides monthly sales figures for various Leap Card acquisition methods from June 2023 to February 2025. It includes categories such as Participants, Air Post, Internet Acquirer, Dublin Bus, Irish Rail, YASC & 16-18 Acquirer, Bus Eireann, Bulk Card Order, and Totals across all months.</p> | John Clendennen, T.D |
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| 04/03/2025 | 140 | <p>PQ Referred: 9404/25, for answer 04/03/2025, Oral from - Paul Murphy</p> | <p>Dail Question No: 140</p> <p>To ask the Minister for Transport if will halt and reverse the privatisation of bus routes 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 of those services in conjunction with the relevant transport operators.</p> <p>Under the Dublin Transport Authority Act 2008 it is a statutory function of the NTA to determine the appropriate mix of directly awarded and competitively tendered Public Service Obligation (PSO) bus services. The NTA has the legal power to decide on whether to extend competitive tendering. In this, it is subject to both national and EU legislation. Further, I would like to clarify that competitive tendering is not privatisation as nothing is being sold, services are not being deregulated and control remains with the NTA.</p> <p>In light of the NTA's responsibility in this matter, I have referred 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. 140 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>All State subsidised (public service obligation (PSO)) public transport services in Ireland are operated under a contract with the NTA. Many of the Dublin bus routes are operated by Dublin Bus under a Direct Award Contract which was awarded without a competitive tender. Other routes are operated by Go-Ahead under a contract which was awarded following a public competitive tender process. It is worth noting that there is no exclusion on Dublin Bus tendering for PSO routes in Dublin and, indeed, Bus Éireann have been successful in some of the similar tender competitions outside of the Dublin area.</p> <p>A public tender process has recently been completed for the new Outer Dublin Metropolitan Area Contract which comprises various bus routes forming part of the overall Dublin network. 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 for those services from October of this year.</p> <p>Both the current Go-Ahead arrangement and the new Go-Ahead arrangements comprise comprehensive service contracts which fully set out the operating requirements for the service. They do not constitute “<i>privatisation of bus routes</i>”. A common dictionary definition of privatisation is “<i>the transfer of a business, industry, or service from public to private ownership and control</i>”. The NTA contracts do not transfer ownership or control - the buses are owned by the NTA and provided to the operator; the routes to be operated are decided and prescribed by the NTA; the schedule to be operated is established by the NTA; the fare structure is set by the NTA, and the revenue collected is transferred to the NTA. All of the above means that the relevant company is operating a service which is fully determined and managed by the NTA – the appointed operator does not control or own the service or the revenue in any way .</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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|--------------------|---------------|-----|--------|
| Carlow | 181 | 407 | 588 |
| Cavan | 141 | 101 | 242 |
| Clare | 409 | 22 | 431 |
| Cork | 2,202 | 42 | 2,244 |
| Donegal | 461 | 16 | 477 |
| Dublin | 15,465 | 537 | 16,002 |
| Galway | 1,271 | 117 | 1,388 |
| Kerry | 1,017 | 24 | 1,041 |
| Kildare | 382 | 276 | 658 |
| Kilkenny | 217 | 266 | 483 |
| Laois | 207 | 146 | 353 |
| Leitrim | 71 | 146 | 217 |
| Limerick | 1,000 | 30 | 1,030 |
| Longford | 104 | 220 | 324 |
| Louth | 586 | 382 | 968 |
| Mayo | 371 | 12 | 383 |
| Meath | 346 | 605 | 951 |
| Monaghan | 108 | 107 | 215 |
| Offaly | 151 | 171 | 322 |
| Roscommon | 87 | 712 | 799 |
| Sligo | 207 | 62 | 269 |
| Tipperary | 302 | 3 | 305 |
| Waterford | 373 | 146 | 519 |
| Westmeath | 277 | 111 | 388 |
| Wexford | 233 | 166 | 399 |
| Wicklow | 173 | 602 | 775 |
| Local Area Hackney | 18 | 3 | 21 |
| Total | 26,360 | | |

3. SPSV driver licence numbers per county 2024

| County Name | Primary Area | Additional Area | Total |
|-------------|--------------|-----------------|--------|
| Carlow | 183 | 400 | 583 |
| Cavan | 138 | 97 | 235 |
| Clare | 419 | 28 | 447 |
| Cork | 2,276 | 45 | 2,321 |
| Donegal | 461 | 16 | 477 |
| Dublin | 16,395 | 565 | 16,960 |
| Galway | 1,325 | 125 | 1,450 |
| Kerry | 1,080 | 24 | 1,104 |
| Kildare | 401 | 290 | 691 |
| Kilkenny | 228 | 250 | 478 |

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| Laois | 20 | 3 | 23 |
| Leitrim | 210 | 153 | 363 |
| Limerick | 71 | 137 | 208 |
| Longford | 1,052 | 44 | 1,096 |
| Louth | 102 | 222 | 324 |
| Mayo | 618 | 393 | 1,011 |
| Meath | 367 | 11 | 378 |
| Monaghan | 358 | 616 | 974 |
| Offaly | 105 | 104 | 209 |
| Roscommon | 147 | 161 | 308 |
| Sligo | 101 | 692 | 793 |
| Tipperary | 207 | 63 | 270 |
| Waterford | 309 | 3 | 312 |
| Westmeath | 373 | 148 | 521 |
| Wexford | 293 | 118 | 411 |
| Wicklow | 226 | 165 | 391 |
| Local Area Hackney | 20 | 3 | 23 |
| Total | 27,643 | | |

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Chief Executive (Interim).

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| 25/03/2025 | 241 | <p>PQ Referred: 13584/25, for answer 25/03/2025, Written from - Roderic O'Gorman</p> | <p>Dail Question No: 241</p> <p>To ask the Minister for Transport to provide a list of regulatory, appeal or other bodies, either funded by or under the remit of his Department, which are quasi-judicial in nature.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>While there are no single-function, quasi-judicial bodies under the remit of my Department as Minister for Transport, certain bodies under my remit have a statutory role for hearing appeals/hearing of complaints functions.</p> <p>For example, the Commission for Railway Regulation (CRR), as regulatory body of the rail market, has a function to hear appeals under regulation 30 of European Union (Regulation of Railways) Regulations 2015-2020, from an applicant who believes they have been unfairly treated, discriminated against, or is in any other way aggrieved by a decision of the Essential Function Body, the infrastructure manager or, where appropriate, the railway undertaking or the operator of a service facility.</p> <p>Under regulation 31, the CRR, as regulatory body, can decide complaints lodged by any railway undertaking or interested party if that railway undertaking, or interested party, believes that it has been treated unjustly, or treated in a non-equitable or discriminatory manner with regard to access or any other matters relevant to these Regulations. The CRR also has a function to hear an appeal from its own decision under the national transposition of the EU Cableways Regulations.</p> <p>Equally, the National Transport Authority (NTA) has a statutory function under the national transpositions of the EU Passenger Rights regulations (rail, bus or sea passengers) under certain circumstances to handle complaints, including complaints (disputes) where the passenger is not satisfied with the manner in which the transport service provider dealt with their complaint in the first instance.</p> <p>Noting the relevance of this question to the agencies of my Department, I have referred the Deputy's question to them for a more detailed reply. 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. 241 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. To add to this, under EU Passenger Rights Regulations, the NTA's role is to ensure that transport operators are treating passengers in accordance with their rights. The NTA handles complaints received by passengers and has the authority to serve enforcement notices on operators where required. Passengers can also seek redress through the national courts.</p> <p>The NTA is also involved in regulation of clamping operations which involves the investigation of complaints and the administration of second-stage vehicle clamping appeals.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Roderic O'Gorman, T.D</p> |
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| 01/04/2025 | 303 | <p>PQ Referred: 15518/25, for answer 01/04/2025, Written from - Roderic O'Gorman</p> | <p>Dail Question No: 303</p> <p>To ask the Minister for Transport the reason the proposed N8 bus route, linking Blanchardstown with Dublin Airport under BusConnects, has been delayed; 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 Dublin, the major infrastructure element of BusConnects comprises Core Bus Corridor schemes. To date, An Bord Pleanála has granted planning permission to eleven of the 12 Core Bus Corridor applications, including the Blanchardstown scheme. However, legal proceedings are ongoing in relation to this scheme.</p> <p>New bus services in Dublin are already being delivered as part of BusConnects, with the first six phases of the BusConnects Network Redesign rolling out since 2021, including the Northern Orbitals connecting Blanchardstown to the Point Village in 2022, and the Western Orbitals connecting Blanchardstown to Tallaght in 2023.</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 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. 303 of 01 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Route N8 is part of a large programme of bus service changes across the Greater Dublin area proposed under the BusConnects Network Redesign for the City. To ensure continued quality of service across existing and enhanced routes, planned introduction dates for the various stages are subject to checks on operational readiness (including availability of drivers and vehicles). Readiness to commence each phase includes assessment of having sufficient levels of buses, bus drivers and other operational staff to operate such services, and to funding. It is currently anticipated that route N8 will commence in Q2 of 2026.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Roderic O'Gorman, T.D |
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| 02/04/2025 | 83 | <p>PQ Referred: 16187/25</p> | <p>Dail Question No: 83</p> <p>To ask the Minister for Transport when red-light infringement enforcement cameras will be rolled out.</p> <p>Answer</p> <p>The expanded use of cameras for road safety and enforcement purposes will be a key focus of the Phase 2 Action Plan of the Government's Road Safety Strategy to 2030. Increased camera deployment will be guided by the first National Safety Camera Strategy to be published later this year, the development of which is being led by Transport Infrastructure Ireland.</p> <p>In the first instance, the strategy is focused on cameras for the enforcement of speeding, red light running and bus lane infringement. The strategy will be flexible to accommodate further offences over time, such as mobile phone use, motor tax evasion and non-wearing of seatbelts. Once this strategy is in place, it will provide the framework for increased deployment of cameras across the network, in both urban and rural locations, to assist with the enforcement of a wide range of road traffic offences.</p> <p>Pending the finalisation of the strategy, using powers under Section 81(7) of the Road Traffic Act 2010, the National Transport Authority intends to collaborate with An Garda Síochána and Dublin City Council on the deployment of traffic management cameras within Dublin. Procurement exercises will be required for both cameras and a system operator, with the intention that one or two locations will be operational this year as part of an interim arrangement.</p> <p>Given the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for more detailed, direct response. Please contact my office if you have not received a response within ten working days.</p> | <p>Dear Deputy O'Gorman,</p> <p>I refer to the matter you raised in Parliamentary Question No. 83 on the 2nd of April 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>Currently, the only entity that can enforce camera images for traffic enforcement purposes is An Garda Síochána. However, there is a provision in legislation permitting another agency to provide, under a specific agreement, camera images to the Gardai for their subsequent processing and enforcement. This is the process that was put in place a few years ago for a pilot camera enforcement project at Blackhall Place.</p> <p>However, setting up a system that can provide enforcement at a small number of junctions on an ad hoc basis, does not provide a scalable, expandible system that meets overall national objectives. Instead, a more comprehensive overall strategy and approach is required.</p> <p>In line with Actions 67 and 122 of Phase 1 of the Government's Road Safety Strategy 2021-2030, the National Transport Authority (NTA) chaired a cross-agency working group to examine various approaches to expediting the timely and efficient introduction of camera enforcement. The Working Group presented its final report to the Road Safety Partnership Board, chaired by the Department of Transport, on 5 November 2023.</p> <p>Building on the recommendations of this Group, Transport Infrastructure Ireland (TII) was nominated to lead the development of a comprehensive national strategy for the future rollout and expanded use of safety cameras. A draft of this strategy is expected to be completed in the coming months.</p> <p>The Strategy will cover the use of safety cameras across all aspects of the road network, with the objective of saving lives by reducing unsafe driver behaviours that can be detected using existing and proven camera-based technologies. The Strategy will focus on speed, red light and bus lane cameras in the initial phase. However, it is being designed to allow for the enforcement of other violations in the future, such as mobile phone use and not wearing seat belts. It is expected that legislative amendment will be required to allow for camera enforcement in these areas.</p> <p>Pending the finalisation of the strategy and overarching camera framework, the NTA, using powers under Section 81(7) of the Road Traffic Act 2010, intends to collaborate with An Garda Síochána and Dublin City Council on the deployment of a limited number of traffic management cameras within Dublin. Procurement exercises will be required for both cameras and a system operator, with the intention that one or two locations will be operational this year as part of an interim arrangement.</p> <p>The exact locations for these interim arrangements are not yet determined but are likely to be centred around city centre junctions. It is likely that the provision of a system at the junction of Clontarf Road and Alfie Byrne Road will need to await the development and roll-out of the larger national camera enforcement strategy.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> | <p>Roderic O'Gorman, T.D</p> |
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| 01/04/2025 | 316 | <p>PQ Referred: 15720/25, for answer 01/04/2025, Written from – Liam Quaide</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 316 of 01 April 2025, 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 (e.g. Apple Pay/Google Pay) 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 self-service smart card validator on a pole at the entry door onto the buses in Cork city. Passengers who already have a Leap Card or Public Services Card for Free Travel and who currently all have to go to the driver when boarding, will, instead, be able to tap their Leap card at this validator as they board the bus. This will significantly enhance bus boarding times and speed up overall journeys and should also improve the passenger experience. 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 this information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Liam Quaide, T.D |
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| 01/04/2025 | 315 | <p>PQ Referred: 15693/25, for answer 01/04/2025, Written from - Alan Kelly</p> | <p>Dail Question No: 315</p> <p>To ask the Minister for Transport when the National Transport Authority's survey of bus movements and travel patterns for Nenagh town commenced and will be completed as per their agreement with Tipperary County Council to carry out such work some years ago.</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. 315 of 1 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As you will recall, there was a meeting held in the Department of Transport's offices in August 2023 in relation to the proposed mobility hub at Nenagh railway station. The agreed three outcomes of the meeting are set out in the attached email from Tipperary County Council and are replicated below.</p> <ol style="list-style-type: none"> <i>NTA agreed to Tipperary County Council's proposal to develop a mobility hub in Nenagh Train Station and undertook to assist with funding for its development. While the designation of bus stops is matter for the Local Authority, the NTA would not object to the train station being designated as such.</i> <i>The NTA expressed a strong desire to retain a number of bus services at Kickham Street. The details of the services that are to stop at the new Train Station Mobility Hub and those that are to continue stopping on Kickham Street will be agreed by the NTA and TCC.</i> <i>Once the new arrangements are operating a joint review will be undertaken to assess their effectiveness and whether any further services could be considered for relocation to the mobility hub.</i> <p>In accordance with point three above, the review of the revised bus arrangements was intended to be undertaken jointly by the Council and the NTA following the implementation of the new mobility hub, in order to assess the potential for further bus services to be relocated. As the mobility hub has not yet been developed by the Council, this review has not been undertaken.</p> <p>By way of further information, you will be aware that the 322 Local Link route currently operates between Nenagh Train Station and Portumna. The NTA reviewed the trip data on this route for a 4 week period in March of this year. There were 350 trips originating in Nenagh Town on this route (northbound). Of these, 31 trips originated at the train station (9%) and 319 trips originated in Pearse Street, Nenagh Town Centre (91%). This indicates a strong preference for passengers to board at the new stop in Pearse Street.</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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| 01/04/2025 | 314 | <p>PQ Referred: 15691/25, for answer 01/04/2025, Written from - Liam Quaide</p> | <p>Dail Question No: 314</p> <p>To ask the Minister for Transport if he will provide a timeline for the extension of free child fares on public service obligation services to children aged five to eight years; 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 was 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 families.</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. 314 of 01 April 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><hr/>Hugh Creegan, Chief Executive (Interim).</p> | Liam Quaide, T.D |
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| 04/03/2025 | 244 | <p>PQ Referred: 9196/25, for answer 04/03/2025, Written from - Ciarán Ahern</p> | <p>Dail Question No: 244</p> <p>To ask the Minister for Transport when he expects the roll out of contactless fare payments on all public transport to commence, 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 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 are, 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 04 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</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>A major effort is being put in by NTA to ensure that this project is delivered as effectively and expeditiously as possible. However, it will still take a number of years to successfully deliver the planned system. We will be in a better position to provide an exact implementation date shortly, when certain project planning activities have been completed.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Ciarán Ahern, T.D |
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| 19/03/2025 | 311 | <p>PQ Referred: 11295/25, for answer 19/03/2025, Written from - Claire Kerrane</p> | <p>Dail Question No: 311</p> <p>To ask the Minister for Transport if any additional funding will be provided to expand Local Link services in County Offaly; 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>Under Budget 2025, a funding package of c. €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 and rail services under programmes such as BusConnects and Connecting Ireland.</p> <p>In light of the NTA's responsibilities for the rollout of new and enhanced services, including in County Offaly, 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. 311 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 response to this Parliamentary Question. To add to the Ministers response, 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><hr/>Hugh Creegan, Chief Executive (Interim).</p> | Claire Kerrane, T.D |
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| 04/03/2025 | 276 | <p>PQ Referred: 9685/25, for answer 04/03/2025, Written from - Paul Murphy</p> | <p>Dail Question No: 276</p> <p>To ask the Minister for Transport if he will instruct his Department to provide a concrete timeline for the introduction of contactless payment on public transport; and if the introduction of digital Leap cards will be part of this rollout.</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 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. 276 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>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>A major effort is being put in by NTA to ensure that this project is delivered as effectively and expeditiously as possible. However, it will still take a number of years to successfully deliver the planned system. We will be in a better position to provide an exact implementation date shortly, when certain project planning activities have been completed.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Paul Murphy, T.D</p> |
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| 18/02/2025 | 227 | <p>PQ Referred: 5968/25, for answer 18/02/2025, Written from - Paul McAuliffe</p> | <p>Dail Question No: 227</p> <p>To ask the Minister for Transport when he expects the Swords to city centre core bus corridor scheme to begin construction, in particular the Swords Road section.</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 BusConnects Dublin.</p> <p>To date, the NTA has submitted planning applications to An Bord Pleanála (ABP) in respect of all 12 of the Core Bus Corridor schemes, and ABP has approved eleven of these schemes, including the Swords to the City Centre Scheme, though legal proceedings are ongoing in relation to this scheme.</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. 227 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>As you are aware, the National Transport Authority (NTA) applied to An Bord Pleanála (ABP) in May 2023 for approval of the Swords to City Centre Core Bus Corridor Scheme under Section 51(2) of the Roads Act 1993 (as amended), along with a submission for confirmation of the associated Compulsory Purchase Order.</p> <p>In June of 2024, ABP issued its decisions in respect of these applications, being to approve the Scheme, subject to conditions, and to confirm the Compulsory Purchase Order - both approvals are available on its website. In the following months Judicial Review proceedings have been initiated in relation to ABP's decision to approve the Swords to City Centre Core Bus Corridor Scheme. As you will be aware the Scheme cannot go forward to construction until such proceedings have been concluded. Given those circumstances, we are unable to confirm a construction timeline for this scheme at the present time.</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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| 03/04/2025 | 182 | <p>PQ Referred: 16371/25, for answer 03/04/2025, Written from - Pa Daly</p> | <p>Dail Question No: 182</p> <p>To ask the Minister for Transport if the senior SmartPass is valid on all TFI bus routes (details supplied) including rural transport, and valid for free public transport journeys taken entirely within the Republic of Ireland; and if he will make a statement on the matter.</p> <p>Details Supplied: Customer (North of Ireland Resident) denied free travel on bus route Sligo to Dromahair, Co Leitrim. Customer is not yet 66.</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. 182 of 03 April 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>Senior (65+) SmartPasses are valid on cross border bus and rail services and can also be used for free public transport journeys taken entirely within the Republic of Ireland on services run by participating operators. This includes most services operated by Iarnród Éireann, Bus Éireann, Dublin Bus, DART, Luas, Go-Ahead Ireland and TFI Local Link services. There are instances when free travel is not available, for example on services which are not listed in the official rail and bus timetables of Dublin Bus, Bus Éireann or Irish Rail or on 'special' bus / rail services.</p> <p>In cases of doubt, SmartPass holders are advised to contact operators in Republic of Ireland ahead of travel to establish whether they offer free travel as part of the All-Ireland Free Travel Scheme and to find out how passes are verified for travel.</p> <p>TFI Local Link Donegal Sligo Leitrim operate route 563 and 566 which serve Dromahair and Sligo. Both routes accept free travel passes. If a passenger has a specific fare query they should contact Local Link Donegal, Sligo, Leitrim in the first instance +353 (0) 74 9741644.</p> <p>I hope 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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| 19/03/2025 | 361 | <p>PQ Referred: 12432/25, for answer 19/03/2025, Written from - Robert O'Donoghue</p> | <p>Dail Question No: 361</p> <p>To ask the Minister for Transport the reason the deadline for a decision on DART Coastal from An Bord Pleanála has been pushed back from February 2025 to October 2025; the reason this much needed project for north Dublin has been delayed again; 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 the DART+ Programme.</p> <p>My Department submitted the Preliminary Business Case for DART+ Coastal North to Government, at Approval Gate 1 of the Infrastructure Guidelines, and the project received consent for approval in May 2024. A Railway Order was subsequently lodged by Córas Iompair Éireann (CIÉ) to An Bord Pleanála in July 2024. The Statutory Consultation period ran from July 2024 to October 2024. The project is currently awaiting a decision from An Bord Pleanála. The timeline for the consideration of the Railway Order and the length of the decision making process is a matter for An Bord Pleanála.</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 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. 361 of 19 March 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. As noted in that response, the timeline for the consideration of the Railway Order and the length of the decision making process is a matter solely for An Bord Pleanála. 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> | Robert O'Donoghue, T.D |
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| 25/03/2025 | 254 | <p>PQ Referred: 13852/25, for answer 25/03/2025, Written from - Paul Donnelly</p> | <p>Dail Question No: 254</p> <p>To ask the Minister for Transport if Iarnród Éireann will fund a project (details supplied); and if so, when this work will commence.</p> <p>Details Supplied: Replacement of Plastic roof between platforms 6+7 at Connolly Stations</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, works at Connolly Station.</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. 254 of 25 of March 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>As it stands, the National Transport Authority has not received a request for funding from Iarnród Éireann to replace the roof at Connolly Station. There may be some general maintenance works at the station undertaken by Iarnród Éireann's Building and Facilities Department.</p> <p>The NTA does not have 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 hope 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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| 25/03/2025 | 232 | <p>PQ Referred: 13457/25, for answer 25/03/2025, Written from - Aengus Ó Snodaigh</p> | <p>Dail Question No: 232</p> <p>To ask the Minister for Transport the funding considerations, in the incoming Ministerial brief for Transport that DART+ South West's construction date is listed as "TBC subject to funding considerations" and if this project is planned to be in place by 2030.</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.</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 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. 232 of 25 of March 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>In relation to the main DART+ South West project, Iarnród Éireann 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.</p> <p>While the National Transport Authority and Iarnród Éireann 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 expected to be concluded around the middle of this year.</p> <p>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> | Aengus Ó Snodaigh, T.D |
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| 26/03/2025 | 35 | <p>PQ Referred: 14397/25, for answer 26/03/2025, Written from - Naoise Ó Muirí</p> | <p>Dail Question No: 35</p> <p>To ask the Minister for Transport to examine whether there is scope to increase the frequency of the 130 bus route; if there is a framework to ensure the reliability of this route and others; 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, 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 and Dublin Bus's responsibilities 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. 35 of 26 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>There are no current plans to increase the frequency of the route 130 service. It should be noted that we are aware of the reliability issues on this route and will bring this matter to the attention of the Operator for further investigation.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p> | Naoise Ó Muirí, T.D |
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| 25/03/2025 | 231 | <p>PQ Referred: 13456/25, for answer 25/03/2025, Written from - Roderic O'Gorman</p> | <p>Dail Question No: 231</p> <p>To ask the Minister for Transport for an update on the progress of the DART+ West scheme; if capital funding for the scheme is provided in the NTAs allocation for 2025 and 2026; if so, the amount provided; 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 the DART+ Programme. Capital funding is being provided to the NTA for this purpose.</p> <p>There has recently been progress in relation to the DART+ West project. A Railway Order was granted by An Bord Pleanála in July 2024 subject to certain conditions, notably that the proposed depot west of Maynooth not be constructed due to concerns about flood risk. Iarnród Éireann and the NTA are currently engaging on the submission of a new Railway Order for a depot. Work is progressing with a view to moving this project into procurement and thereafter into the construction stage in the coming years.</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 specific 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. 231 of 25 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Railway Order (RO) 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 RO is not operational at present and will not become operational until two judicial reviews lodged in the High Court against the ABP decision have been adjudicated upon or withdrawn.</p> <p>The proposed new Depot facility to accommodate the new DART+ Fleet, which is located west of Maynooth, was not approved within the RO and ABP has requested that a new Railway Order application is made in respect of the Depot. Iarnród Éireann is undertaking an option selection process to identify the more suitable location for the Depot, this process has not concluded yet.</p> <p>A funding allocation of €11,000,000 was provided by the NTA to Iarnród Éireann for 2025. Funding for 2026 will be determined later during the year when the Budget for 2026 has been considered and approved by Government.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Roderic O'Gorman, T.D |
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| 25/03/2025 | 221 | <p>PQ Referred: 13394/25, for answer 25/03/2025, Written from - Robert O'Donoghue</p> | <p>Dail Question No: 221</p> <p>To ask the Minister for Transport if he will confirm the commitment to delivering the MetroLink project, particularly in relation to its role in improving public transport access for north County Dublin; if he will provide an updated timeline for its approval and construction; if he will outline any measures being taken to prevent further delays and cost escalations; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre via Dublin Airport. It is a key project under the National Development Plan 2021-30.</p> <p>A significant milestone in the progression of the MetroLink project was cleared in July 2022, when Cabinet approved the project under Approval Gate 1 of the Public Spending Code. This approval enabled the project to move to the planning application stage, and in September 2022 Transport Infrastructure Ireland (TII) submitted a Railway Order application to An Bord Pleanála.</p> <p>An Bord Pleanála held an Oral Hearing in relation to MetroLink in February/March 2024. Following the Oral Hearing, An Bord Pleanála held an additional round of public consultation from August to October 2024. A planning decision on the project from An Bord Pleanála is awaited.</p> <p>Subject to securing planning approval, and no successful legal challenges, TII will finalise a Detailed Project Brief and Procurement Strategy for consideration at Approval Gate 2, in line with the infrastructure Guidelines.</p> <p>Dependent on the outcome of the planning process, construction of MetroLink is earmarked to commence in the coming years with a view to operation by the mid-2030s.</p> <p>The final budget for MetroLink will not be set until after the planning process and completion of tendering and procurement, with the Government having the final decision about whether to proceed to construction. The National Transport Authority (NTA) as the Approving Authority and the Department will continue to monitor costs as the project progresses.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions in relation to the areas raised to the NTA for</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 221 of 25 March 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. To add to the Minister's response, in September 2024, a new Programme Director was appointed to lead the MetroLink project through the procurement and delivery phases, and a highly experienced senior leadership team is currently being assembled. In addition, the MetroLink team have been progressing a schedule optimisation and resilience workstream to optimise the design and procurement schedule.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p> | Robert O'Donoghue, T.D |
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| 01/04/2025 | 293 | <p>PQ Referred: 15209/25, for answer 01/04/2025, Written from - Ruth Coppinger</p> | <p>Dail Question No: 293</p> <p>To ask the Minister for Transport if he will extend the maximum permissible age of all taxis impacted by the Covid pandemic by two years, as was done for those registered in 2014 and beyond; 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 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 Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</p> <p>In line with the Programme for Government 2025 commitment to '<i>extend the ten-year vehicle limit for taxis registered in 2015, offering another year of service</i>', the NTA held a public consultation on the matter which opened on 18 February 2025 and closed on 12 March 2025. The Board of the NTA approved the making of a new Regulation on 21 March 2025, giving effect to this Programme for Government commitment. This new Regulation will be operative from 1 April 2025.</p> <p>Regulations which took effect on 18 November 2022 provided for maximum age extensions of 36 to 60 months, depending on the original final year of operation of the impacted vehicle. SPSVs registered in 2010 and 2011 have their final year of operation this year. One of the consequences of the 2022 regulations was that vehicles first registered in 2012, 2013 and 2014 could operate longer than vehicles first registered in 2015.</p> <p>The introduction of the new Regulation will largely address that anomaly, allowing 2015 vehicles an additional year of operation, thus providing a 2026 final operating date for those vehicles. From Jan 1st, 2028, all the extensions provided for under the 2022 Regulations will have ended.</p> <p>Given the NTA's responsibility for the day-to-day operation of the SPSV sector, including vehicle age limits, 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 Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 293 of 01 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As you will be aware, the age limits applying to vehicles operated in the Small Public Service Vehicle (SPSV) industry are provided for in legislation. In this response, the NTA has set out the relevant provisions by way of background to SPSV age limits generally, and provides information on various changes in this area in recent years.</p> <p>Background:</p> <p>The Taxi Regulation Act 2003 (Suitability Inspection and Annual Licence Renewal Assessment of Small Public Service Vehicles) Regulations 2010 first established an age limit of less than 10 years old for new small public service vehicles. The Taxi Regulation Acts 2013 and 2016 require NTA to seek to promote the provision and maintenance of quality services by small public service vehicles and their drivers. In furtherance of this, Regulation 31 of 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 hackneys are permitted to operate up to 15 years of age.</p> <p>No maximum permissible age is prescribed for limousines in recognition of both the vintage nature of many of these vehicles, and the reduced mileage undertaken by virtue of their ceremonial and prestigious roles.</p> <p>Exceptions concerning vehicles associated with SPSV licences prior to the introduction of the Taxi Regulation (Small Public Service Vehicles) Regulations 2015, apply to these timeframes. Where such an exception is attached to a licence, the 10-year age limit does not apply and the vehicle remains eligible to be licensed until 15 years from the date of first registration.</p> <p>Age limits applied to SPSVs in different jurisdictions varies, but the age limit in Ireland is amongst the highest when compared to comparable jurisdictions. Even in those few regions where a higher age limit than Ireland exists, this is often in a city that requires a bespoke, expensive taxi vehicle – for example, in London.</p> <p>In recent years, two world events necessitated the introduction of temporary measures amending the permissible age regulations.</p> <p>1. COVID-19 Temporary Measures</p> <p>In response to the very specific challenges in the SPSV industry posed by Covid-19, the NTA enacted a number of emergency measures temporarily amending Regulation 31 of the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 in 2020 and 2021. These emergency measures extended the maximum permissible age requirements of eligible vehicles due to expire in 2020 and 2021 in response to the impact of Covid-19. All eligible vehicles were still required to successfully complete both a roadworthiness and an SPSV suitability inspection every six months, to ensure standards and quality remain at an appropriate level.</p> <p>Following ongoing impacts of Covid-19, emergency measure Small Public Service Vehicle (Emergency Measure COVID-19) (Maximum Permissible Age) Regulations 2021 provided</p> | Ruth Coppinger, T.D |
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| | | | <p>emergency COVID-19 protection to vehicles due to reach their maximum permissible age during 2022.</p> <p>2. Vehicle Supply Emergency Measures</p> <p>In late 2022, climate, energy and geopolitical challenges made it unfeasible for all end of life SPSVs to be replaced throughout the following 12-15 months.</p> <p>The factors facing licence holders for the replacement of end of life SPSVs included:</p> <ul style="list-style-type: none"> • Russia’s military aggression against Ukraine and the associated global shortage of semiconductor chips, neon, nickel and palladium; • Energy rationing in Europe; • Logistics disruptions in Germany; • Covid-19 lockdowns in China; and • Supply to Ireland. <p>A pragmatic response was required to control the impacts of matters outside of the State’s control. As a result, the NTA made an exceptional contingency provision in relation to the maximum permissible vehicle age limits of vehicles due to reach their end of life before 2025.</p> <p>As a result of this measure, no licensed vehicle in the SPSV fleet at the time of enactment would be forced to leave the fleet as a result of age, before 01 January 2025. Please note that a uniform end date to the extensions was not applied, and extensions of 36 to 60 months were provided for across the differing original final operation dates of the impacted vehicles. These extension periods reflected the impact of the circumstances of the time on the fleet and only impacted vehicles with an original final operation date between March 13th, 2020 and the end of 2024.</p> <p>Whilst further amendments to the final operation date of SPSVs were not under consideration by the NTA following the introduction of the 2022 Regulations referred to above, in January 2025, the Programme for Government included an objective to “<i>Extend the ten year vehicle limit for taxis registered in 2015, offering another year of service</i>”. The Cabinet approved the Programme on the 24 January 2025.</p> <p>Following consultation with the Department of Transport and other relevant parties, the NTA has moved as quickly as possible to implement the change as directed. Subsequently, on Tuesday February 18 of 2025, the NTA commenced a public consultation on the maximum permissible age of 2015 registered taxis, in accordance with the related Programme for Government 2025 objective. That public consultation closed on 12th March 2025, with 84% of those making submissions supporting the change. The Board of NTA approved the making of the Taxi Regulation (Taxi Maximum Permissible Age) Regulations 2025 which have now been enacted with effect from 01 April 2025. This regulation permits an extension to the final operation date of taxis currently in the fleet, first registered in 2015, and due to reach their final operation date between 01 January 2025 and 31 December 2025.</p> <p>Small Public Service Vehicle (SPSV) licence holders with licenced vehicles that meet this description and whose licences expire on or after 01 April 2025, will benefit from the extension to the final operation date and should renew their licence in the usual way. For those SPSV licences which went inactive since January 01 of 2025, such licence holders can contact the NTA to renew the licence with the 2015 vehicle until its new final operation date in 2026. The</p> | |
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| | | | | <p>NTA will not apply a late renewal fee for such licence holders if they complete their late renewal inspection before 30 April 2025.</p> <p>Affected SPSV licence holders have already received communications from the NTA confirming the new final operation date of their current licensed vehicle.</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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| 25/03/2025 | 234 | <p>PQ Referred: 13463/25, for answer 25/03/2025, Written from - James Geoghegan</p> | <p>Dail Question No: 234</p> <p>To ask the Minister for Transport the extent of collaboration between the National Transport Agency, An Garda Síochána and Dublin City Council on the deployment of traffic management cameras within Dublin; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): Justice/Transport</i></p> <p>Answer</p> <p>In 2024, Transport Infrastructure Ireland (TII) was appointed to lead the development of the first National Safety Camera Strategy. In the first instance, the strategy is focused on speeding from a road safety perspective and red light running and bus lane infringement from a traffic management perspective. The strategy will be flexible to accommodate further offences over times, such as mobile phone use, motor tax evasion and non-wearing of seatbelts. Once this strategy is in place, it will provide the framework for increased deployment of cameras across the network, in both urban and rural locations, to assist with the enforcement of a wide range of road traffic offences.</p> <p>Pending the finalisation of the strategy, using powers under Section 81(7) of the Road Traffic Act 2010, the National Transport Authority intend to collaborate with An Garda Síochána and Dublin City Council on the deployment of traffic management cameras within Dublin. Procurement exercises will be required for both cameras and a system operator, with the intention that one or two locations will be operational this year as part of an interim arrangement.</p> <p>Given the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for more detailed, direct response. Please contact my office if you have not received a response within ten working days.</p> | <p>Dear Deputy.</p> <p>I refer to your Parliamentary Question No: 234 of 25 March in relation to camera enforcement, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Currently, the only entity that can enforce camera images for traffic enforcement purposes is An Garda Síochána. However, there is a provision in legislation permitting another agency to provide, under a specific agreement, camera images to the Gardai for their subsequent processing and enforcement. This is the process that was put in place a few years ago for a pilot camera enforcement project at Blackhall Place.</p> <p>However, setting up a system that can provide enforcement at a small number of junctions on an ad hoc basis, does not provide a scalable, expandible system that meets overall national objectives. Instead, a more comprehensive overall strategy and approach is required.</p> <p>In line with Actions 67 and 122 of Phase 1 of the Government's Road Safety Strategy 2021-2030, the National Transport Authority (NTA) chaired a cross-agency working group to examine various approaches to expediting the timely and efficient introduction of camera enforcement. The Working Group presented its final report to the Road Safety Partnership Board, chaired by the Department of Transport, on 5 November 2023.</p> <p>Building on the recommendations of this Group, Transport Infrastructure Ireland (TII) was nominated to lead the development of a comprehensive national strategy for the future rollout and expanded use of safety cameras. A draft of this strategy is expected to be completed in the coming months.</p> <p>The Strategy will cover the use of safety cameras across all aspects of the road network, with the objective of saving ` lives by reducing unsafe driver behaviours that can be detected using existing and proven camera-based technologies. The Strategy will focus on speed, red light and bus lane cameras in the initial phase. However, it is being designed to allow for the enforcement of other violations in the future, such as mobile phone use and not wearing seat belts. It is expected that legislative amendment will be required to allow for camera enforcement in these areas.</p> <p>Pending the finalisation of the strategy and overarching camera framework, the NTA, using powers under Section 81(7) of the Road Traffic Act 2010, intends to collaborate with An Garda Síochána and Dublin City Council on the deployment of a limited number of traffic management cameras within Dublin. Procurement exercises will be required for both cameras and a system operator, with the intention that one or two locations will be operational this year as part of an interim arrangement. The exact locations for this interim arrangements are not yet determined but are likely to be focussed on city centre junctions.</p> <p>I hope 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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| 10/04/2025 | 128 | <p>PQ Referred: 18110/25, for answer 10/04/2025, Written from - Johnny Mythen</p> | <p>Dail Question No: 128</p> <p>To ask the Minister for Transport if he will consider the establishment of a new transport co-ordination unit) public service body; 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>Consultants were appointed by the Department of Transport in Q4 2023 to conduct a review of the existing administrative, operational, legislative, and funding structures of rural public transport service provision via the Rural Transport Programme, to evaluate its current effectiveness and make recommendations on the future long-term structure of rural public transport provision. The Report is currently being considered within the Department.</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 securing the provision of 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 Mythen,</p> <p>I refer to the matter you raised in Parliamentary Question No. 128 of 10 April 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>As it stands, Responsibility for the management of the Rural Transport Programme (RTP) was assigned to the National Transport Authority in 2012, where it was later rebranded as TFI Local Link which integrated the marketing and promotion of the services within the “Transport for Ireland” (TFI) banner.</p> <p>The Authority developed the oversight of the programme through establishing Transport Co-ordination Units (TCUs) whose role is to administer and manage the rural transport services locally. The TCUs were initially established during 2014 and following competitive tendering exercises in 2018/19 and in 2023/24 there are now 15 TCUs covering all of non-urban Ireland.</p> <p>The Department or Transport recently undertook a review of the Rural Transport Programme/TFI Local Link and the report is currently with the Department of Transport for review.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Johnny Mythen, T.D</p> |
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| 09/04/2025 | 313 | <p>PQ Referred: 17370/25, for answer 08/04/2025, Written from - Mark Wall</p> | <p>Dail Question No: 313</p> <p>To ask the Minister for Transport his plans to expand the Dublin commuting zone rail prices to other railway stations in Kildare; 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.</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 Wall,</p> <p>I refer to the matter you raised in Parliamentary Question No. 313 of 09 April 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport 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. Co. Kildare rail stations at Leixlip Confey, Leixlip Louisa Bridge, Maynooth, Hazelhatch and Celbridge, Kilcock, Sallins and Naas, Newbridge and Kildare are included in the Dublin City and Commuter Zones.</p> <p>As it stands, 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 hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Mark Wall, T.D</p> |
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| 21/02/2025 | 227 | <p>PQ Referred: 5968/25, for answer 18/02/2025, Written from - Paul McAuliffe</p> | <p>Dail Question No: 227</p> <p>To ask the Minister for Transport when he expects the Swords to city centre core bus corridor scheme to begin construction, in particular the Swords Road section.</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 BusConnects Dublin.</p> <p>To date, the NTA has submitted planning applications to An Bord Pleanála (ABP) in respect of all 12 of the Core Bus Corridor schemes, and ABP has approved eleven of these schemes, including the Swords to the City Centre Scheme, though legal proceedings are ongoing in relation to this scheme.</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. 227 on the 21st of February 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>As you are aware, the National Transport Authority (NTA) applied to An Bord Pleanála (ABP) in May 2023 for approval of the Swords to City Centre Core Bus Corridor Scheme under Section 51(2) of the Roads Act 1993 (as amended), along with a submission for confirmation of the associated Compulsory Purchase Order.</p> <p>In June of 2024, ABP issued its decisions in respect of these applications, being to approve the Scheme, subject to conditions, and to confirm the Compulsory Purchase Order - both approvals are available on its website. In the following months two sets of Judicial Review proceedings have been initiated in relation to ABP's decision to approve the Swords to City Centre Core Bus Corridor Scheme. As you will be aware the Scheme cannot go forward to construction until such proceedings have been concluded. Accordingly, we are not in a position to confirm a commencement date at the present time.</p> <p>I hope 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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| 09/04/2025 | 278 | <p>PQ Referred: 16615/25, for answer 08/04/2025, Written from - Alan Kelly Case</p> | <p>Dail Question No: 278</p> <p>To ask the Minister for Transport when the new restored Foynes-to-Limerick rail line will be open.</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, including through engagement with Iarnród Éireann, certain rail project proposals.</p> <p>The Foynes Line Reinstatement Project encompasses necessary rehabilitation works on 42km of the currently disused, Limerick to Shannon Foynes Port railway line, to safely reinstate the line for operational rail freight transport. Works are currently underway and the line is scheduled to open for freight traffic in 2026.</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 Kelly,</p> <p>I refer to your Parliamentary Question No. 278 on the 09th of April 2025 which was referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister has provided a substantive response to this Parliamentary Question. Further to the Ministers response, the Foynes Freight Line is anticipated to be available for operations in Q4 of 2026. In March this year, Iarnród Éireann marked the major milestone on the project of completing the renewal and relaying of 42km of track, sleepers and track bed. The project now enters its next phase with works to be undertaken including;</p> <ul style="list-style-type: none"> • Delivering the signalling & telecoms infrastructure to enable trains to operate over the line, • Closure of user worked level crossings by structures, • Refurbishment of Foynes Station building, • Installation and testing of CCTV at the 13 public road level crossings, a significant safety improvement over previous gated crossings. <p>I hope 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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| 09/04/2025 | 331 | <p>PQ Referred: 17592/25, for answer 08/04/2025, Written from - Seán Crowe</p> | <p>Dail Question No: 331</p> <p>To ask the Minister for Transport if the feasibility study for Metro SouthWest has been initiated, and if not, whether terms of reference have been agreed; if the planning application for the project has been finalised; the projected cost of the project; and if a potential costing has been made for an extension from Charlemont to St Stephens Green.</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 development of the Transport Strategy for the Greater Dublin Area.</p> <p>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 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. This route includes a station at Stephen's Green and terminates at Charlemont in the City Centre.</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 Sandymount. While the Strategy states that the south west Dublin area is best served by bus rapid transit (such as Bus Connects) and light rail (such as Luas) for the foreseeable future. The Strategy 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 commissioning an independent feasibility study into continuing MetroLink from the city to South West Dublin.</p> <p>The NTA reviews and updates the Transport Strategy for the Greater Dublin Area every six 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>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 331 on the 9st of April 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>As noted by the Minister, the current Programme for Government commits “to carrying out an independent feasibility study into continuing MetroLink from the city to South West Dublin”. However, it would be premature to commence such a study until such time as the statutory planning process underway for MetroLink has concluded and, as such, no discussions have taken place in relation to terms of reference or any other details.</p> <ul style="list-style-type: none"> • <u>If the planning application for the project has been finalised:</u> <p>Please note that the MetroLink Railway Order (RO) was submitted to An Bord Pleanála (APB) 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 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> <ul style="list-style-type: none"> • <u>The projected cost of the project:</u> <p>The MetroLink Preliminary Business Case (PBC) was approved by Cabinet in July 2022. The MetroLink Preliminary Business Case included a range of potential capital costs from €7.16bn to €12.25bn excluding VAT. Following the finalisation of the Preliminary Design which formed the basis of the Railway Order submission in September 2022, the preparation of the tender reference design and the commencement of the new MetroLink Programme Director and onboarding of the Client Partner team, a substantive review is ongoing of the MetroLink delivery costs in preparation for Approval Gate 2 (AG2) submission in advance of issuing tender documents. Please find attached a link to the MetroLink PBC on the NTA Website https://www.nationaltransport.ie/planning-and-investment/transport-investment/projects/metrolink/metrolink-preliminary-business-case/</p> <ul style="list-style-type: none"> • <u>If a potential costing has been made for an extension from Charlemont to St Stephens Green:</u> <p>As stated on page 6 of the ‘TII response to submissions of the Elected Representatives at Charlemont Station dated 4 March’ submitted as part of the MetroLink Oral Hearing, as per the following link, TII Response to Submissions of the Elected Representatives at Charlemont Station 4 March 2024.pdf, the estimated cost for the section of the route between St Stephen’s Green and Charlemont is approximately €575million (including indirect, risk and inflation costs but excluding VAT). With capital costs associated to tunnel, station and railway system works accounting for €264million of that amount with risk allowance, inflation and client costs accounting for remainder. Truncating the route at St. Stephens Green results in a reduction of benefits by €750m.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Séan Crowe, T.D |
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| | | | Noting the NTA's responsibility in the manner, 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. | | |
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| 25/03/2025 | 248 | <p>PQ Referred: 13666/25, for answer 25/03/2025, Written from - Ruairí Ó Murchú</p> | <p>Dail Question No: 248</p> <p>To ask the Minister for Transport if and when Dundalk will be included in 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 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. 248 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> | Ruairí Ó Murchú, T.D |
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| 09/04/2025 | 40 | <p>PQ Referred: 17733/25, for answer 09/04/2025, Written from - Michael Collins</p> | <p>Dail Question No: 40</p> <p>To ask the Minister for Transport if an exception to the price increase by the NTA will be made for rural taxis (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: a taxi operator in West Cork who has been hit by a 9% increase by the NTA. This increase has been applied by the NTA across the country. He says that while in the big towns and cities taxi drivers may be able to survive the increase he maintains that it will put him and others like him in rural Ireland out of business.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including maximum taxi fares, 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 National Maximum Taxi Fare structure is a pre-established and verified charging system, and this provides transparency and certainty regarding the calculation of fares. This is intended to achieve protection for consumers in relation to pricing and to ensure equity between the travelling public and drivers. This transparent process also gives certainty to drivers, enabling them to make business decisions.</p> <p>The NTA carries out maximum fares reviews approximately every two years, to assess any adjustments in changes in the operating costs and market environment facing the taxi industry. The 9% increase in fares was introduced by the NTA in December 2024, following a public consultation, and ensures that taxi fares continue to reflect the rising costs associated with operating a taxi in Ireland. The National Maximum Taxi Fare is programmed into the taximeter that must be installed in all taxis and wheelchair accessible taxis. Taxi customers are entitled to have the fare for their entire journey calculated and charged on the taximeter, and the fare calculated in this way is the maximum fare that the driver can charge for any journey. This is the case even where the fare for a journey has been agreed in advance. A taxi driver may charge the pre-agreed fare only if it is less than the fare calculated on the meter.</p> <p>Given the NTA's responsibilities in this area, I have referred your question to them for further information. Please advise my</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 40 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Section 24 of the Taxi Regulation Act 2013 empowers the NTA to make a “maximum fares order”, fixing the <u>maximum</u> fares that may be charged by the driver of a taxi. The most recent Maximum Fares Order came into effect on 01 December 2025. The fares apply nationally.</p> <p>Prior to the making this maximum fares order, the NTA undertook a review to ensure that the proposed maximum fare accurately reflected taxi operating costs. That review recommended an increase of 9% above 2022 levels (being the previous taxis fare review), and the report notes that the main drivers of that increase were higher labour costs.</p> <p>As identified in its title, the NTA order establishes the <u>maximum fare</u> that can be charged for a taxi journey. It is a matter for each taxi operator to decide the fare he or she will charge any customer, as long as it does not exceed the maximum fare, and an operator can choose to charge less than the maximum taxi fare. In relation to the individual referenced in this query, that taxi driver is not obligated to charge the maximum fare and is free to charge a lower amount. However, the maximum fare cannot be exceeded for any taxi journey.</p> <p>I trust that the above information clarifies the position.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Michael Collins, T.D |
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| | | | private office if you have not received a reply within 10 working days. | | |
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| 19/03/2025 | 363 | <p>PQ Referred: 12518/25, for answer 19/03/2025, Written from - Aidan Farrelly</p> | <p>Dail Question No: 363</p> <p>To ask the Minister for Transport the total cost to date of the development and implementation of the BusConnects project; the amount expended on the advertising of the project online, broadcast and print to date; the amount expended on public consultations; the totality expended on external consultants to include a breakdown by amount and consultancy name in respect of the development and implementation of BusConnects; the amount expended on legal fees relating to the development and implementation of busconnects.</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.</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 BusConnects.</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. 363 of 19 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>As noted by the Minister, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is also the largest investment in the bus system in the history of the State. The table below details all expenditure across various cost categories on the BusConnects Programmes across Dublin, Cork, Limerick, Galway and Waterford by year from 2018 to the end of December 2024.</p> <table><tr><th>Cost Categories</th><th>Description</th><th>2018</th><th>2019</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>Grand Total</th></tr><tr><td>Advisory & Management Services</td><td>Services for project management, commercial advice and preparation of business cases</td><td>€ 0.59</td><td>€ 0.87</td><td>€ 0.66</td><td>€ 1.44</td><td>€ 2.13</td><td>€ 4.23</td><td>€ 7.39</td><td>€ 17.31</td></tr><tr><td>Communications</td><td>Non-statutory Public Consultation and wider stakeholder communication</td><td>€ 0.92</td><td>€ 1.74</td><td>€ 1.12</td><td>€ 1.88</td><td>€ 1.85</td><td>€ 2.63</td><td>€ 1.48</td><td>€ 11.63</td></tr><tr><td>Engineering & Design</td><td>Engineering Design and associated technical services for bus infrastructure</td><td>€ 1.17</td><td>€ 2.18</td><td>€ 38.99</td><td>€ 25.96</td><td>€ 18.13</td><td>€ 22.82</td><td>€ 34.28</td><td>€ 143.54</td></tr><tr><td>Fleet & Depot</td><td>Purchase of new bus fleet and provision of new and upgraded electric bus depot facilities</td><td>€ -</td><td>€ -</td><td>€ -</td><td>€ 42.92</td><td>€ 43.20</td><td>€ 141.49</td><td>€ 148.58</td><td>€ 376.19</td></tr><tr><td>Infra Works</td><td>Infrastructure works including bus stops, shelters, transport interchanges</td><td>€ 0.05</td><td>€ 0.25</td><td>€ 0.64</td><td>€ 3.22</td><td>€ 16.73</td><td>€ 8.99</td><td>€ 9.60</td><td>€ 39.49</td></tr><tr><td>Legal Services</td><td>Provision of legal services in respect of preparation of planning applications, environmental impact assessment and judicial reviews</td><td>€ 0.05</td><td>€ 0.13</td><td>€ 0.23</td><td>€ 0.94</td><td>€ 0.63</td><td>€ 1.36</td><td>€ 5.14</td><td>€ 8.48</td></tr><tr><td>Next Generation Ticketing</td><td>Planning, design, procurement and implementation of ticketing systems</td><td>€ 0.01</td><td>€ 0.30</td><td>€ 1.04</td><td>€ 1.51</td><td>€ 2.12</td><td>€ 2.03</td><td>€ 1.78</td><td>€ 8.79</td></tr><tr><td>Network Redesign</td><td>Design and implementation of the redesign of the bus network in the regional cities to deliver new and enhanced bus services</td><td>€ 0.06</td><td>€ 0.12</td><td>€ 0.13</td><td>€ 1.24</td><td>€ 2.61</td><td>€ 5.88</td><td>€ 7.77</td><td>€ 17.81</td></tr><tr><td>Planning Application</td><td>Preparation of planning applications for the bus priority works (12 schemes in Dublin)</td><td>€ -</td><td>€ -</td><td>€ 0.08</td><td>€ 0.37</td><td>€ 1.51</td><td>€ 2.51</td><td>€ 1.81</td><td>€ 6.28</td></tr><tr><td>Property</td><td>Property referencing and valuation services including land purchase or leasing costs to date</td><td>€ 0.10</td><td>€ 0.55</td><td>€ 0.75</td><td>€ 0.84</td><td>€ 0.96</td><td>€ 1.30</td><td>€ 0.78</td><td>€ 5.29</td></tr><tr><td>Surveys & Site Investigation</td><td>Range of surveys to inform designs and environmental assessment including site investigation, ground investigation, utilities mapping, topographical surveys and traffic count surveys.</td><td>€ -</td><td>€ 0.89</td><td>€ 1.82</td><td>€ 0.85</td><td>€ 0.08</td><td>€ 2.66</td><td>€ 9.44</td><td>€ 15.74</td></tr><tr><td>Miscellaneous</td><td></td><td>€ 0.04</td><td>€ 0.20</td><td>€ 0.04</td><td>€ 0.06</td><td>€ 2.03</td><td>€ 3.14</td><td>€ 5.57</td><td>€ 11.08</td></tr><tr><td>Grand Total</td><td></td><td>€ 2.99</td><td>€ 7.24</td><td>€ 45.52</td><td>€ 81.23</td><td>€ 91.99</td><td>€ 199.05</td><td>€ 233.61</td><td>€ 661.64</td></tr></table> <p>The following consultant services have been employed to date, this does not cover the technical services associated with engineering design and construction. All services were procured through public procurement processes undertaken by NTA.</p> <table><tr><th>Consultant</th><th>Total (€m)</th><th>Comments</th></tr><tr><td>Ernst & Young</td><td>€8.85m</td><td>Property Valuation Analysis, Project Management Services, Other Advisory/Consulting</td></tr><tr><td>KPMG</td><td>€5.34</td><td>Business Case Development and advisory/consulting on various areas of BusConnects Programme</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> | Cost Categories | Description | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | Grand Total | Advisory & Management Services | Services for project management, commercial advice and preparation of business cases | € 0.59 | € 0.87 | € 0.66 | € 1.44 | € 2.13 | € 4.23 | € 7.39 | € 17.31 | Communications | Non-statutory Public Consultation and wider stakeholder communication | € 0.92 | € 1.74 | € 1.12 | € 1.88 | € 1.85 | € 2.63 | € 1.48 | € 11.63 | Engineering & Design | Engineering Design and associated technical services for bus infrastructure | € 1.17 | € 2.18 | € 38.99 | € 25.96 | € 18.13 | € 22.82 | € 34.28 | € 143.54 | Fleet & Depot | Purchase of new bus fleet and provision of new and upgraded electric bus depot facilities | € - | € - | € - | € 42.92 | € 43.20 | € 141.49 | € 148.58 | € 376.19 | Infra Works | Infrastructure works including bus stops, shelters, transport interchanges | € 0.05 | € 0.25 | € 0.64 | € 3.22 | € 16.73 | € 8.99 | € 9.60 | € 39.49 | Legal Services | Provision of legal services in respect of preparation of planning applications, environmental impact assessment and judicial reviews | € 0.05 | € 0.13 | € 0.23 | € 0.94 | € 0.63 | € 1.36 | € 5.14 | € 8.48 | Next Generation Ticketing | Planning, design, procurement and implementation of ticketing systems | € 0.01 | € 0.30 | € 1.04 | € 1.51 | € 2.12 | € 2.03 | € 1.78 | € 8.79 | Network Redesign | Design and implementation of the redesign of the bus network in the regional cities to deliver new and enhanced bus services | € 0.06 | € 0.12 | € 0.13 | € 1.24 | € 2.61 | € 5.88 | € 7.77 | € 17.81 | Planning Application | Preparation of planning applications for the bus priority works (12 schemes in Dublin) | € - | € - | € 0.08 | € 0.37 | € 1.51 | € 2.51 | € 1.81 | € 6.28 | Property | Property referencing and valuation services including land purchase or leasing costs to date | € 0.10 | € 0.55 | € 0.75 | € 0.84 | € 0.96 | € 1.30 | € 0.78 | € 5.29 | Surveys & Site Investigation | Range of surveys to inform designs and environmental assessment including site investigation, ground investigation, utilities mapping, topographical surveys and traffic count surveys. | € - | € 0.89 | € 1.82 | € 0.85 | € 0.08 | € 2.66 | € 9.44 | € 15.74 | Miscellaneous | | € 0.04 | € 0.20 | € 0.04 | € 0.06 | € 2.03 | € 3.14 | € 5.57 | € 11.08 | Grand Total | | € 2.99 | € 7.24 | € 45.52 | € 81.23 | € 91.99 | € 199.05 | € 233.61 | € 661.64 | Consultant | Total (€m) | Comments | Ernst & Young | €8.85m | Property Valuation Analysis, Project Management Services, Other Advisory/Consulting | KPMG | €5.34 | Business Case Development and advisory/consulting on various areas of BusConnects Programme | Aidan Farrelly, T.D |
|--------------------------------|---|---|---|---|-----------------|-------------|----------|----------|-------------|------|------|------|------|-------------|--------------------------------|--|--------|--------|--------|--------|--------|--------|--------|---------|----------------|---|--------|--------|--------|--------|--------|--------|--------|---------|----------------------|---|--------|--------|---------|---------|---------|---------|---------|----------|---------------|---|-----|-----|-----|---------|---------|----------|----------|----------|-------------|--|--------|--------|--------|--------|---------|--------|--------|---------|----------------|--|--------|--------|--------|--------|--------|--------|--------|--------|---------------------------|---|--------|--------|--------|--------|--------|--------|--------|--------|------------------|--|--------|--------|--------|--------|--------|--------|--------|---------|----------------------|--|-----|-----|--------|--------|--------|--------|--------|--------|----------|--|--------|--------|--------|--------|--------|--------|--------|--------|------------------------------|---|-----|--------|--------|--------|--------|--------|--------|---------|---------------|--|--------|--------|--------|--------|--------|--------|--------|---------|-------------|--|--------|--------|---------|---------|---------|----------|----------|----------|------------|------------|----------|---------------|--------|---|------|-------|---|---------------------|
| Cost Categories | Description | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | Grand Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Advisory & Management Services | Services for project management, commercial advice and preparation of business cases | € 0.59 | € 0.87 | € 0.66 | € 1.44 | € 2.13 | € 4.23 | € 7.39 | € 17.31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Infra Works | Infrastructure works including bus stops, shelters, transport interchanges | € 0.05 | € 0.25 | € 0.64 | € 3.22 | € 16.73 | € 8.99 | € 9.60 | € 39.49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Legal Services | Provision of legal services in respect of preparation of planning applications, environmental impact assessment and judicial reviews | € 0.05 | € 0.13 | € 0.23 | € 0.94 | € 0.63 | € 1.36 | € 5.14 | € 8.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Next Generation Ticketing | Planning, design, procurement and implementation of ticketing systems | € 0.01 | € 0.30 | € 1.04 | € 1.51 | € 2.12 | € 2.03 | € 1.78 | € 8.79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Network Redesign | Design and implementation of the redesign of the bus network in the regional cities to deliver new and enhanced bus services | € 0.06 | € 0.12 | € 0.13 | € 1.24 | € 2.61 | € 5.88 | € 7.77 | € 17.81 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Planning Application | Preparation of planning applications for the bus priority works (12 schemes in Dublin) | € - | € - | € 0.08 | € 0.37 | € 1.51 | € 2.51 | € 1.81 | € 6.28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Property | Property referencing and valuation services including land purchase or leasing costs to date | € 0.10 | € 0.55 | € 0.75 | € 0.84 | € 0.96 | € 1.30 | € 0.78 | € 5.29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Miscellaneous | | € 0.04 | € 0.20 | € 0.04 | € 0.06 | € 2.03 | € 3.14 | € 5.57 | € 11.08 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | | € 2.99 | € 7.24 | € 45.52 | € 81.23 | € 91.99 | € 199.05 | € 233.61 | € 661.64 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Consultant | Total (€m) | Comments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ernst & Young | €8.85m | Property Valuation Analysis, Project Management Services, Other Advisory/Consulting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KPMG | €5.34 | Business Case Development and advisory/consulting on various areas of BusConnects Programme | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 10/04/2025 | 150 | PQ Referred: 18404/25, for answer 10/04/2025, Written from - James Geoghegan | Dail Question No: 150 To ask the Minister for Transport if he will identify any projects which a body under the aegis of his Department has underway with CeADAR, Ireland’s national centre for AI; if he will send this question to the bodies for direct response; and if he will make a statement on the matter. Identical Question(s): all Answer Noting the relevance of the Deputy's question to the bodies under the aegis 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. | Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 150 of 10 April last, which has been referred to the National Transport Authority (NTA) for reply. I can confirm that the NTA has done no project work with CeADAR. I trust that the above information is of assistance. Yours sincerely, _____ Hugh Creegan, Chief Executive (Interim). | James Geoghegan, T.D |
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| 04/03/2025 | 239 | <p>PQ Referred: 9098/25, for answer 04/03/2025, Written from - Pearse Doherty</p> | <p>Dail Question No: 239</p> <p>To ask the Minister for Transport if passengers whose buses were cancelled as a result of recent snow are entitled to a refund if the bus company cancelled the service; and if he will make a statement on the matter.</p> <p>- Pearse Doherty.</p> <p>* For Written answer on 04/03/2025</p> <p>Ref No: 9098/25</p> <p><u>Reply</u></p> <p>Minister for Transport (Darragh O'Brien)</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 capacity as fare regulator, 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. 239 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>There is provision in the NTA's contracts with bus operators for passengers to be compensated if a service is cancelled and there is no alternative service. The contracts state that in the event that a passenger has purchased a ticket or pays with travel credit on their Leap Card, and is then unable to make their journey due to a Services Interruption, the Operator shall refund the cost of the journey to the customer subject to the customer providing satisfactory evidence that they were unable to complete their journey by an alternative Transport for Ireland (TFI) public transport operator within a reasonable timescale due to the Services Interruption, or that they were unable to complete their journey without incurring additional ticket purchase or Leap Card travel credit costs.</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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| 08/04/2025 | 283 | <p>PQ Referred: 16649/25, for answer 08/04/2025, Written from - Peter 'Chap' Cleere</p> | <p>Dail Question No: 283</p> <p>To ask the Minister for Transport the plans that exist to improve public transport links from south Kilkenny into the new public transport hub in Waterford city; 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 TFI 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 Waterford, 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 matters you raised in Parliamentary Question Nos. 283 & 284 of 08 April 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 is working with Carlow, Kilkenny, Wicklow Local Link to upgrade public transport services between South Kilkenny and Waterford City. At this point, we have no definitive date for implementation and upgrades to services will depend on available resources including the availability of the required PSO (Public Service Obligation) funding to operate the services. Accordingly, we are not currently in a position to provide definitive plans.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Peter 'Chap' Cleere, T.D |
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| 01/04/2025 | 302 | <p>PQ Referred: 15473/25, for answer 01/04/2025, Written from - Barry Ward</p> | <p>Dail Question No: 302</p> <p>To ask the Minister for Transport his views on the provision of a dedicated student bus service from Dublin city centre to UCD and the surrounding accommodation in locations where an existing 24-hour bus route is not in place; and if he will make a statement on the matter.</p> <p>Identical Question(s): Further Higher Education</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. 302 on the 1st of April 2025, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A new 24/7 public bus service between the City Centre and UCD commenced on January 26th 2025 with new routes E1 and E2, also serving Dún Laoghaire, Bray and areas north of the city centre. Route 39a (UCD - Blanchardstown -Ongar) is also 24/7 and this will be maintained when the route is replaced by new "B-spine" services in 2026.</p> <p>Other new public bus services to/from UCD, such as orbital routes S4 and S6 run from early to late seven days per week. However, there are no current plans for further 24/7 public bus services to and from UCD. Any provision of services dedicated to students alone would be a matter for the university.</p> <p>I trust this information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Barry Ward, T.D |
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| 08/04/2025 | 298 | <p>PQ Referred: 16922/25, for answer 08/04/2025, Written from - Mark Wall</p> | <p>Dail Question No: 298</p> <p>To ask the Minister for Transport if the National Transport Authority will provide additional public transport options from Portarlinton via Monasterevin to the Kildare village retail outlet; 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. 298 of 08 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In partnership with Local Link Laois Offaly, we are reviewing the performance of the new route 806 service between Portarlinton and Monasterevin. We have no current plans to amend this service but we are still considering the longer term alignment and the patronage of the new timetable.</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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| 08/04/2025 | 312 | <p>PQ Referred: 17369/25, for answer 08/04/2025, Written from - Mark Wall</p> | <p>Dail Question No: 312</p> <p>To ask the Minister for Transport the plans there are to inform the public of the imminent changes in rail fares under the Dublin commuting zone, to be launched at the end of April 2025; when this campaign will begin; the amount being spent on the campaign; 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>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>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:</p> <ul style="list-style-type: none"> • Roll out contactless fare payments on all public transport and keep fares low and affordable; | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 312 of 08 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Ministers response, the webpage for the fare’s changes went live on the 17 April. The public information campaign commenced on the 19 April. The total amount spent to promote the campaign is €99,000.</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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| | | | <ul style="list-style-type: none">• and Examine the further expansion of free public transport for children. <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> | | |
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| 08/04/2025 | 291 | <p>PQ Referred: 16744/25, for answer 08/04/2025, Written from - Aengus Ó Snodaigh</p> | <p>Dail Question No: 291</p> <p>To ask the Minister for Transport when his Department will initiate the Programme for Government's commitment to commission an independent feasibility study into continuing MetroLink from the city to south west Dublin; 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 development of the <i>Transport Strategy for the Greater Dublin Area</i>.</p> <p>The <i>Transport Strategy for the Greater Dublin Area 2022-2042</i> 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 <i>Strategy</i>, 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 <i>Strategy</i>, 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 NTA reviews and updates the <i>Transport Strategy for the Greater Dublin Area</i> every six 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 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. 291 of 08 April 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 has provided a substantive response to this Parliamentary Question. As noted by the Minister, the current Programme for Government commits “to carrying out an independent feasibility study into continuing MetroLink from the city to South West Dublin”. However, it would be premature to commence such a study until such time as the statutory planning process underway for MetroLink has concluded and, as such, no discussions have taken place in relation to terms of reference or any other details.</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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| 08/04/2025 | 338 | <p>PQ Referred: 17640/25, for answer 08/04/2025, Written from - Barry Heneghan</p> | <p>Dail Question No: 338</p> <p>To ask the Minister for Transport his views on whether changes should be made by the NTA regarding the application of the grants process for WAVs; his further views on whether the current system in use is fair and equitable as many drivers have not been able to have access to the system in 2025 (details supplied).</p> <p>Details Supplied: This had a significant impact on wheelchair users' ability to book a taxi that is a wheelchair accessible vehicle.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) sector, 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 NTA has informed me that a number of updates to the 2025 WAV Grant Scheme were introduced 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>I am committed to making public transport accessible for all, and the NTA has informed me of a number of measures that they have taken to improve the availability of wheelchair accessible taxis. These include the fixed penalty notice for discrimination against service users with a disability; the requirement for wheelchair accessible vehicle operators to give priority bookings to persons with a disability and the regulations enacted in June 2010 only issue new taxi and hackney licences for wheelchair accessible taxis and hackneys.</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. 338 of 08 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The online portal for Round 1 applications for the WAV (Wheelchair Accessible Vehicle) Grant Scheme 2025 (WAV25) opened at 10.00am on the 06 January 2025 and was closed at 10.19am on the same day, when almost 2,000 applications had been received. The sole reason for the application submission process in Round 1 of WAV25 closing so early was that, at the point of closure, the available funding had been fully subscribed.</p> <p>With regard to changes to the grant process, the NTA can confirm that ahead of the opening, changes were introduced to the grant process for WAV25. The changes made were in response to industry feedback and to enhance the process for all and included increasing the time applicants have to complete the grant process, from 3 months to 5 months. Additionally, the NTA has provided two opportunities to applicants to apply for WAV25: January and July. Successful applications from Round 1 of WAV25 continue to be processed by the NTA and the opening date for Round 2 applications and any updated information on WAV25 will be published on the latest news section of the Taxi/SPSV page of NTA's website.</p> <p>The NTA can confirm that it reviews the operation of the WAV grant scheme each year to consider performance and opportunities for improvements to the scheme.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p> | Barry Heneghan, T.D |
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| 05/02/2025 | 245 | <p>PQ Referred: 3590/25, for answer 05/02/2025, Written from - Barry Heneghan</p> | <p>Dail Question No: 245</p> <p>To ask the Minister for Transport if all public transport infrastructure will be required to meet accessibility standards, particularly for people with disabilities; 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> <ul style="list-style-type: none"> • 6. Take a whole of journey approach to mobility, promoting inclusive access for all • 7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model <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. 245 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding.</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><u>Bus and Coach Fleet</u></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 now 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><u>Bus Stops</u></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 presently with construction started in some Towns.</p> | Barry Heneghan, T.D |
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| | | | | <p>The NTA will continue to work with, and have provided significant extra funding to, the Local Authorities to carry out improvement works to all bus stops in their regions to ensure that they are accessible. Funding is available to them to install seating at bus stops or shelters at busier stops, where there is sufficient room to do so.</p> <p>The NTA carried out a pilot to put raised tactile and braille on TFI bus stop carousels to allow people with vision impairments to confirm the bus stop number. Also a tapping rail, to allow people identify it as a bus pole was also piloted. Many Disability Groups, including DPO's were asked to give their feedback. It is hoped to progress further in 2025.</p> <p><u>Tram:</u></p> <p>All of the Luas services have been designed to be fully accessible as it is a more modern transport mode. The vehicles all have low floor areas with level boarding from the stop platforms, facilitating easy wheelchair access.</p> <p><u>Train Stations:</u></p> <p>Under the NTA's Capital Programme, €20 million has been provided during the period 2020-2024 for the replacement/renewal of lifts at train stations. Since 2020, 52 stations have had their lifts replaced or renovated. It is planned to continue the funding of further lift improvement works .</p> <p>To reduce the amount of lift faults caused by vandalism, Irish Rail have also been provided with funding to install a video security system on the lifts so that a lift is monitored and released when someone requests the lift. This arrangement has been installed on over 88 lifts, with further provision planned. As a result of this initiative, there has been a significant reduction in the amount of lift vandalism and the amount of lift unavailability where this feature has been installed.</p> <p>To provide wheelchair accessibility to both platforms, footbridges and lifts were installed at Ennis, Carlow and Edgeworthstown Rail Stations in 2021 and at Dalkey, Gormanstown and Little Island Rail stations in 2023. Banteer Rail Station Footbridge and Lifts were completed in 2024 with Rathmore, Athy and Maynooth in construction now. These works allow access for passengers to both sides of the platform via lifts and the connecting bridge. Internal accessibility improvements are also included in the works at each station.</p> <p>Design work at other rail station locations is ongoing at present and planning permission applications have been submitted for various footbridges and lifts as well as other works to ensure compliance with internal accessibility regulations for the rail stations.</p> <p>Irish Rail have also been working with their Disability User Group to provide signage at their rail stations that allows people to easily locate where they need to go in the rail station. The NTA has provided funding to install these signage improvements in all of their 145 stations. It is planned to roll out the same design in the Bus Stations nationwide also in the future.</p> <p>The NTA has provided funding to Irish Rail to install a "Changing Places" facility at Connolly, Heuston and just recently Limerick Station. It is planned to install additional Changing Place facilities at other stations in the future. Also, the NTA has provided funding to Irish Rail to carry out a pilot of a Sensory Pod in Kent Station in Cork to allow people have a quiet place to go in a busy environment.</p> | |
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| | | | <p><u>Bus Stations:</u></p> <p>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><u>Rural Transport Programme</u></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><u>Travel Assistance Scheme for TFI services</u></p> <p>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 have now extended the TFI Travel Assistance Scheme to Limerick, Waterford and Galway with Bus Eireann managing the schemes on behalf of the NTA.</p> <p><u>Mystery Shopping</u></p> <p>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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| 09/04/2025 | 53 | <p>PQ Referred: 17985/25, for answer 09/04/2025, Written from - Aidan Farrelly</p> | <p>Dail Question No: 53</p> <p>To ask the Minister for Transport the amount provided by his Department to date to the NTA to fund the DART+ extension to Kilcock, given the current and projected growth of the town and its proximity to the proposed DART+ West project.</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 through engagement with Iarnród Éireann, the DART+ West project between Dublin city and Maynooth/M3 Parkway. Capital funding is being provided to the NTA for this purpose.</p> <p>There has recently been progress in relation to the DART+ West project. A Railway Order was granted by An Bord Pleanála in July 2024 subject to certain conditions, notably that the proposed depot west of Maynooth not be constructed due to concerns about flood risk. Iarnród Éireann and the NTA are currently engaging on the submission of a new Railway Order for a depot. Work is progressing with a view to moving this project into procurement and thereafter into the construction stage in the coming years.</p> <p>The NTA's GDA Transport Strategy, which was approved by the Minister for Transport in January 2023, sets out a framework for transport investment across the region over a 20-year period from 2022 to 2042, and it provides a clear statement of transport planning policy for Counties Meath, Dublin, Louth, Kildare and Wicklow. It is intended under the GDA Transport Strategy to further extend some DART services (from Maynooth) to commence and terminate at Kilcock.</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 specific 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. 53 of 09 April 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, T.D |
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| 29/04/2025 | 514 | <p>PQ Referred: 20806/25, for answer 29/04/2025, Written from - Mark Wall</p> | <p>Dail Question No: 514</p> <p>To ask the Minister for Transport if he will consider adding an additional bus stop to the 821 bus route (details supplied).</p> <p>Details Supplied: 821 bus service from Newbridge to Sallins. The service was unofficially stopping at the first gate of Mondello on both sides, however, the bus route now long stops here. Many residents are now unable to use the bus route as the walk to the official bus route is dangerous, particularly when it is dark as there is no street lighting.</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. 514 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>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 Authority supports the provision of a bus stop at Donore Cross (near the first gate at Mondello Park) from a service planning perspective. As such, a pair of stops at this location will be considered within the wider programme of works in Kildare. 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. Please note, however, that Kildare County Council has previously refused stop approval for a stop at this location. They are statutorily responsible for approving new stop pick up/ set down locations on regular bus services.</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 |
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| 09/04/2025 | 46 | <p>PQ Referred: 17848/25, for answer 09/04/2025, Written from - Eoin Hayes</p> | <p>Dail Question No: 46</p> <p>To ask the Minister for Transport the plans for revisiting the feasibility study of the Metrolink southwest; 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 development of the <i>Transport Strategy for the Greater Dublin Area</i>.</p> <p>The <i>Transport Strategy for the Greater Dublin Area 2022-2042</i> 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 extension to serve the south west or south east of the Dublin area should sufficient demand develop.</p> <p>The Programme for Government commits to commissioning an independent feasibility study continuing MetroLink from the city to South West Dublin.</p> <p>The NTA reviews and updates the <i>Transport Strategy for the Greater Dublin Area</i> every six 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 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. 46 on the 09 of April 2025, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>We note that the Minister has provided a substantive response to this Parliamentary Question. As noted by the Minister, the current Programme for Government commits “to carrying out an independent feasibility study into continuing MetroLink from the city to South West Dublin”. However, it would be premature to commence such a study until such time as the statutory planning process underway for MetroLink has concluded and, as such, no discussions have taken place in relation to terms of reference or any other details.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Eoin Hayes, T.D |
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| 10/04/2025 | 127 | <p>PQ Referred: 18109/25, for answer 10/04/2025, Written from - Johnny Mythen</p> | <p>Dail Question No: 127</p> <p>To ask the Minister for Transport if he will consider extending the current rural transport programme contacts from the existing five years to an extended period of eight to ten years to allow for capacity building and continuous professional development of staff; 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>Consultants were appointed by the Department of Transport in Q4 2023 to conduct a review of the existing administrative, operational, legislative, and funding structures of rural public transport service provision via the Rural Transport Programme, to evaluate its current effectiveness and make recommendations on the future long-term structure of rural public transport provision. The Report is currently being considered within the Department.</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 securing the provision of 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. 127 of 10 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>A review of the Rural Transport Programme has recently been carried out by consultants appointed by the Department of Transport and is currently with the Department for review. The review covered several areas such as the Transport Coordination Units contracts and other administrative and operational structures. Any further decisions in relation to these contracts would be informed by the Department's review process.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Johnny Mythen, T.D |
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| 10/04/2025 | 129 | <p>PQ Referred: 18111/25, for answer 10/04/2025, Written from - Johnny Mythen</p> | <p>Dail Question No: 129</p> <p>To ask the Minister for Transport if he has any plans for a recruitment strategy for TFI Local Link; if consideration has been given to extending the driver age limit of 70 where drivers have been deemed competent to drive; 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.</p> <p>The issue raised by the Deputy in relation to a mandatory retirement age for bus drivers on Local Link routes is an operational matter for the NTA, and in light of their 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. 129 of 10 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA have no plans for a specific recruitment strategy for TFI Local Link. However, we have been engaging with all PSO (Public Service Obligation) operators in recent years in promoting opportunities and careers in the transport industry, particularly with their efforts to recruit bus drivers and mechanics. Please also note there is no age limit for drivers operating TFI Local Link services.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Johnny Mythen, T.D |
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| 08/04/2025 | 333 | <p>PQ Referred: 17606/25, for answer 08/04/2025, Written from - Ivana Bacik</p> | <p>Dail Question No: 333</p> <p>To ask the Minister for Transport if he is satisfied at the adequacy of the service provided by a company (details supplied) particularly the S4 Route from the KCR Kimmage to UCD and back; and if he will make a statement on ghost buses.</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>I want to reassure the Deputy that I recently met with the NTA to discuss a range of public transport issues, including the recent performance issues. The NTA fully acknowledged that an inadequate level of service was provided on certain routes operated on their behalf by Go Ahead Ireland in recent weeks and they have been working closely with the operator to rectify the performance issues. I have been advised that the situation has improved significantly and fleet availability within the Go-Ahead operations has now been restored to sufficient levels.</p> <p>We are seeing more people using public transport services and we are improving our fleet across the country but I am acutely aware that commuters need certainty around these services. I want to reassure the Deputy that the Department of Transport, the NTA, and the public transport operators are working to ensure the optimised deployment of resources across the network to best meet passenger demand.</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</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 333 on the 08 of April 2025, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>We note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Ministers response, the issues at the end of January and early February 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>We have reviewed recent operational metrics for the S4 route, and the preliminary performance figures show this route is performing relatively well against the contractual performance requirements. We are working with the Operator to further improve the reliability of this service and we recognise that traffic congestion is an increasing challenge on this route, causing both difficulties with punctuality and also causing some service cancellations. The service cancellations can occur where a bus was scheduled to complete an outbound journey before commencing the return leg of the journey, but arrives at the turnaround point too late for the scheduled return journey due to traffic delays.</p> <p>In relation to the second part of your query, a 'ghost bus' occurs when a cancellation is not communicated to customers via the app or displays and the system presumes that the bus is operating, even though it isn't in service. This typically happens because the cancellation was not entered into the system by the bus operator in a timely manner, preventing the information from being sent to the TFI Live App or to the on-street displays.</p> <p>But it is important to say that generally the Real Time Passenger Information (RTPI) system works well and most people find it very useful. However, problems do occur when services have to be cancelled. This can be due to many issues, such as a shortage of drivers or mechanics preventing services from operating. Or it can be due to incidents occurring in service, such as traffic accidents, health emergencies or bus breakdown.</p> <p>We are aware that when services are cancelled that information doesn't always arrive to the customer in all cases via the on-street signs and the real time app. So we have a team currently reviewing the end to end process of cancelling services to see where we need to make improvements to ensure that the passenger is receiving timely information on cancelled services.</p> <p>As part of that overall improvement process, we are in regular contact with bus operators to improve the notice they give for cancelled trips and to ensure that drivers log correctly onto the system to enable the system to obtain and process the relevant information.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan,</p> | Ivana Bacik, T.D |
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| | | | my private office if you do not receive a response within ten working days. | Chief Executive (Interim). | |
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| 29/04/2025 | 383 | <p>PQ Referred: 19012/25, for answer 29/04/2025, Written from - Paul McAuliffe</p> | <p>Dail Question No: 383</p> <p>To ask the Minister for Transport if he will provide for a breakdown of the number of schools in Carlow that applied for funding under the safe routes to school scheme; the number that have been successful; and the number of those schools that have outstanding work yet to be completed.</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 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>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. 383 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School (SRTS) Programme was developed on request of the Department of Transport. All schools in the State were eligible to apply to the programme. By the deadline of 16th April 2021, 932 applications had been received from schools in every county in Ireland.</p> <p>A total of 23 schools in Carlow County applied for the scheme, split as follows:</p> <ul style="list-style-type: none"> • 4 Schools included in Round 1 of the SRTS Programme (launched in June 2021); • 3 schools included in Round 2 of the SRTS Programme (launched in December 2022); • 2 schools included in Round 3 of the SRTS Programme (launched in November 2024); • 23 schools to be included in subsequent rounds - Schools that have applied and have not been included in the current programme will not be required to reapply. These schools will come into the programme on a rolling basis. Your concerns have been noted and will be considered for future SRTS rounds. <p>As of March 2025, out of the schools already engaged in the programme there are:</p> <ul style="list-style-type: none"> • 4 schools where the construction of the new infrastructure to the front of school is completed; • 1 school where the construction is ongoing; • 2 schools at Options Selection stage; • 2 schools deferred from the programme. <p>These schemes will be delivered in coming months depending on several factors, including Local Authority and external resources (design and construction), timelines for public engagement and consultation, securing planning consent, securing a contractor and timing construction periods to reduce school disturbance.</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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| 29/04/2025 | 527 | <p>PQ Referred: 20873/25, for answer 29/04/2025, Written from - Maeve O'Connell</p> | <p>Dail Question No: 527</p> <p>To ask the Minister for Transport to report on the estimated timeline for the delivery of the light rail tram 5 Luas extension from Brides Glen to Bray, County Wicklow.</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 NTA published the Transport Strategy for the GDA 2022-2042 was published 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>An extension of the Luas green line from Brides Glen 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. The project is being developed by Transport Infrastructure Ireland (TII), in collaboration with the NTA. As part of the project's development, TII intend to commence a detailed capacity assessment study of the existing Luas Green line later this year, to help ensure the Green line can cater for the additional passenger demand should the Luas line be extended from Brides Glen to Bray.</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. 527 on the 29 of April 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 from its current terminus at Bride's Glen to Bray. Measure LRT5 of the Transport Strategy states: "<i>It is intended to extend the Luas Green Line southwards in order to serve the Bray and Environs area.</i>"</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> | Maeve O'Connell, T.D |
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| 29/04/2025 | 422 | <p>PQ Referred: 19660/25, for answer 29/04/2025, Written from - Emer Currie</p> | <p>Dail Question No: 422</p> <p>To ask the Minister for Transport to outline the criteria used by the National Transport Authority and Dublin Bus to determine the routes prioritised for the deployment of additional buses in response to capacity needs; 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, Dublin Bus.</p> <p>In light of their responsibility in this area, I have forwarded the Deputy's question to the NTA and Dublin Bus 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. 422 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority has recently developed a new BI (Business Intelligence) tool, using ticketing data to identify where capacity issues are being experienced across the network by route and time of day. The Authority then engages with the operator to identify a priority list of routes requiring intervention. The introduction of these changes will be subject to the availability of resources, including funding, drivers and buses as well as 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> | <p>Emer Currie, T.D</p> |
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| 01/05/2025 | 193 | <p>PQ Referred: 21953/25, for answer 01/05/2025, Written from - Conor D. McGuinness</p> | <p>Dail Question No: 193</p> <p>To ask the Minister for Transport if the delay in establishing Oireachtas committees has had any impact on the approval of funding for new Local Link bus services; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister of State at the Department of Transport with special responsibility for Rural Transport, I hold responsibility for policy and overall funding in relation to rural public transport.</p> <p>The delay in establishing Oireachtas committees has had no impact on the approval of funding for new Local Link bus services, as with all plans any additional funding for Local Link services is subject to the annual Budgetary and Estimates process.</p> <p>Under Budget 2025, the Department of Transport secured a funding package of c. €658.442 million 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 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 the rollout of public transport services under the Connecting Ireland Rural Mobility Plan, 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. 193 on the 01 May 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister has provided a substantive response to this Parliamentary Question. We have nothing further to add to the Ministers response.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Conor D. McGuinness, T.D</p> |
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| 29/04/2025 | 430 | <p>PQ Referred: 19724/25, for answer 29/04/2025, Written from - Aengus Ó Snodaigh</p> | <p>Dail Question No: 430</p> <p>To ask the Minister for Transport if the location of the MetroLink south terminus will be moved if the railway order is approved; and if so, the process involved in such a change.</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 development of the <i>Transport Strategy for the Greater Dublin Area</i>.</p> <p><i>The Transport Strategy for the Greater Dublin Area 2022-2042</i> is the statutory transport strategy for the region and sets out a range of proposals for delivery over the period to 2042. In relation to metro, and as outlined the <i>Strategy</i>, 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. This route terminates at Charlemont in the City Centre.</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 <i>Strategy</i>, including feasibility studies for a metro to Knocklyon and a metro to Sandyford. The <i>Strategy</i> states that the southwest Dublin area is best served by bus rapid transit (such as BusConnects) and light rail (such as Luas) for the foreseeable future. The Strategy also notes that the MetroLink terminus at Charlemont can facilitate any potential future metro expansions to serve the southwest, south or southeast of Dublin area should sufficient demand develop.</p> <p>The Programme for Government commits to commissioning an independent feasibility study into continuing MetroLink from the city to southwest Dublin.</p> <p>The NTA reviews and updates the <i>Transport Strategy for the Greater Dublin Area</i> every six 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 manner, 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. 430 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Ministers response, there are no plans for the the terminus for MetroLink to be moved unless imposed by means of a condition attached to an Enforceable Railway Order for the current MetroLink scheme or as part of a separate Railway Order application.</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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| 29/04/2025 | 528 | <p>PQ Referred: 20874/25, for answer 29/04/2025, Written from - Maeve O'Connell</p> | <p>Dail Question No: 528</p> <p>To ask the Minister for Transport to report on his Department's estimated timeline for the DART+ SouthWest project.</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+ South West project.</p> <p>Following the submission of a Railway Order application for DART+ South-West to An Bord Pleanála in March 2023, full planning approval was granted in November 2024. Work is now progressing with a view to moving this project into procurement and thereafter into the construction stage in the coming years.</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. 528 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In relation to the main DART+ South West project, Iarnród Éireann 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.</p> <p>While the National Transport Authority and Iarnród Éireann 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 expected to be concluded around the middle of this year.</p> <p>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 trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Maeve O'Connell, T.D |
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| 29/04/2025 | 531 | <p>PQ Referred: 20914/25, for answer 29/04/2025, Written from - Paul Donnelly</p> | <p>Dail Question No: 531</p> <p>To ask the Minister for Transport if the National Transport Authority will allocate the necessary funding to cover the costs of fully restoring onboard catering services on all intercity rail services.</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 operations of these services in conjunction with the relevant transport operators, in this case, Irish Rail.</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. 531 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Iarnród Éireann recently signed a contract of 3-5 years duration for catering services on the Belfast and Cork lines only. At the present time there are no plans to re-introduce catering services on all other rail lines. There is a significant cost attached to the provision of such catering services and the income is much less than the cost. In addition, funding for such provision has not been provided. Accordingly, Irish Rail are not in a position to offer such services on all the other rail lines.</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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| 29/04/2025 | 522 | <p>PQ Referred: 20868/25, for answer 29/04/2025, Written from - Maeve O'Connell</p> | <p>Dail Question No: 522</p> <p>To ask the Minister for Transport when he expects 'Next Generation Ticketing' to be rolled out in full; 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 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. 522 of 29 April 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>A major effort is being put in by NTA to ensure that this project is delivered as effectively and expeditiously as possible. However, it will still take a number of years to successfully deliver the full solution. We will be in a better position to provide an exact implementation date shortly, when certain project planning activities have been completed.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Maeve O'Connell, T.D |
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| 29/04/2025 | 515 | <p>PQ Referred: 20807/25, for answer 29/04/2025, Written from - Mark Wall</p> | <p>Dail Question No: 515</p> <p>To ask the Minister for Transport if he will provide a direct public bus route from Newbridge to Maynooth, given the fact that there are no current public buses available for students who have to commute to Maynooth University; 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. 515 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We have no current plan to provide a direct PSO (Public Service Obligation) service between Newbridge and Maynooth. However, we are currently undertaking a review of the overall bus network in this area and we will take this suggestion into account as part of 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> | Mark Wall, T.D |
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| 08/04/2025 | 314 | <p>PQ Referred: 17371/25, for answer 08/04/2025, Written from - Mark Wall</p> | <p>Dail Question No: 314</p> <p>To ask the Minister for Transport the changes a rail commuter using the tax saver ticket from Kildare town and Newbridge stations will see once the new pricing under the Dublin commuting zone is introduced; 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.</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. 314 of 08 April 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 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 NTA is currently implementing the 2024 Fares Determination.</p> <p>The primary focus of the 2024 Fares Determination was the implementation of the National Fare Strategy in the Dublin City and Dublin Commuter area with the development of a Dublin City Zone extending to approximately 23km from Dublin City Centre and the Dublin Commuter Zones 2,3 and 4 extending to approximately 50km from Dublin City Centre with each zone approximately 10km.</p> <p>Under the new commuter zone structure, Newbridge will be in Commuter Zone 3 and Kildare in Commuter Zone 4. The associated period products are as follows;</p> <p>Commuter Bus Zonal Products</p> <table><tr><th></th><th colspan="2">Daily</th><th colspan="2">Weekly</th><th colspan="2">Monthly</th><th>Annual</th></tr><tr><th>Zone</th><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>Please note, these products include unlimited bus only travel within for the zone purchased and zones closer to Dublin City as well as unlimited multimodal travel within the Dublin City Zone (Zone 1).</p> <p>Commuter Bus and Rail Products</p> <table><tr><th></th><th colspan="2">Daily</th><th colspan="2">Weekly</th><th colspan="2">Monthly</th><th>Annual</th></tr><tr><th>Zone</th><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>Please note, these products include unlimited bus and rail travel within for the zone purchased and zones closer to Dublin City as well as unlimited multimodal travel within the Dublin City Zone (Zone 1).</p> <p>These proposed fare changes went live for Iarnród Éireann services on 28 April 2025. Bus Éireann fare changes are scheduled for implementation in May 2025. The NTA is reviewing the scope to introduce Leap Card zonal tickets that apply for zones 2 to 3, 3 to 4 and 2 to 4. These tickets would be cheaper but would not permit travel in Dublin city - Zone 1. If these tickets proceed, they will take a number of months to introduce.</p> | | Daily | | Weekly | | Monthly | | Annual | Zone | 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 | | Daily | | Weekly | | Monthly | | Annual | Zone | 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 | Mark Wall, T.D |
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| | Daily | | Weekly | | Monthly | | Annual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zone | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Daily | | Weekly | | Monthly | | Annual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zone | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | <p>Finally, please also note that the Annual price indicated in the table above can be applied for under the TaxSaver scheme. As you will be aware, the cost is deducted directly from the employees Gross salary, and significant savings of between 27.1% and 52.1% can be made off the regular prices, depending on ticket type and tax band. More information regarding TaxSaver can be found at the link below.</p> <p>https://www.taxsaver.ie/en-ie/</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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| 29/04/2025 | 413 | <p>PQ Referred: 19461/25, for answer 29/04/2025, Written from - Catherine Ardagh</p> | <p>Dail Question No: 413</p> <p>To ask the Minister for Transport to confirm if the route for the MetroLink from the city to south-west Dublin has been confirmed, or if this decision will be opened for public consultation; 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 development of the Transport Strategy for the Greater Dublin Area.</p> <p>The Transport Strategy for the Greater Dublin Area 2022-2042 is the statutory transport strategy for the region and sets out a range of 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 extension to serve the south west or south east of the Dublin area should sufficient demand develop.</p> <p>The Programme for Government commits to commissioning an independent feasibility study continuing MetroLink from the city to South West Dublin.</p> <p>The NTA reviews and updates the Transport Strategy for the Greater Dublin Area every six 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 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. 413 on the 29th of April 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister has provided a substantive response to this Parliamentary Question. As noted by the Minister, the current Programme for Government commits “to carrying out an independent feasibility study into continuing MetroLink from the city to Southwest Dublin”. However, it would be premature to commence such a study until such time as the statutory planning process underway for MetroLink has concluded and, as such, no discussions have taken place in relation to terms of reference or any other details.</p> <p>I hope 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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| 29/04/2025 | 412 | <p>PQ Referred: 19460/25, for answer 29/04/2025, Written from - Catherine Ardagh</p> | <p>Dail Question No: 412</p> <p>To ask the Minister for Transport to provide details on the provisional costings for the MetroLink from the city to south-west Dublin, including details of available funding for the project and estimated costs of the line for St. Stephen’s Green to Charlemont; 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 development of the <i>Transport Strategy for the Greater Dublin Area</i>.</p> <p>The <i>Transport Strategy for the Greater Dublin Area 2022-2042</i> is the statutory transport strategy for the region and sets out a range of proposals for delivery over the period to 2042. In relation to metro, and as outlined in the Strategy, the analysis conducted concluded that MetroLink from Swords to Charlemont via Stephen's Green would be the key area of focus for metro delivery out to 2042.</p> <p>The Preliminary Business Case for MetroLink included a range of potential capital costs from €7.16bn to €12.25bn in 2021 prices, excluding VAT. An updated and more definite cost estimate for MetroLink will be known after the planning and procurement stages, and will be brought to Government for consideration at Approval Gate 3 of the Infrastructure Guidelines.</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 extension to serve the south west or south east of the Dublin area should sufficient demand develop.</p> <p>The Programme for Government commits to commissioning an independent feasibility study continuing MetroLink from the city to South West Dublin.</p> <p>The NTA reviews and updates the <i>Transport Strategy for the Greater Dublin Area</i> every six years, and the process to update the current strategy is likely to commence next year. Therefore</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 412 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister has provided a substantive response to the Parliamentary Question. To add to the Ministers response and in respect of your question relating to the provisional costings for the MetroLink from the city to south-west Dublin, please note that the Metro to Knocklyon Feasibility Study report, undertaken in 2021, was one of a number of studies undertaken to inform the development of the GDA (Greater Dublin Area) Transport Strategy 2022-2042. This feasibility report was published alongside the GDA Transport Strategy in 2022. The link to the report is outlined below:</p> <p>Metro-to-Knocklyon-Feasibility-Study-V3_noWM_opt.pdf</p> <p>Feasibility level estimated costs were developed as part of the study and are recorded on Page 25 of the report. An extract of Page 25 is outlined in the below screenshot. The overall cost was estimated as €5.6 billion in 2019 prices.</p> <p>Table 5-2: Metro Knocklyon, Ballycullen to Charlemont (through running), capital costs (factor costs, Q4 2019 prices, nearest €100,000).</p> <table><tr><th>Category</th><th>Item</th><th>Total (EUR) (Q4 2019)</th></tr><tr><td>Capital costs</td><td>Tunnels & Intervention shafts</td><td>549,900,000</td></tr><tr><td></td><td>Subsurface stations</td><td>904,200,000</td></tr><tr><td></td><td>Rolling stock</td><td>149,800,000</td></tr><tr><td></td><td>Other</td><td>384,600,000</td></tr><tr><td></td><td>Total</td><td>1,988,500,000</td></tr><tr><td>Client costs</td><td>Indirects</td><td>285,400,000</td></tr><tr><td></td><td>Land and property</td><td>189,900,000</td></tr><tr><td>Sub-total</td><td></td><td>2,463,800,000</td></tr><tr><td>Risk & Optimism Bias</td><td>65%</td><td>1,601,500,000</td></tr><tr><td>Total</td><td></td><td>4,065,300,000</td></tr></table> <p>Table 5-3: Metro Knocklyon, Ballycullen to St Stephen's Green (linked), capital costs (factor costs, Q4 2019 prices, nearest €100,000).</p> <table><tr><th>Category</th><th>Item</th><th>Total (EUR) (Q4 2019)</th></tr><tr><td>Capital costs</td><td>Tunnels & Intervention shafts</td><td>612,100,000</td></tr><tr><td></td><td>Subsurface stations</td><td>1,266,500,000</td></tr><tr><td></td><td>Rolling stock</td><td>217,600,000</td></tr><tr><td></td><td>Other</td><td>647,700,000</td></tr><tr><td></td><td>Total</td><td>2,743,900,000</td></tr><tr><td>Client costs</td><td>Indirects</td><td>393,700,000</td></tr><tr><td></td><td>Land and property</td><td>269,000,000</td></tr><tr><td>Sub-total</td><td></td><td>3,406,600,000</td></tr><tr><td>Risk & Optimism Bias</td><td>65%</td><td>2,214,300,000</td></tr><tr><td>Total</td><td></td><td>5,620,900,000</td></tr></table> <p>As advised in the Ministers response, the current Programme for Government commits “to carrying out an independent feasibility study into continuing MetroLink from the city to South West Dublin.” No funding is currently available for a Metro from the city to South West Dublin.</p> | Category | Item | Total (EUR) (Q4 2019) | Capital costs | Tunnels & Intervention shafts | 549,900,000 | | Subsurface stations | 904,200,000 | | Rolling stock | 149,800,000 | | Other | 384,600,000 | | Total | 1,988,500,000 | Client costs | Indirects | 285,400,000 | | Land and property | 189,900,000 | Sub-total | | 2,463,800,000 | Risk & Optimism Bias | 65% | 1,601,500,000 | Total | | 4,065,300,000 | Category | Item | Total (EUR) (Q4 2019) | Capital costs | Tunnels & Intervention shafts | 612,100,000 | | Subsurface stations | 1,266,500,000 | | Rolling stock | 217,600,000 | | Other | 647,700,000 | | Total | 2,743,900,000 | Client costs | Indirects | 393,700,000 | | Land and property | 269,000,000 | Sub-total | | 3,406,600,000 | Risk & Optimism Bias | 65% | 2,214,300,000 | Total | | 5,620,900,000 | Catherine Ardagh, T.D |
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| Category | Item | Total (EUR) (Q4 2019) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Capital costs | Tunnels & Intervention shafts | 549,900,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Subsurface stations | 904,200,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Rolling stock | 149,800,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Other | 384,600,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Total | 1,988,500,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Client costs | Indirects | 285,400,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Land and property | 189,900,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sub-total | | 2,463,800,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Risk & Optimism Bias | 65% | 1,601,500,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | 4,065,300,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Category | Item | Total (EUR) (Q4 2019) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Capital costs | Tunnels & Intervention shafts | 612,100,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Subsurface stations | 1,266,500,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Rolling stock | 217,600,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Other | 647,700,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Total | 2,743,900,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Client costs | Indirects | 393,700,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Land and property | 269,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sub-total | | 3,406,600,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Risk & Optimism Bias | 65% | 2,214,300,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | 5,620,900,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | <p>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 to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p> | <p>In respect of your question relating to the estimated costs of the line for St. Stephen's Green to Charlemont. Assuming this request refers to the ongoing MetroLink project, for which a Railway Order was submitted to An Board Pleanála in September 2022, as stated on page 6 of the '<i>TII response to submissions of the Elected Representatives at Charlemont Station dated 4 March</i>' submitted as part of the MetroLink Oral Hearing, as per the following link, TII Response to Submissions of the Elected Representatives at Charlemont Station 4 March 2024.pdf, the estimated cost for the section of the route between St Stephen's Green and Charlemont is approximately €575million (including indirect, risk and inflation costs but excluding VAT). With capital costs associated to tunnel, station and railway system works accounting for €264million of that amount with risk allowance, inflation and client costs accounting for remainder.</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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| 29/04/2025 | 446 | <p>PQ Referred: 19866/25, for answer 29/04/2025, Written from - Jen Cummins</p> | <p>Dail Question No: 446</p> <p>To ask the Minister for Transport the number of schools, broken down by local authority, that have been supported to introduce the safe routes to school programme; and if he will make a statement on the matter.</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 further 108 schools were announced for Round 2 in December 2022. Round 3 of the SRTS Programme was launched in November 2024 with a further 141 schools entering the programme. 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. 446 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School (SRTS) Programme was developed 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 16 April 2021, 932 schools applied for the programme, of those 421 are engaged in the active programme brought into the programme successively the past 3.5 years (170 in Round 1, 109 in Round 2 and 142 in Round 3N which includes 68 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.</p> <p>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 March 2025:</p> <ul style="list-style-type: none"> • 107 SRTS schemes are completed incorporating front of school 'School Zone' measures; • 26 SRTS schemes are under construction; • 30 SRTS schemes are at detail design stage (post statutory consent approval); • 20 SRTS schemes are currently undergoing Statutory Process with public consultation; • 73 SRTS scheme are at Preliminary Design stage; • 147 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 77 schools who applied to the SRTS programme and 362 other schools have directly benefited from Active Travel infrastructure, delivered under Active Travel Investment Programme since 2021. <p>For more detail about the SRTS break down by Local Authority please see the attached pdf.</p> <p>I trust 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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| 29/04/2025 | 473 | <p>PQ Referred: 20174/25, for answer 29/04/2025, Written from - Michael Moynihan</p> | <p>Dail Question No: 473</p> <p>To ask the Minister for Transport if the Local Link Service in County Cork will be extended to provide a direct service between the towns of Buttevant and Doneraile; 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, <i>Securing Ireland's Future</i>, 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 the rollout of new and enhanced services, including in County Cork, 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. 473 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In relation to the potential of introducing a direct Local Link service from Buttevant to Doneraile, there are no plans at present for the implementation of such a 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>_____ Hugh Creegan, Chief Executive (Interim).</p> | Michael Moynihan, T.D |
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| 29/04/2025 | 499 | <p>PQ Referred: 20570/25, for answer 29/04/2025, Written from - Ivana Bacik</p> | <p>Dail Question No: 499</p> <p>To ask the Minister for Transport his plans to ensure that future greenway and active travel investment stitch in the requirement and funding need for accessible public toilets and not have to rely on private businesses for same; and if he has made representations to the Minister for Housing, Local Government and Heritage in respect of the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways and Active Travel infrastructure. I have made no representations to the Minister for Housing, Local Government and Heritage in relation to this matter.</p> <p>The planning, design, and construction of individual Greenways and Active Travel infrastructure is managed by the National Transport Authority and Transport Infrastructure Ireland in conjunction with the relevant local authority. The two agencies are responsible for the development and publication of technical standards documentation in relation to the delivery of the infrastructure – this may include reference to ancillary infrastructure such as accessible public toilets.</p> <p>Noting the above position, I have referred your question, on this occasion, to TII and NTA for a direct reply. 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. 499 of 29 of April 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority provides capital funding to local authorities to deliver active travel schemes, generally within urban speed limit areas, e.g villages, towns and our larger urban areas.</p> <p>In this context public toilets are best considered within a wider context that supports not just those who walk and cycle but the overall attractiveness and functionality of our urban areas.</p> <p>It must be noted that provision of public toilets involves significant costs and logistical challenges, including the high costs and resources associated with maintaining public toilets.</p> <p>Please note that the NTA currently cannot provide funding for non-capital expenses.</p> <p>Therefore, the provision of public toilets in urban areas is best planned and managed by Local Authorities to ensure they are both effective and sustainable.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Ivana Bacik, T.D |
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| 29/04/2025 | 548 | <p>PQ Referred: 21236/25, for answer 29/04/2025, Written from - Pa Daly</p> | <p>Dail Question No: 548</p> <p>To ask the Minister for Transport if he will report on local links; if he plans to increase the number of stops and or increased flexibility for drivers to stop more frequently; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister of State at the Department of Transport with special responsibility for Rural Transport, I hold responsibility for policy and overall funding in relation to rural public transport.</p> <p>I want to assure the Deputy that I recognise that transport connectivity is hugely important for people who live and work in Ireland and it is key to bringing life back into our villages, towns and urban centres. I am strongly committed to providing all citizens with safe, reliable and realistic sustainable mobility options, and our <i>Connecting Ireland</i> programme plays a key role in the achievement of this goal.</p> <p>The National Transport Authority have advised that existing and proposed stops for new Connecting Ireland Local Link regular PSO bus services are identified by the Local Link offices and the NTA, in consultation with the relevant Local Authority. To this end, the NTA is aware that coverage gaps remain along the new Connecting Ireland regular bus routes and have been actively working with Local Link offices to provide additional stop locations.</p> <p>However, this is subject to agreement with the Local Authority, as they are statutorily responsible for approving new bus stops. The NTA's current policy is that regular PSO services should only pick up or set down passengers at officially sanctioned stopping locations for safety reasons.</p> <p>I feel the steps being taken demonstrate a real willingness to work with local communities through the Local Link structure to try and adapt services as they are rolled out to better serve local needs.</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.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 548 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each local authority in Ireland has received an allocation of €500,000 in 2025 under the NTA's Bus Stop Enhancement Programme. This funding is intended to cover works that will be delivered by the local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area. This can, and does, include the provision of new bus stops where agreed as necessary for a particular bus service or services, and where the local authority has given its approval to the bus stopping locations. Under the Road Traffic Act 1961, all new bus stop locations have to be approved by the relevant local authority before they can be implemented.</p> <p>The NTA is keen to expand the amount of bus stops along existing and planned bus routes in many areas, particularly where there are large gaps between existing stops. Accordingly, we have encouraged local authorities to progress the provision of new bus stop locations in their administrative area, funded by the NTA under the Bus Stop Enhancement Programme. It should be noted that the provision of new stops does have be considered in conjunction with the other elements of the overall programme, and will be subject to the availability of funding, relevant road authority approvals and the prioritisation of works within the local authority's work plan under this Programme.</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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| 29/04/2025 | 426 | <p>PQ Referred: 19664/25, for answer 29/04/2025, Written from - Emer Currie</p> | <p>Dail Question No: 426</p> <p>To ask the Minister for Transport the number of staff within the National Transport Authority currently working on the issue of ghost buses; whether there are plans to hire additional staff for this purpose; whether and when this team is expected to report on its findings to his Department; 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 understand that the data displayed in the TFI Live app is provided directly by the bus operators and that it is the responsibility of the operators to provide accurate vehicle location data relating to all their services. This data is provided by the on-bus AVL (Automatic Vehicle Location) system which records the position of the bus as it proceeds on its route and generates predicted arrival times for each bus stop.</p> <p>The NTA TFI Live app receives this data from the bus operator and publishes it in the app. The issue of a bus service being displayed in the app but not showing up at the stop is typically caused by the operator not cancelling that service in their AVL system if that service is not being operated (for example, due to a shortage of drivers). TFI Live cannot display a service as cancelled if it has not received the appropriate cancellation message from the operator and as a result it reverts to showing the timetabled time that the bus is due to arrive at a stop.</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>The NTA's contracts with public transport operators have been strengthened in recent years, to incentivise operators to operate more reliable and punctual services, and they are also investing</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 426 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As we have stated in previous correspondence, it is important to say that generally the Real Time Passenger Information (RTPI) system works well and most people find it very useful. However, problems do occur, particularly when services have to be cancelled. This can be due to many issues, such as a shortage of drivers or mechanics preventing services from operating. Or it can be due to incidents occurring in service, such as traffic accidents, health emergencies or bus breakdown. Additionally, there may be communications difficulties between an individual bus and the back-office processing system reducing the quality of the data.</p> <p>Staff from different departments in the NTA alongside technical and operational staff at the Transport Operators continue to work on the issue of RTPI accuracy. It is difficult to quantify exactly how many individuals as most are working on this issue in parallel with ongoing business as usual or project duties. However, it is fair to say that upwards of 6 technical people (electrical engineers, operations specialists, bus technology consultants, data specialists and service management specialists) are working collaboratively with a similar number of Transport Operator personnel to improve Real Time information. This involves examining performance of bus antennas (in how they acquire satellites), electrical cabling on older buses, operational practices in terms of service cancellations, driver logons practices, and data analytics to identify black spots in communications and associated factors that are leading to inaccuracies in the data.</p> <p>The replacement NGAVL (Next Generation Automatic Vehicle Locator) solution has a team of approximately 20 people (not all full time) actively bringing the new solution through the early stages of testing. The benefits of this new system is that it will replace five different vehicle locator systems that are currently used to manage buses and which are reaching end of life, with a single modern system common to all operators. One of the outcomes of this new solution will be to streamline the transmission and management of real time data which will then provide higher quality information for passengers.</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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| | | | <p>in a new vehicle location system for the fleet which will improve the reliability of the real time passenger information system.</p> <p>We are seeing more people using public transport services and we are improving our fleet across the country, and I am acutely aware that commuters need certainty around bus services.</p> <p>In light of the NTA's responsibility in this area, I have referred the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a reply within ten working days.</p> | | |
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| 29/04/2025 | 417 | <p>PQ Referred: 19655/25, for answer 29/04/2025, Written from - Emer Currie</p> | <p>Dail Question No: 417</p> <p>To ask the Minister for Transport the status of the installation of the next generation automatic vehicle location system on bus services nationally in Dublin west; 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 development of technology systems.</p> <p>The NTA awarded a contract to implement and support a national Automatic Vehicle Location (AVL) system for all Public Service Obligation (PSO) buses to Trapeze in December 2023. This upgrade will improve the quality of bus service operations and the timeliness and the quality of real-time bus service information.</p> <p>This will enable the NTA to consolidate several existing bus AVL systems into one central system to be used by all PSO bus operators in Ireland and has expansion capacity to meet the growing demand for public transport in Ireland. The migration to this upgraded system is expected to take place across the coming years.</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. 417 on the 29th of April 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>In December 2023 NTA appointed Trapeze ITS UK Ltd. to supply and implement a new nationwide automated vehicle location (AVL) system for all bus operators in Ireland. The contract will enable the NTA to consolidate five existing bus AVL systems into one central system to be used by all PSO Bus Operators in Ireland and has expansion capacity to meet the growing demand for Public Transport in Ireland. Using a newer single system to replace the five disparate systems currently in use will ensure a single source of real time data in a single data feed and single consistent format and including better arrival time prediction algorithms. This will lead to better quality information being made available to customer.</p> <p>Following the contract award, NTA and Trapeze entered into intensive planning and design activities, followed by the build of the solution. In parallel with the build, NTA commenced a number of workstreams with each of the transport operators to prepare for the migration to the new system. The build phase is now substantially complete and the project is currently in the early stages of the testing phase, which includes a number of different types of testing, including security testing, verification of disaster recovery and business continuity capabilities as well as end-to-end system testing in conjunction with the transport operators. Although the testing is progressing well, it is at an early stage and this phase must be passed without serious issues remaining before the pilot implementation can commence.</p> <p>Approximately 1,800 buses nationwide require a new system installed on them in such a way that the buses are not taken out of service (it is not physically possible to deploy simultaneously nor in one go). Subject to the systems successfully passing the detailed testing phases referred to above, the pilot will commence in late 2025 on one operator's services, followed by full migration of all PSO bus services which is planned to complete in late 2026/early 2027. It is important to note that while NG-AVL will produce higher quality RTP1 information for customers, for bus operators NG-AVL is essential for daily operations, fleet management, and service delivery, meaning that the implementation of NG-AVL has to be done in such a way as to ensure that the bus operators are able to continue to deliver and manage their services while NG-AVL is being deployed.</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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| 08/05/2025 | 254 | <p>PQ Referred: 22952/25, for answer 08/05/2025, Written from - Cathy Bennett</p> | <p>Dail Question No: 254</p> <p>To ask the Minister for Transport the number of IT projects within their Department, or bodies under its aegis, which have been allocated funds in excess of €1 million in the years 2020 to date; the purpose of any projects; the initial estimate to complete for such projects; the total amount expended to date; the total estimated cost to complete; the estimated timeframe by which they expected to be completed; by project; by year; in tabular form; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>The information requested by the Deputy is being collated and will be forwarded to the Deputy within 10 working days, in line with the Standing Orders. In addition to this, I have referred the question to the bodies under the aegis of my Department for direct reply.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 254 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find the attached document providing the details sought 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> | Cathy Bennett, T.D |
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| 01/05/2025 | 194 | <p>PQ Referred: 21954/25, for answer 01/05/2025, Written from - Conor D. McGuinness</p> | <p>Dail Question No: 194</p> <p>To ask the Minister for Transport if his Department is aware of an application for funding approval for a Local Link bus service between Portlaw and Dungarvan in County Waterford, and the status of this application.</p> <p>Answer</p> <p>As Minister of State at the Department of Transport with special responsibility for Rural Transport, I hold responsibility for policy and overall funding in relation to rural public transport.</p> <p>Under Budget 2025, the Department of Transport secured a funding package of c. €658.442 million 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 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 Waterford, 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. 194 of 01 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of Connecting Ireland Rural Mobility Plan, the Authority is working with Local Link Waterford to enhance public transport services in County Waterford. The Authority has been in discussions with Local Link Waterford on bus services in the Portlaw area. However, there are a number of other bus service enhancements in County Waterford (routes 363/364/356/358) which are prioritised for implementation in 2025. This has been agreed with Local Link Waterford. However, we will continue to work with Local Link Waterford on the planning of new/enhanced bus services in Waterford, including in the Portlaw area.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Conor D. McGuinness, T.D</p> |
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| 07/05/2025 | 51 | <p>PQ Referred: 22080/25, for answer 07/05/2025, Written from - Louise O'Reilly</p> | <p>Dail Question No: 51</p> <p>To ask the Minister for Transport the amount by which a child's fare from Balbriggan to Dublin Connolly has increased following the new zonal adjustments introduced 28 April 2025 under the National Fares Strategy; the amount by which a child's fare from Skerries to Dublin Connolly has increased following the new zonal adjustments under the National Fares Strategy; what this increase is for child leap card users; what this increase is for child ticket holders; 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 April 2023, the NTA published a new National Fares Strategy, aiming to deliver a more consistent, equitable, and transparent fare structure for all passengers. Following this, the NTA commenced a phased rollout of revised fare zones and structures. Phase 1 of this Fares Determination was implemented in June 2024, focusing on fare changes for towns and shorter journeys within Dublin.</p> <p>As the Deputy may be aware, the second part of this Determination is being implemented in two phases: Phase 2A (from Monday, 28 April 2025) introduced new multi-modal fare caps in Dublin and revised commuter rail fares; and Phase 2B (to be introduced later this month) for revised commuter bus fares.</p> <p>The most significant development is the introduction 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. Further details can be found at https://www.transportforireland.ie/fares/new-fare-zones/</p> <p>These changes, including the latest implementation of Phase 2 on 28th April 2025, have been designed to deliver a more consistent and equitable fares approach, and one that is easier for customers to understand.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 51 of 07 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The child Leap Card fare for a rail journey from Skerries to Connolly or from Balbriggan to Connolly is now €1.95. A weekly child Leap Card ticket can be purchased for €16 for a limited period on the TFI Leap Top Up app, or the Leap Card website. There is a fares calculator for all rail journeys in the new Dublin City and Commuter zones on the Irish Rail website, link of which I have provided below.</p> <p>https://www.irishrail.ie/en-ie/rail-fares-and-tickets/fares-info/dublin-city-commuter.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p> | Louise O'Reilly, T.D |
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| | | | <p>Alongside this, Budget 2025 includes funding for the continuation of popular 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 in Q3 of this year.</p> <p>In light of the NTA's responsibility in this area, I have also 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> | | |
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| 08/05/2025 | 59 | <p>PQ Referred: 10210/25, for answer 08/05/2025, Oral from - Rose Conway-Walsh</p> | <p>Dail Question No: 59</p> <p>To ask the Minister for Transport the way he will implement the Programme for Government commitment to work with local authorities and national bodies to improve public transport options and infrastructure to key tourism spots, making travel more convenient for visitors; 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. 59 of 08 May 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 significantly enhanced public transport connectivity to key tourism attractions between 2022 and 2025. The following list is a small sample of key tourism destinations that now have improved public transport connectivity.</p> <ul style="list-style-type: none"> • Glendalough (LL 183) • Brú na Bóinne & Battle of Boyne Visitor Centre (LL 163) • Trim Castle (LL 189/BE 190) • Clonmacnoise (LL 850) • Roscrea Castle (LL 854/LL 834/LL 850) • Belvedere House (LL 819) • Heywood Gardens (LL 822) • Ballyhack Castle (LL 399) • Dungarvan Castle (LL 356) • Garnish Island Ferry (LL 232) • Listowel Castle (LL 314, BE 272) • Carrowmore Megalithic Cemetery (LL 981) • Glenveagh National Park (LL 971) • Ballycroy National Park (LL 978) • Connemara National Park (BÉ 423) • Rock of Cashel (BÉ 332) • Phoenix Park Visitor Centre/ Dublin Zoo (DB 99) <p>*LL refers to Local Link *BÉ refers to Bus Éireann *DB refers to Dublin Bus</p> <p>Finally, when planning new or enhanced routes, the Authority takes into account the need to provide public transport access to key tourism attractions. As part of the Connecting Ireland Rural Mobility Plan, the Authority is currently working on more service enhancements to provide further improvements to public transport and to key tourism destinations.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Rose Conway-Walsh, T.D</p> |
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| 29/04/2025 | 525 | <p>PQ Referred: 20871/25, for answer 29/04/2025, Written from - Maeve O'Connell</p> | <p>Dail Question No: 525</p> <p>To ask the Minister for Transport how his Department is working to provide for additional capacity for Dublin Bus, following the continued growth of its customer demand.</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. 525 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is currently focused on rolling out the BusConnects Network Redesign for Dublin. The benefits of the Network Redesign include an overall increase in bus services of 23%, increased peak hour capacity, increased evening and weekend services, 24 hour operations on some routes, a 16% increase in the number of residents located within 400 metres of a frequent bus service to the city centre, new connections to schools, hospitals and other essential services and increased access to jobs and education. The latest phase, phase 6a was launched in late January this year.</p> <p>It is worth noting that the Authority monitors passenger loadings across the entire PSO (Public Service Obligation) network and works with all transport operators, including Dublin Bus, to identify and address passenger loading issues as they arise due to additional demand. Where a route is identified as requiring a capacity increase or punctuality fix, the Authority will agree an implementation plan with the Operators for such additional services, subject to the availability of funding and operational readiness (including the availability of drivers, mechanics and fleet).</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Maeve O'Connell, T.D |
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| 08/05/2025 | 25 | <p>PQ Referred: 22842/25, for answer 08/05/2025, Oral from - Jennifer Whitmore</p> | <p>Dail Question No: 25</p> <p>To ask the Minister for Transport if he will direct the NTA to provide a direct bus service between Wicklow town and Greystones to connect to the DART 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. 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>Under Budget 2025, a funding package of €658.442 million has been secured 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 and rail services under programmes such as BusConnects and Connecting Ireland.</p> <p>In light of the NTA's responsibilities for the rollout of new and enhanced services, including in County Wicklow, 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 Whitmore,</p> <p>I refer to the matter you raised in Parliamentary Question No. 25 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please note that there is a current regular frequent service, Transport for Ireland (TFI) route 131 service that links Wicklow Town to DART services at Bray Rail Station. We have no current plans to provide a direct bus service between Wicklow Town and Greystones DART station.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Jennifer Whitmore, T.D</p> |
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| 01/05/2025 | 200 | <p>PQ Referred: 21994/25, for answer 01/05/2025, Written from - Brian Brennan</p> | <p>Dail Question No: 200</p> <p>To ask the Minister for Transport if he will consider a further extension of Leap Card areas or the introduction of additional rural zones outside of Dublin to include towns such as Arklow in south Wicklow and Gorey in north Wexford as there is a considerable commuter body in these towns which would greatly benefit from improvements to 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 April 2023, the NTA published a new National Fares Strategy, aiming to deliver a more consistent, equitable, and transparent fare structure for all passengers. Following this, the NTA commenced a phased rollout of revised fare zones and structures. Phase 1 of this Fares Determination was implemented in June 2024, focusing on fare changes for towns and shorter journeys within Dublin.</p> <p>As the Deputy may be aware Phase 2 of this Determination is being implemented in two phases: Phase 2A (from Monday, 28 April 2025) for new multi-modal fare caps in Dublin and revised commuter rail fares; and Phase 2B (from mid-May 2025, date TBC) for revised commuter bus fares. The most significant development is the introduction 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. Further details can be found at https://www.transportforireland.ie/fares/new-fare-zones/</p> <p>These changes, including the latest implementation of Phase 2 on 28th April 2025, have been designed to deliver a more consistent and equitable fares approach, and one that is easier for customers to understand. The 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.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 200 of 01 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The first phase of the National Fares Strategy focuses on the Dublin City Zone & Dublin Commuter Zones as outlined in the NTA Fares Determination 2024. The commuter zones extend to 50km from Dublin City Centre and was selected based on a review of future public transport network proposals such as DART+, along with analysis of ticket sales information to determine the level of travel demand.</p> <p>In subsequent fares determinations the focus will be on delivering the new distance based fares strategy on a national level for services outside of Dublin. However, it will not involve the further extension of commuter zones, or enabling of Leap Card capabilities in stations outside the Dublin commuter zones. Ticket purchase options for services from Arklow and Gorey will remain largely similar to the current position, but some further options may become available following the delivery of the Next Generation Ticketing project across the public transport network in Ireland, which will provide additional ticketing functionality.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p> | Brian Brennan, T.D |
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| | | <p>The NTA has indicated that future phases of the National Fares Strategy 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> | | |
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| 08/05/2025 | 23 | <p>PQ Referred: 22839/25, for answer 08/05/2025, Oral from - Roderic O'Gorman</p> | <p>Dail Question No: 23</p> <p>To ask the Minister for Transport when commuters will be facilitated to pay public transport fares using a bank card or phone; 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 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. 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, who have designed, installed and operated similar systems internationally.</p> <p>Implementing such a complex system across multiple transport operators requires significant coordination. The project involves ensuring that all payment processes adhere to the highest security standards to protect customers' data.</p> <p>Comprehensive cybersecurity verification and testing will be conducted to safeguard the system from potential threats and to help ensure that customers are correctly charged. In addition, the operation of the new ticketing system will involve the introduction of new financial management processes, customer support systems, and the establishment of maintenance, logistics, and operational teams. All of this has to occur while the current ticketing services continue to operate.</p> <p>Consequently, a major 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 the project given its importance and scale. It will take a number of years to successfully deliver the full ticketing solution.</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 working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 23 on the 07th of May, which was 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>A major effort is being put in by NTA to ensure that this project is delivered as effectively and expeditiously as possible. However, it will still take a number of years to successfully deliver the full solution. We will be in a better position to provide an exact implementation date shortly, when certain project planning activities have been completed.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Roderic O'Gorman, T.D</p> |
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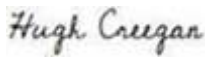
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| 29/04/2025 | 539 | <p>PQ Referred: 21130/25, for answer 29/04/2025, Written from - John Connolly</p> | <p>Dail Question No: 539</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 163 of 22 January 2025, to outline, given that Galway County Council has provided the additional updated information in relation to the planning consent application for the Galway City N6 Ring Road Project to An Bord Pleanála and given that a review of the Galway Transport Strategy launched in 2016 has never been published, when the review of the Galway metropolitan area transport strategy will be published; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The National Transport Authority (NTA), in conjunction with Galway City Council and Galway County Council, is developing the Galway Metropolitan Area Transport Strategy (GMATS). This strategy will replace the existing Galway Transport Strategy adopted in 2016 and will provide a long-term strategic planning framework for the delivery of transport and the integrated development of transport infrastructure and services in the Galway Metropolitan Area.</p> <p>As part of the development of the new GMATS, mode specific analysis is being undertaken in the form of a Light Rail Feasibility Study and a Strategic Roads Feasibility Study. Both studies will form part of the analysis used to inform the development of the multi-modal GMATS, alongside recommendations for active travel, bus, rail, roads and demand management measures. The Light Rail Feasibility Study was published by the NTA on 30 October 2024 for information.</p> <p>The timeline, and publication date for the GMATS is currently under review by the NTA. This is to allow for the process to take account of updated information that has recently been submitted to An Bord Pleanála by Galway County Council, on 15 April 2025, in relation to the planning consent application for the Galway City Ring Road, and any requirements emerging from the National Demand Management Strategy.</p> <p>In the meantime, implementation will continue on the current Galway Transport Strategy. A significant amount of planning and design has already taken place which will enable construction activity in the coming years across active travel, bus and rail related projects including BusConnects.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 539 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA, in conjunction with Galway City Council and Galway County Council, is developing the Galway Metropolitan Area Transport Strategy (GMATS). This strategy will replace the existing Galway Transport Strategy adopted in 2016 and will provide a long-term strategic planning framework for the delivery of transport and the integrated development of transport infrastructure and services in the Galway Metropolitan Area.</p> <p>As part of the development of the new GMATS, mode specific analysis is being undertaken in the form of a Light Rail Feasibility Study and a Strategic Roads Feasibility Study. Both studies will form part of the analysis used to inform the development of the multi-modal GMATS, alongside recommendations for active travel, bus, rail, roads and demand management measures.</p> <p>The Light Rail Feasibility Study was published by the NTA on 30 October 2024 for information. The study is not intended to specifically identify a preferred alignment of a light rail corridor in the city; instead, it explores key issues and potential feasibility. Route options will need to be explored in more detail during any subsequent process of options assessment and development.</p> <p>In relation to the Strategic Roads Feasibility Study, in January 2023, the High Court remitted the application for approval of the N6 Galway City Ring Road (GCRR) back to An Bord Pleanála for further consideration. The NTA understands that Galway County Council have now provided additional updated information in relation to the planning consent application for the Ring Road to An Bord Pleanála and that the application is now with An Bord Pleanála for its review and consideration. The NTA considers that it would be appropriate to defer the development of the updated transport strategy for Galway until such time as An Bord Pleanála have made their determination on the re-submitted N6 Galway City Ring Road application.</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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| 08/05/2025 | 46 | <p>PQ Referred: 22198/25, for answer 08/05/2025, Oral from - Paula Butterly</p> | <p>Dail Question No: 46</p> <p>To ask the Minister for Transport if he will consider funding and, if necessary, entering into a public private partnership, in order to deliver a new transport hub for the mid Louth/ Drogheda area that would include a new train station, park and ride and bus facilities; 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 (PRDO).</p> <p>The function of the PRDO is to enable and advance the delivery of strategic Park and Ride sites in collaboration with Local Authorities and transport agencies across all regions of the State, by providing full-time specialist recourses on these projects.</p> <p>I am currently unaware of plans for a new train station on the north side of Drogheda, though this can be kept under review as the population changes. An additional station would require funding and would have to secure relevant approvals required under the Infrastructure Guidelines. Iarnród Éireann will engage with any parties proposing a new station and my Department will continue to keep me informed of this issue.</p> <p>Noting the NTA's responsibility in the the development and rollout of strategic park and ride sites, 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. 46 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please note the following in response to your Parliamentary Question.</p> <p>With regards to the potential future provision of a train station in this area, firstly it should be noted that as Louth is located outside of the GDA (Greater Dublin Area), the NTA has no statutory remit with regards to the strategic planning of public transport. We would note, however, that the future transport needs of Drogheda are currently being considered as part of the preparation of the Drogheda Local Transport Plan (LTP) using the NTA/TII Area-Based Transport Assessment (ABTA) methodology, in conjunction with Louth County Council and Meath County Council. It is envisaged that a draft LTP will be complete by mid-2025. It is intended that public consultation on the Draft LTP will occur as part of the consultation for the Draft of the statutory Coordinated Area Plan (formerly Joint Urban Area Plan), which is being prepared by the two local authorities in parallel with the LTP.</p> <p>In respect of Park and Ride, 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 and 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 - 2042. 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>In terms of the M1 corridor, based on comprehensive demand analysis, the Park and Ride Strategy identified the need for a bus based Strategic Park and Ride site at Lissenhall.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Paula ButterlyT.D</p> |
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| 08/05/2025 | 34 | <p>PQ Referred: 22843/25, for answer 08/05/2025, Oral from - Jennifer Whitmore</p> | <p>Dail Question No: 34</p> <p>To ask the Minister for Transport for a progress report on the battery-operated DART to Wicklow town, and timeline for its operation; the actions that have to be taken before that date; 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 (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA).</p> <p>The NTA Greater Dublin Area Transport Strategy 2022-2042, adopted in 2023, included a recommendation to extend the DART service to Wicklow town. I understand this extension can be facilitated through utilising the new battery-electric DART carriages which are currently arriving in Ireland and undergoing testing.</p> <p>The new battery-electric DART carriages will first be deployed 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 required charging infrastructure. The NTA is currently examining this issue with a view to progressing the extension around 2029.</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. 34 of 08 May 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>As you will be aware, a review of the National Development Plan is ongoing at present and it will be necessary to see the outcome of that review before we are in a position to confirm the funding position of the project and, consequently, the delivery timeline for the extension of the DART to Wicklow.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Jennifer Whitmore, T.D</p> |
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| 30/04/2025 | 23 | <p>PQ Referred: 21431/25, for answer 30/04/2025, Written from - Ruth Coppinger</p> | <p>Dail Question No: 23</p> <p>To ask the Minister for Transport if he will state the progress on the DART+ West 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 (NTA) has responsibility for the planning and development of public transport infrastructure, including, in consultation with Iarnród Éireann, the DART+ West project.</p> <p>Following the submission of a Railway Order application for DART+ West to An Bord Pleanála in July 2022, there has recently been progress in relation to the project. The Railway Order was granted approval by An Bord Pleanála in July 2024, subject to certain conditions, notably that the proposed depot west of Maynooth not be constructed due to concerns about flood risk. Iarnród Éireann and the NTA are currently engaging on the submission of a new Railway Order for a depot. Work is progressing with a view to moving this project into procurement and thereafter into the construction stage in the coming years.</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 detailed 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. 23 of 30 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In terms of the DART+ West, the objective of the scheme is to increase passenger capacity in the Maynooth and M3 Parkway lines. This will be achieved by changing to electrified, high-capacity DART trains and increasing the frequency of trains services between Maynooth Station and M3 Parkway Station to Connolly Station and to a new proposed Spencer Dock 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 needed to enable electrified DART services to operate the railway line from Dublin City Centre to Maynooth, i.e. electrification, resignalling, track work, station work.</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 will not become operational 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.</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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| 07/05/2025 | 90 | <p>PQ Referred: 22513/25, for answer 07/05/2025, Written from - Cormac Devlin</p> | <p>Dail Question No: 90</p> <p>To ask the Minister for Transport for an update on the delivery date for the 90 new DART carriages; their expected delivery date; their expected commissioning date; the lines they are due to be allocated on; 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 and are currently undergoing safety testing. The battery-electric carriages from this first order are expected to be deployed on the Northern Commuter Line serving Dublin to/from Drogheda in 2026.</p> <p>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 in the coming years.</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. 90 of 07 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A framework contract for the supply of up to 700 x Battery-Electric Multiple Unit (BEMU) or Electric Multiple Unit (EMU) cars for use on the expanded DART+ network was signed in December 2021 by Iarnród Éireann - Irish Rail (IÉ) and Alstom. This framework agreement provides for orders to be subsequently placed for fleet orders.</p> <p>An initial order for 13 x 5-car BEMUs and 6 x 5-car EMUs, was placed under this framework in December 2021. The BEMUs will operate on the Northern Commuter Line between Drogheda and Dublin, while the EMUs will operate DART services between Howth/Malahide and Bray/Greystones.</p> <p>The first new BEMUs have started arriving in Ireland in 2024 for testing and commissioning before deployment. Subject to the granting of the requisite authorisations, the trainsets are expected to enter service on the Dublin to Drogheda line 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> | Cormac Devlin, T.D |
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| 29/04/2025 | 429 | <p>PQ Referred: 19706/25, for answer 29/04/2025, Written from - Shónagh Ní Raghallaigh</p> | <p>Dail Question No: 429</p> <p>To ask the Minister for Transport his a plans to build a terminating platform in Kildare train 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 responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including, in consultation with Iarnród Éireann, the proposed platform at Kildare train 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 within 10 days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 429 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>There are no current plans for a terminus platform at Kildare Train Station.</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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| 08/05/2025 | 262 | <p>PQ Referred: 23062/25, for answer 08/05/2025, Written from - John Clendennen</p> | <p>Dail Question No: 262</p> <p>To ask the Minister for Transport when commuters travelling daily from Offaly will be provided the same access to fairer fares (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: With regards to the recent introduction of fairer fares, when might all commuters, such as those travelling daily from Offaly be provided with the same access to fairer fares?</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 April 2023, the NTA published a new National Fares Strategy. The Fares Strategy followed the previous implementation of a simplified fares structure for Dublin, and proposed an approach that is more equitable, consistent and easy to understand for passengers, where fares are linked to distance.</p> <p>Following the publication of the National Fares Strategy, the NTA published a fares determination in January 2024, covering the ‘Dublin City Zone’ (25km from city centre – extending to Rush, Rathoath, Blanchardstown, Bray etc.) and ‘Dublin Commuter Zone (50km from city centre – extending to Drogheda, Kildare, Rathdrum etc.).</p> <p>The second phase of the previously announced fares determination was implemented on Monday the 28th of April, and included new multi-modal fare caps in Dublin and revised commuter rail fares. The new zones and revised fares will deliver more consistent and equitable fares and reduce the disparities which currently exist for some passengers, particularly in the outer commuter towns surrounding Dublin. 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. 262 of 08 May 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. This is normally done via a Fares Determination, and the NTA is currently implementing the 2024 Fares Determination.</p> <p>The first phase of the fares restructuring has focused on the Dublin City Zone & Dublin Commuter Zone as outlined in the NTA Fares Determination 2024. It is the NTA’s intention to continue with that restructuring and to implement a similar fare structure across the public transport network, with each fare comprising of an initial ‘boarding charge’ together with a distance based charge which will vary by the length of the journey. This will provide a fare structure that is equitable, consistent, and easy to understand. Given the amount of change involved, the migration of current fares to this new national fare structure is likely to take place over a number of years, and will depend on upgrades to, and replacement of, existing ticketing equipment, currently underway.</p> <p>It is worth noting that commuters from Offaly to the Dublin City Zone 1 who are in possession of a Leap Card, can benefit from the competitive Leap fares for public transport in Dublin compared to equivalent cash fares. The TFI 90 minute fare available on the Leap Card - €2.00 for adults, €1.00 for young adults (19-25) and students, and €0.65 for children (up to and including 18 years) - allows passengers to transfer freely between Dublin City Bus, Luas, DART and eligible rail services within 90 minutes of initial tag-on on the first service. In addition, Leap Card is an accepted form of payment on Local Link Regular Services in Co. Offaly.</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 Clendennen, T.D |
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| 08/05/2025 | 70 | <p>PQ Referred: 22827/25, for answer 08/05/2025, Oral from - Joe Neville</p> | <p>Dail Question No: 70</p> <p>To ask the Minister for Transport if his Department will discuss the recent unfair fare increases on thousands of commuters living in towns in zone 2 of the new leap fare zones; 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 April 2023, the NTA published a new National Fares Strategy. The Fares Strategy followed the previous implementation of a simplified fares structure for Dublin, and proposed an approach that is more equitable, consistent and easy to understand for passengers, where fares are linked to distance.</p> <p>Following the publication of the National Fares Strategy, the NTA published a fares determination in January 2024, covering the ‘Dublin City Zone’ (25km from city centre – extending to Rush, Rathoath, Blanchardstown, Bray etc.) and ‘Dublin Commuter Zone (50km from city centre – extending to Drogheda, Kildare, Rathdrum etc.).</p> <p>The second phase of the previously announced fares determination was implemented on Monday the 28th of April, and included new multi-modal fare caps in Dublin and revised commuter rail fares. The new zones and revised fares will deliver more consistent and equitable fares and reduce the disparities which currently exist for some passengers, particularly in the outer commuter towns surrounding Dublin. 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. 70 of 08 May 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. This is normally done via a Fares Determination, and the NTA is currently implementing the 2024 Fares Determination.</p> <p>The primary focus of the 2024 Fares Determination was the implementation of the National Fare Strategy 2023. The strategy identified that the 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, and that Intercity rail fares can vary significantly in cost at the boundary between Intercity and Commuter Services. To address these inequities, the NTA developed a new National Fares Strategy which seeks to apply fares on a fairer and more rational basis.</p> <p>The revised fare’s structure for Dublin and the Dublin Commuter Zone is in line with the NTA’s National Fares Strategy and has been introduced to ensure more equitable and consistent fares. Some fares have increased, and others have decreased, but overall fares have been set so that fares revenue collected in the Dublin Commuter area will be broadly the same as before the fares changes. The ability for Zone 2, 3 or 4 ticket holders to travel onwards in Dublin city at no extra cost means transferring to other public transport to reach their final destination in the city should be easier and less expensive. To mitigate the impact of fare changes for Zone 2 passengers, an interim weekly ticket is available priced at €32 Adult and €16 Young Adult / Child. Overall the NTA has sought to ensure that the new system charges comparable fares across the region and ensures that similar length journeys cost equivalent amounts, which wasn’t the case previously.</p> <p>The NTA is aware of issues in relation to trips that start / finish in the Dublin Commuter Zone without a requirement for travel in the Dublin City Zone. We have commenced a project to develop a Leap Card zonal ticket for journeys that begin in zone 2, 3 or 4, but which doesn’t include travel to or through the central zone. This work will take a number of months to progress and implement and I don’t have a firm commencement date yet.</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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| 08/05/2025 | 261 | <p>PQ Referred: 23061/25, for answer 08/05/2025, Written from - John Clendennen</p> | <p>Dail Question No: 261</p> <p>To ask the Minister for Transport when commuters from Offaly will be able to avail of the Leap Card services (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: When in relation to commuter travel, on Irish Rail especially..</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 April 2023, the NTA published a new National Fares Strategy. The Fares Strategy followed the previous implementation of a simplified fares structure for Dublin, and proposed an approach that is more equitable, consistent and easy to understand for passengers, where fares are linked to distance.</p> <p>Following the publication of the National Fares Strategy, the NTA published a fares determination in January 2024, covering the ‘Dublin City Zone’ (25km from city centre – extending to Rush, Rathoath, Blanchardstown, Bray etc.) and ‘Dublin Commuter Zone (50km from city centre – extending to Drogheda, Kildare, Rathdrum etc.). This included simplified Leap capping, as well as changes to some Intercity Rail and town bus fares.</p> <p>The second phase of the previously announced fares determination was implemented on Monday the 28th of April, and included new multi-modal fare caps in Dublin and revised commuter rail fares. The new zones and revised fares will deliver more consistent and equitable fares and reduce the disparities which currently exist for some passengers, particularly in the outer commuter towns surrounding Dublin. 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. 261 of 08 May 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. This is normally done via a Fares Determination, and the NTA is currently implementing the 2024 Fares Determination.</p> <p>The first phase of the fares restructuring has focused on the Dublin City Zone & Dublin Commuter Zone as outlined in the NTA Fares Determination 2024. It is the NTA’s intention to continue with that restructuring and to implement a similar fare structure across the public transport network, with each fare comprising of an initial ‘boarding charge’ together with a distance based charge which will vary by the length of the journey. This will provide a fare structure that is equitable, consistent, and easy to understand. Given the amount of change involved, the migration of current fares to this new national fare structure is likely to take place over a number of years, and will depend on upgrades to, and replacement of, existing ticketing equipment, currently underway.</p> <p>It is worth noting that commuters from Offaly to the Dublin City Zone 1 who are in possession of a Leap Card, can benefit from the competitive Leap fares for public transport in Dublin compared to equivalent cash fares. The TFI 90 minute fare available on the Leap Card - €2.00 for adults, €1.00 for young adults (19-25) and students, and €0.65 for children (up to and including 18 years) - allows passengers to transfer freely between Dublin City Bus, Luas, DART and eligible rail services within 90 minutes of initial tag-on on the first service. In addition, Leap Card is an accepted form of payment on Local Link Regular Services in Co. Offaly.</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 Clendennen, T.D |
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| 08/05/2025 | 55 | <p>PQ Referred: 22874/25, for answer 08/05/2025, Oral from - Naoise Ó Muirí</p> | <p>Dail Question No: 55</p> <p>To ask the Minister for Transport if he will provide an update on the electrification on the greater Dublin area's rail network; 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 DART+ programme will double the capacity and triple the electrification of the existing DART network. The DART+ programme comprises five different projects in and around the Greater Dublin Area.</p> <p>Two fleet orders have been placed under the DART+ Fleet project. These comprise 185 carriages, largely battery-electric, with some electric units. Battery-electric carriages from the first order of 95 carriages have started arriving into Ireland, are now undergoing testing, and are expected to be deployed on the Northern Commuter Line serving Dublin to/from Drogheda from next year.</p> <p>The DART+ West project plans to extend DART services from the City Centre to the M3 Parkway and Maynooth. A Railway Order (planning application) was granted approval 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 and the NTA are currently engaging on the submission of a new Railway Order for a depot. Two Judicial Review applications to the Railway Order approval have been lodged. These issues are currently being examined.</p> <p>A Railway Order was granted for the DART+ South West project by An Bord Pleanála in November 2024. This project will extend DART services from the City Centre to Hazelhatch, including four-tracking from Park West to Heuston. Work is ongoing to progress the preparation of procurement documents, with a view to moving this project into procurement and thereafter into the construction stage in the coming years.</p> <p>A Railway Order for DART+ Coastal North, which will extend DART overhead electrified wires to Drogheda, 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>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 55 of 08 May 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. The NTA has nothing further to add to the Minister's response other than to note that Irish Rail maintain a website providing information on the DART+ Programme. The website is available at https://www.dartplus.ie/en-ie/home.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p> | Naoise Ó Muirí, T.D |
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| | | | <p>The DART+ Coastal South project will improve DART services on the existing DART line south of Dublin city, with the current focus on enhancing services between Bray and Greystones.</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 detailed response. Please contact my private office if you do not receive a reply within 10 days.</p> | | |
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| 08/05/2025 | 279 | <p>PQ Referred: 23157/25, for answer 08/05/2025, Written from - Barry Heneghan</p> | <p>Dail Question No: 279</p> <p>To ask the Minister for Transport the policy of the National Transport Authority with regard to meetings with individuals working in the transport industry (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: if it is the policy of the National Transport Authority to refuse meetings with individuals working in the transport industry, in light of reports that one individual has made ten separate requests to meet with the Authority without success</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>With regard to the complaints process involving the NTA, their Customer Charter describes the NTA's commitments to public transport customers. While the NTA's Customer Action plan describes how they deliver the commitments and standards that are set out in the Customer Charter. In the event that someone wishes to raise a complaint with the NTA, they can contact them through any of the following means:</p> <p>Email: info@transportforireland.ie;</p> <p>Phone: 01 879 8300;</p> <p>By Letter: National Transport Authority, Dún Scéine, Iveagh Court, Harcourt Lane, Dublin 2; and</p> <p>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 Office of the Ombudsman (Make A Complaint Ombudsman.ie The Office Of The Ombudsman).</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. 279 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>It is not clear from your query what is meant by “<i>individuals working in the transport industry</i>”. The NTA meets and interacts with a host of people working in different areas of transport provision and, in the absence of further details, we are unable to respond more fully to your concern.</p> <p>If you want to forward additional information on this matter, I can clarify the position further.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Barry Heneghan, T.D |
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| 29/04/2025 | 530 | <p>PQ Referred: 20892/25, for answer 29/04/2025, Written from - Emer Currie</p> | <p>Dail Question No: 530</p> <p>To ask the Minister for Transport if he will provide an update on the implementation of contactless payment systems on 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 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>There is a commitment under the Programme for Government to roll out contactless fare payments on all public transport and to keep fares low and affordable.</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. 530 of 29 April 2025, which was 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>A major effort is being put in by NTA to ensure that this project is delivered as effectively and expeditiously as possible. However, it will still take a number of years to successfully deliver the full solution. We will be in a better position to provide an exact implementation date shortly, when certain project planning activities have been completed.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Emer Currie, T.D</p> |
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| 29/04/2025 | 505 | <p>PQ Referred: 20648/25, for answer 29/04/2025, Written from - Barry Heneghan</p> | <p>Dail Question No: 505</p> <p>To ask the Minister for Transport to provide an update on the planned changes and developments throughout the Dublin Bay North constituency for the years 2025 and 2026.</p> <p>Answer</p> <p>As you may be aware, the National Transport Authority (NTA) has statutory responsibility for planning and development of public transport infrastructure, including BusConnects.</p> <p>The NTA, in conjunction with Dublin Bus, launched the first phase of the new BusConnects network for Dublin in June 2021. The roll-out of the H-Spine included routes connecting Dublin Bay North to the City Centre. The H-Spine bus routes deliver faster and more frequent services to the city centre. Services on the H-Spine provide greater levels of service to these residents and surroundings communities. Further new services, including the D-Spine from Malahide to Crumlin, will roll-out on an incremental basis, subject to funding and driver availability.</p> <p>In relation to bus infrastructure, An Bord Pleanála has granted planning permission for eleven of the twelve Core Bus Corridor applications in Dublin, including the Clongriffin scheme. However, legal proceedings are ongoing in relation to this scheme.</p> <p>The NTA also has statutory responsibility for the planning and development of the DART+ Programme and its constituent projects, which includes DART+ Coastal North.</p> <p>This project aims to extend the overhead electric wires on the DART system by circa 37km, from Malahide to Drogheda. It will allow for high-frequency and fully electrified DART trains to operate between Dublin city and Drogheda, upgrading the rail service to growing communities along the route.</p> <p>The Cabinet approved of the Preliminary Business Case (PBC) for the entire DART+ programme, at Decision Gate 1 of the Public Spending Code in December 2021, this 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 and are currently undergoing safety testing. The battery-electric carriages from this first order are expected to be deployed on the Northern Commuter Line serving Dublin to/from Drogheda in 2026.</p> <p>The PBC for DART+ Coastal North was submitted to Government in May 2024 and received consent for approval under Approval</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 505 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Regarding bus services in Dublin Bay North. The new Dublin-area bus network is being implemented in stages and 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. In the Dublin Bay North constituency, the new H-Spine (Howth Road) services are already in place, alongside the new Northern Orbital routes N2, N4 and N6. The D-Spine (Malahide Road) will follow in Quarter 1 of 2026 with the A-Spine (Swords Road) following later in 2026, plus new orbital route N8 and other local services. (Dates are subject to operational readiness and funding).</p> <p>From the northside, the H-Spine services terminate at Talbot Street / Abbey Street. The D-Spine services will continue south of the Liffey via the Crumlin Road to destinations including Clondalkin, Grange Castle and Tallaght. The A-Spine services will continue via Rathmines to destinations including Dundrum, Terenure and Rathfarnham.</p> <p>The new network is designed to provide both high-frequency, direct links and also the opportunity for free interchange (using the 90-minute fare) with other high-frequency services to reach destinations not served by a direct route.</p> <p>A map of the new network is available at the link below.</p> <p>https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/</p> <p>In addition and in the longer term, Irish Rail recently made an application to An Board Pleanála (ABP) for DART+ Coastal North, more information on this can be found at https://www.dartplus.ie/en-ie/projects/dart-north</p> <p>DART+ DART+ Coastal North</p> <p>Finally, new DART+ (Battery Electric Multiple Units (BEMU)) Fleet is expected to be rolled out on the Northern Line which will benefit Dublin Bay North constituents who use current rail services. The introduction of the new DART fleet is expected 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> | Barry Heneghan, T.D |
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| | | <p>Gate 1 of the Infrastructure Guidelines. A Railway Order for DART+ Coastal North was lodged by Córas Iompair Éireann (CIÉ) in July 2024. The public were invited to make submissions as part of the Railway Order consultation, which closed in October 2024. An Bord Pleanála are now considering the observations that they received as part of the board’s decision-making process.</p> <p>In relation to electric vehicles (EVs), Zero Emission Vehicles Ireland (ZEVI) will publish The Regional and Local Electric Vehicle Charging Network Plan shortly. This will provide a pathway for the accelerated delivery of destination and neighbourhood charging and will be lead by local authorities.</p> <p>Local authorities will be funded by ZEVI to develop local and regional EV charging network strategies and implementation plans. This process will identity the number of charge points required in each area, including on-street chargers to serve residents without access to private off-street parking.</p> <p>Dublin City has been identified as part of Region 3 under the network plan and will be working with counties Dún Laoghaire-Rathdown, South Dublin, and regional lead Fingal as well as with relevant support organisations and stakeholders to identify the charging needs for their region through a local charging strategy.</p> <p>Dublin Bay will be subject to the strategy of this region under the Regional and Local Plan. Dublin is one of the local authorities that have already completed their strategies, while others are in progress. It is anticipated that most of these plans will be finalised in 2025.</p> <p>Noting their responsibility in relation to this issue, I have forwarded your correspondence to the NTA for their consideration and a more detailed reply.</p> | | |
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| 07/05/2025 | 66 | <p>PQ Referred: 22273/25, for answer 07/05/2025, Written from - Ivana Bacik</p> | <p>Dail Question No: 66</p> <p>To ask the Minister for Transport when traffic light and bus lane cameras will be rolled out; and the timeline for completion of all phases of the introduction of such cameras.</p> <p>Answer</p> <p>The expanded use of cameras for road safety and enforcement purposes will be a key focus of the Phase 2 Action Plan of the Government's Road Safety Strategy to 2030. Increased camera deployment will be guided by the first National Safety Camera Strategy to be published later this year, the development of which is being led by Transport Infrastructure Ireland.</p> <p>In the first instance, the strategy is focused on cameras for the enforcement of speeding, red light running and bus lane infringement. The strategy will be flexible to accommodate further offences over time, such as mobile phone use, motor tax evasion and non-wearing of seatbelts. Once this strategy is in place, it will provide the framework for increased deployment of cameras across the network, in both urban and rural locations, to assist with the enforcement of a wide range of road traffic offences.</p> <p>Pending the finalisation of the strategy, using powers under Section 81(7) of the Road Traffic Act 2010, the National Transport Authority (NTA) intends to collaborate with An Garda Síochána and Dublin City Council on the deployment of traffic management cameras within Dublin. Procurement exercises will be required for both cameras and a system operator, with the intention that one or two locations will be operational this year as part of an interim arrangement.</p> <p>Given the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for more detailed, direct response. Please contact my office if you have not received a response within ten working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 66 on the 07th of May 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>Currently, the only entity that can enforce camera images for traffic enforcement purposes is An Garda Síochána. However, there is a provision in legislation permitting another agency to provide, under a specific agreement, camera images to the Gardai for their subsequent processing and enforcement. This is the process that was put in place a few years ago for a pilot camera enforcement project at Blackhall Place.</p> <p>However, setting up a system that can provide enforcement at a small number of junctions on an ad hoc basis, does not provide a scalable, expandible system that meets overall national objectives. Instead, a more comprehensive overall strategy and approach is required.</p> <p>In line with Actions 67 and 122 of Phase 1 of the Government's Road Safety Strategy 2021-2030, the National Transport Authority (NTA) chaired a cross-agency working group to examine various approaches to expediting the timely and efficient introduction of camera enforcement. The Working Group presented its final report to the Road Safety Partnership Board, chaired by the Department of Transport, on 5 November 2023.</p> <p>Building on the recommendations of this Group, Transport Infrastructure Ireland (TII) was nominated to lead the development of a comprehensive national strategy for the future rollout and expanded use of safety cameras. A draft of this strategy is expected to be completed in the coming months.</p> <p>The Strategy will cover the use of safety cameras across all aspects of the road network, with the objective of saving lives by reducing unsafe driver behaviours that can be detected using existing and proven camera-based technologies. The Strategy will focus on speed, red light and bus lane cameras in the initial phase. However, it is being designed to allow for the enforcement of other violations in the future, such as mobile phone use and not wearing seat belts. It is expected that legislative amendment will be required to allow for camera enforcement in these areas.</p> <p>Pending the finalisation of the strategy and overarching camera framework, the NTA, using powers under Section 81(7) of the Road Traffic Act 2010, intends to collaborate with An Garda Síochána and Dublin City Council on the deployment of a limited number of traffic management cameras within Dublin. Procurement exercises will be required for both cameras and a system operator, with the intention that one or two locations will be operational this year as part of an interim arrangement.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Ivana Bacik, T.D |
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| 08/05/2025 | 88 | <p>PQ Referred: 22838/25, for answer 08/05/2025, Oral from - Roderic O'Gorman</p> | <p>Dail Question No: 88</p> <p>To ask the Minister for Transport if the National Transport Authority real-time app is to be replaced; the timeline 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; 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 understand that the data displayed in the TFI Live app is provided directly by the bus operators and that it is the responsibility of the operators to provide accurate vehicle location data relating to all their services. This data is provided by the on-bus AVL (Automatic Vehicle Location) system which records the position of the bus as it proceeds on its route and generates predicted arrival times for each bus stop.</p> <p>The NTA TFI Live app receives this data from the bus operator and publishes it in the app. The issue of a bus service being displayed in the app but not showing up at the stop is typically caused by the operator not cancelling that service in their AVL system if that service is not being operated (for example, due to a shortage of drivers). TFI Live cannot display a service as cancelled if it has not received the appropriate cancellation message from the operator and as a result it reverts to showing the timetabled time that the bus is due to arrive at a stop.</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 referred the Deputy's question to the 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. 88 of 07th of May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Regarding the provision of RTPi (Real Time Passenger Information) in the NTA app, the NTA is acutely aware of the importance of good quality information being made available to customers regarding bus arrival times and while we are continuously looking at ways in which the app itself can be improved, the current focus is to improve the quality of the information that the app presents to customers.</p> <p>The app will be improved over time but it is important to note that in the first instance, the information that is displayed in the TFI Live app is provided directly by the bus operator responsible for operating that service. The TFI Live app receives this data from each bus operator and republishes it in the app. For example, if there is a situation where a bus service is displayed in the app but then does not show up at the stop (i.e. a disappearing bus), this is not due to the app, and is in fact typically caused by the operator not cancelling that service in their Automatic Vehicle Location (AVL) system when that service is not being operated.</p> <p>Some of the actions being taken to improve the situation are:</p> <ol style="list-style-type: none"> NTA awarded a contract for a new single AVL system for all bus operators in Ireland. Using a newer single system to replace the five disparate systems currently in use will ensure a single source of real time data in a single data feed and single consistent format and including better arrival time prediction algorithms. This will lead to better quality information being made available to customer. The first operator will go live this year with the final operator live in 2026. NTA continues to work closely with the bus operators to ensure that they are cancelling services on the real time system in a timely manner; NTA has worked closely with the bus operators to assist in the recruitment of additional drivers and mechanics which has led to a reduction in the volume of cancelled services; and NTA continues to work closely with the service provider of the TFI Live app to improve the quality of the application and identify opportunities to improve the overall customer experience. <p>Lastly it should be noted that the app also provides nationwide journey planning capability over and above the provision of real-time information.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Roderic O'Gorman, T.D</p> |
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| 29/04/2025 | 478 | <p>PQ Referred: 20236/25, for answer 29/04/2025, Written from - Joe Cooney</p> | <p>Dail Question No: 478</p> <p>To ask the Minister for Transport to provide the details of all Active Travel applications submitted by Clare County Council, whether successful or not, for the years 2022, 2023 and 2024, in tabular form; the details of the projects that received funding; the details of the prioritisation assessment policy for determining which projects were successful; 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 Cooney,</p> <p>I refer to the matter you raised in Parliamentary Question No. 478 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) in partnership with Clare County Council is implementing the county's Active Travel programme, as we have done for the past 5 years as a result of the increased funding allocation from the Department of Transport. This allowed Clare County Council to set up an Active Travel Team, which has facilitated the delivery of Active Travel schemes across the county.</p> <p>Given the ramping up of activities over the last number of years, the potential costs of all the projects being progressed in Clare and across the State 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 programmes must be prioritised and phased in order to remain within the allocated budget. Priority is given to Safe Routes to School projects, and primary and secondary links on the relevant Active Travel network plans (in Clare County Council policy and in the draft CycleConnects network).</p> <p>For 2026 and beyond, we are currently in discussions with the Department of Transport to agree budgets and the split between different types of projects. This may result in opportunities to fund more projects should a higher budget become available.</p> <p>Finally, please find attached document providing a list of the Active Travel projects allocated funding in 2022, 2023 and 2024. In addition, the document also provides a list of the projects which weren't successful in terms of being allocated funding over the same time period.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Joe Cooney, T.D</p> |
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| 29/04/2025 | 442 | <p>PQ Referred: 19840/25, for answer 29/04/2025, Written from - Shane Moynihan</p> | <p>Dail Question No: 442</p> <p>To ask the Minister for Transport to provide an outline of plans to improve and increase the frequency of bus services in Rathcoole, County 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.</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. 442 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Under the new network being implemented under BusConnects Dublin, it is intended that new route 58 will replace current route 69 in Rathcoole during 2026. The planned frequency of route 58 is being reviewed and we expect to provide an update to elected representatives in the near future regarding this.</p> <p>Separately, we are currently reviewing the TFI (Transport for Ireland) commuter services – the longer distance services - operating through the Rathcoole area, which includes Routes 125 and 126 operated on our behalf by Go Ahead Ireland, to establish whether changes to those services are needed. However, at this point, we have no timeframe for completion of that review.</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> | Shane Moynihan, T.D |
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| 29/04/2025 | 496 | <p>PQ Referred: 20476/25, for answer 29/04/2025, Written from - Fionntán Ó Súilleabháin</p> | <p>Dail Question No: 496</p> <p>To ask the Minister for Transport the funds currently available for the safe routes to school programme; the number of applications received for counties Wicklow and Wexford to date including successful and unsuccessful applications, in tabular form; and if he will make a statement on the matter.</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 further 108 schools were announced for Round 2 in December 2022. Round 3 of the SRTS Programme was launched in November 2024 with a further 141 schools entering the programme. 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. 496 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Local Authorities have been allocated just over €20m in 2025 in respect of 247 Safe Routes to School (SRTS) projects. However, the exact spend will depend on what is required at each school, as projects move through an implementation lifecycle e.g. school liaison, design, securing planning approval, and then construction, which can span more than the calendar year. In addition, some Safe Routes to School projects were delivered via larger NTA active travel schemes.</p> <p>For Wicklow County a total of 24 schools applied for the scheme, and for Wexford County 28 schools applied for the scheme, the status of these schools are outlined in the tables below.</p> <p>Please note 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, without having to reapply.</p> <table><tr><th>Schools in by SRTS Round</th><th>Co. Wicklow</th><th>Co. Wexford</th></tr><tr><td>Total Applications to the Programme</td><td>24</td><td>28</td></tr><tr><td>Included in SRTS Round 1</td><td>3</td><td>4</td></tr><tr><td>Included in SRTS Round 2</td><td>5</td><td>3</td></tr><tr><td>Included in SRTS Round 3</td><td>3</td><td>4</td></tr><tr><td>To be included in Subsequent Rounds</td><td>13</td><td>17</td></tr></table> <table><tr><th>Schools split by NTA Phase</th><th>Co. Wicklow</th><th>Co. Wexford</th></tr><tr><td>Phase 1 (Application)</td><td>13</td><td>16</td></tr><tr><td>Phase 2 (Options Development)</td><td>2</td><td>4</td></tr><tr><td>Phase 3 (Preliminary Design)</td><td>1</td><td>0</td></tr><tr><td>Phase 4 (Statutory Process)</td><td>3</td><td>1</td></tr><tr><td>Phase 5 (Detailed Design)</td><td>0</td><td>0</td></tr><tr><td>Phase 6 (Construction)</td><td>0</td><td>3</td></tr><tr><td>Phase 7 (Close out)</td><td>4</td><td>3</td></tr><tr><td>Withdrawn from the Programme</td><td>1</td><td>1</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> | Schools in by SRTS Round | Co. Wicklow | Co. Wexford | Total Applications to the Programme | 24 | 28 | Included in SRTS Round 1 | 3 | 4 | Included in SRTS Round 2 | 5 | 3 | Included in SRTS Round 3 | 3 | 4 | To be included in Subsequent Rounds | 13 | 17 | Schools split by NTA Phase | Co. Wicklow | Co. Wexford | Phase 1 (Application) | 13 | 16 | Phase 2 (Options Development) | 2 | 4 | Phase 3 (Preliminary Design) | 1 | 0 | Phase 4 (Statutory Process) | 3 | 1 | Phase 5 (Detailed Design) | 0 | 0 | Phase 6 (Construction) | 0 | 3 | Phase 7 (Close out) | 4 | 3 | Withdrawn from the Programme | 1 | 1 | <p>Fionntán Ó Súilleabháin, T.D</p> |
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| Schools in by SRTS Round | Co. Wicklow | Co. Wexford | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Applications to the Programme | 24 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Included in SRTS Round 1 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Included in SRTS Round 2 | 5 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Included in SRTS Round 3 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| To be included in Subsequent Rounds | 13 | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Schools split by NTA Phase | Co. Wicklow | Co. Wexford | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 1 (Application) | 13 | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 2 (Options Development) | 2 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 3 (Preliminary Design) | 1 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 4 (Statutory Process) | 3 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 5 (Detailed Design) | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 6 (Construction) | 0 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 7 (Close out) | 4 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Withdrawn from the Programme | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 13/05/2025 | 414 | PQ Referred: 24196/25, for answer 13/05/2025, Written from - Michael Moynihan | Dail Question No: 414 To ask the Minister for Transport for an update on the enactment of the revised services on Bus Éireann route 243 covering Bweeng and Grenagh; and if he will make a statement on the matter. Answer 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. In light of the NTA and Bus Eireann’s responsibility in this area, I have forwarded the Deputy's question to them both for direct reply. Please advise my private office if you do not receive a response within ten working days. | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 414 on the 13 of May 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>The enhancement of the route 243 service is currently expected to be implemented on the 29th June of 2025. Timetable and other details will be shared in advance of this date.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Michael Moynihan, T.D |
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| 08/05/2025 | 32 | <p>PQ Referred: 22817/25, for answer 08/05/2025, Oral from - Darren O'Rourke</p> | <p>Dail Question No: 32</p> <p>To ask the Minister for Transport the way in which he intends to improve public bus transport across Meath, particularly the 103, 105 and 109 services; the date on which the new fair structures for public bus services will be introduced; 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 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. 32 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority will continue to invest in improvements to public transport, including the following interventions in Meath:</p> <ol style="list-style-type: none"> 1. Extension of Navan Town PSO (Public Service Obligation) bus service to Johnstown Village. 2. As part of the Connecting Ireland Rural Mobility Plan, the Transport for Ireland (TFI) route 105 bus service will be extended to Navan Road Rail Station (M3 Parkway) on 25th May 2025, providing improved rail/bus connectivity. The new timetable will include improved hours of operating, punctuality and reliability. All services will operate via Dunboyne, providing improved connections between the larger settlements of Meath. 3. We are currently monitoring the capacity of routes 103, 109 and NX TFI bus services and will look to provide additional peak capacity where required and subject to funding availability; and 4. We are working with Local Link Louth Meath Fingal to improve the operation of existing services, including improvements to the route 189 and 163 services. <p>In relation to the new fares structure on buses, this is expected to be introduced in mid-June – the 16th June is the currently planned date.</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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| 07/05/2025 | 62 | <p>PQ Referred: 22246/25, for answer 07/05/2025, Written from - Albert Dolan</p> | <p>Dail Question No: 62</p> <p>To ask the Minister for Transport the number of schools enrolled in the safe routes to school in 2024, and to date in 2025; the number of schools waiting to be enrolled; the breakdown of the number of schools enrolled in the programme by each county council; and if he will make a statement on the matter.</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 further 108 schools were announced for Round 2 in December 2022. Round 3 of the SRTS Programme was launched in November 2024 with a further 141 schools entering the programme. 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. 62 of 07 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School (SRTS) Programme was developed 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 16 April 2021, 932 schools applied for the programme, of those 421 are engaged in the active programme brought into the programme successively the past 3.5 years (170 in Round 1, 109 in Round 2 and 142 in Round 3 which includes 68 schools on higher speed rural roads). The remaining schools will be incorporated into the active programme in future rounds on a rolling basis and will not have to reapply to the programme.</p> <p>Infrastructure plans are by the Safe Routes to School team in collaboration with schools and local authorities, and the NTA funds local authorities to progress through design and implementation.</p> <p>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>Timelines for delivery of SRTS schemes depend on several factors, including timelines for public engagement, securing planning consent, and timing construction periods to reduce school disturbance.</p> <p>As of end April 2025:</p> <ul style="list-style-type: none"> • 109 SRTS schemes are completed incorporating front of school 'School Zone' measures; • 24 SRTS schemes are under construction; • 35 SRTS schemes are at detail design stage (post statutory consent approval); • 19 SRTS schemes are currently undergoing Statutory Process with public consultation; • 74 SRTS scheme are at Preliminary Design stage; • 143 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 local authority engineers; • Cycle/scooter parking has been installed at 822 schools who applied for SRTS; and • An additional 77 schools who applied to the SRTS programme and 362 other schools have directly benefited from Active Travel infrastructure, delivered under Active Travel Investment Programme since 2021. <p>For more detail about the SRTS break down by Local Authority please see table below</p> | Albert Dolan, T.D |
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| 14/05/2025 | 21 | <p>PQ Referred: 24797/25, for answer 14/05/2025, Written from - Barry Heneghan</p> | <p>Dail Question No: 21</p> <p>To ask the Minister for Transport the estimated total cost of a proposed cycleway (details supplied), including all associated planning, construction, and ancillary works; and if he will make a statement on the matter.</p> <p>Details Supplied: of the proposed cycleway from Brookwood Avenue to Clontarf Road, as part of the Gracefield Road to Vernon Avenue Active Travel Scheme</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. 21 of 14 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Brookfield Rd is part of the Coolock to Clontarf scheme which is split into three phases:</p> <ul style="list-style-type: none"> • Coolock to Clontarf Ardlea Road to Clonshaugh Road • Coolock to Clontarf Gracefield Road to the start of Vernon Avenue • Coolock to Clontarf Vernon Avenue to Coast <p>The Coolock to Clontarf Gracefield Road to Vernon Avenue scheme runs along Brookfield Avenue. This section of the Clontarf to Coolock Active Travel route is 2.5km long and the cost estimate produced in 2024 estimated that the project will cost in the region of €7million excluding V.A.T.</p> <p>Vernon Avenue to Clontarf Road is being progressed separately and at the current stage of the project design process there are no costs available.</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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| 15/05/2025 | 205 | <p>PQ Referred: 25039/25, for answer 15/05/2025, Written from - Marie Sherlock</p> | <p>Dail Question No: 205</p> <p>To ask the Minister for Transport the locations of the new speed camera detection system on traffic lights, to be introduced this summer.</p> <p><i>Identical Question(s): Justice/Transport</i></p> <p>Answer As Minister of State for International & Road Transport, Logistics, Rail & Ports, I wish to advise the deputy that the expanded use of cameras for road safety and enforcement purposes will be a key focus of the Phase 2 Action Plan of the Government's Road Safety Strategy to 2030. Increased camera deployment will be guided by the first National Safety Camera Strategy, the development of which is being led by Transport Infrastructure Ireland.</p> <p>In the first instance, the strategy is focused on cameras for the enforcement of speeding, red light running and bus lane infringement. The strategy will be flexible to accommodate further offences over time, such as mobile phone use and non-wearing of seatbelts. Once this strategy is in place, it will provide the framework for increased deployment of cameras across the network, in both urban and rural locations, to assist with the enforcement of a wide range of road traffic offences.</p> <p>Pending the finalisation of the strategy, using powers under Section 81(7) of the Road Traffic Act 2010, the National Transport Authority intends to collaborate with An Garda Síochána and Dublin City Council on the deployment of traffic management cameras within Dublin. Procurement exercises will be required for both cameras and a system operator, with the intention that one or two locations will be operational this year as part of an interim arrangement.</p> <p>Given the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for more detailed, direct response. Please contact my office if you have not received 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 15 May, which was referred to the National Transport Authority (NTA) for reply.</p> <p>Currently, the only entity that can enforce camera images for traffic enforcement purposes is An Garda Síochána. However, there is a provision in legislation permitting another agency to provide, under a specific agreement, camera images to the Gardai for their subsequent processing and enforcement. This is the process that was put in place a few years ago for a pilot camera enforcement project at Blackhall Place.</p> <p>However, setting up a system that can provide enforcement at a small number of junctions on an ad hoc basis, does not provide a scalable, expandible system that meets overall national objectives. Instead, a more comprehensive overall strategy and approach is required.</p> <p>In line with Actions 67 and 122 of Phase 1 of the Government's Road Safety Strategy 2021-2030, the National Transport Authority (NTA) chaired a cross-agency working group to examine various approaches to expediting the timely and efficient introduction of camera enforcement. The Working Group presented its final report to the Road Safety Partnership Board, chaired by the Department of Transport, on 5 November 2023.</p> <p>Building on the recommendations of this Group, Transport Infrastructure Ireland (TII) was nominated to lead the development of a comprehensive national strategy for the future rollout and expanded use of safety cameras. A draft of this strategy is expected to be completed in the coming months.</p> <p>The Strategy will cover the use of safety cameras across all aspects of the road network, with the objective of saving lives by reducing unsafe driver behaviours that can be detected using existing and proven camera-based technologies. The Strategy will focus on speed, red light and bus lane cameras in the initial phase. However, it is being designed to allow for the enforcement of other violations in the future, such as mobile phone use and not wearing seat belts. It is expected that legislative amendment will be required to allow for camera enforcement in these areas.</p> <p>Pending the finalisation of the strategy and overarching camera framework, the NTA, using powers under Section 81(7) of the Road Traffic Act 2010, intends to collaborate with An Garda Síochána and Dublin City Council on the deployment of a limited number of traffic management cameras within Dublin. Procurement exercises will be required for both cameras and a system operator, with the intention that one or two locations will be operational this year as part of an interim arrangement. The exact locations for this interim arrangements are not yet determined but are likely to be focussed on city centre junctions.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Marie Sherlock, T.D</p> |
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| 07/05/2025 | 82 | <p>PQ Referred: 22331/25, for answer 07/05/2025, Written from - Cormac Devlin</p> | <p>Dail Question No: 82</p> <p>To ask the Minister for Transport the number of cycle to work scheme applications processed by his Department and its agencies, affiliated agencies or subordinate agencies, each year from 2020 to 2024; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): ALL EXCEPT HEALTH</i></p> <p>Answer</p> <p>The number of Cycle to Work scheme applications processed by my Department, each year from 2020 to 2024, are outlined below:</p> <table><tr><th>Year</th><th>Applications processed</th></tr><tr><td>2020</td><td>10</td></tr><tr><td>2021</td><td>19</td></tr><tr><td>2022</td><td>10</td></tr><tr><td>2023</td><td>29</td></tr><tr><td>2024</td><td>22</td></tr></table> <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> | Year | Applications processed | 2020 | 10 | 2021 | 19 | 2022 | 10 | 2023 | 29 | 2024 | 22 | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 82 of 07 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The number of Cycle to Work scheme applications processed by the NTA, each year from 2020 to 2025 (year to date), are set out in the table below.</p> <table><tr><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025</th></tr><tr><td>9</td><td>16</td><td>10</td><td>14</td><td>11</td><td>3</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> | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 9 | 16 | 10 | 14 | 11 | 3 | <p>Cormac Devlin, T.D</p> |
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| Year | Applications processed | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2020 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021 | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2022 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2024 | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 16 | 10 | 14 | 11 | 3 | | | | | | | | | | | | | | | | | | | | | | | | |

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| 13/05/2025 | 393 | <p>PQ Referred: 23715/25, for answer 13/05/2025, Written from - Pádraig O'Sullivan</p> | <p>Dail Question No: 393</p> <p>To ask the Minister for Transport if he will provide an update on the Bus Connects roll out for Cork city; 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 BusConnects Cork.</p> <p>BusConnects is the NTA's programme to greatly improve bus services in all our cities. It is a key part of the Government's policies to improve public transport and address climate change in Cork and other cities.</p> <p>The NTA submitted the Preliminary Business Case for BusConnects Cork 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>Noting to 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 working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 393 of 13 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We currently anticipate commencing implementation of the new bus network for Cork City and adjacent areas during 2026, continuing into 2027. Dates are subject to operational readiness and funding 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> | Pádraig O'Sullivan, T.D |
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| 08/05/2025 | 269 | <p>PQ Referred: 23078/25, for answer 08/05/2025, Written from - Pa Daly</p> | <p>Dail Question No: 269</p> <p>To ask the Minister for Transport to report on progress to roll out light rail, by county and or region; 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 including light rail.</p> <p>The Programme for Government commits to examine further investment in light rail for our cities.</p> <p>In Dublin, Transport Infrastructure Ireland lodged a Railway Order (planning) application for the Luas Finglas project with An Bord Pleanála in November 2024. The project is part of four proposed Luas network extensions identified in the NTA statutory Transport Strategy for the Greater Dublin Area 2022-2042. Should the Railway Order for the Luas Finglas project be granted, the NTA will need to provide my Department with a detailed business case and procurement strategy. As is the case with all major projects, Government consent must then be acquired at Approval Gate 3 of the Infrastructure Guidelines for funding to be secured for the project and construction to commence.</p> <p>In Cork, a public consultation on the emerging preferred route for the Luas Cork project was recently launched on 14th April 2025. The project will be subject to planning approval from An Bord Pleanála. As a proposed investment of over €200 million, it will also need to undergo extensive appraisal, in line with the Infrastructure Guidelines. The commencement date of this proposed project will be partly determined by the outcome of these approval processes.</p> <p>In Galway, the Light Rail Feasibility Study was published by the NTA in October 2024 for information and has shown that there could, under the right conditions, be a case for developing a light rail system in Galway. The feasibility study will form part of the evidence base used as an input into the development of the Galway Metropolitan Area Transport Strategy, which will be subject to a full environmental analysis and public consultation process in due course. It should be noted that any future light rail project in Galway will only be advanced subject to funding and securing relevant Government approval under the Infrastructure Guidelines.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 269 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In line with the Greater Dublin Area Transport Strategy, a number of light rail project are proposed by 2042 including projects to Finglas, Lucan and Poolbeg. These are key projects outlined in the Greater Dublin Area (GDA) Transport Strategy 2022-2042 and the current National Development Plan (2021-2030). The proposed schemes are part of an integrated transport solution that also includes MetroLink, BusConnects and DART+, all of which are included under Project Ireland 2040.</p> <p>The Greater Dublin Area Transport Strategy also includes a number of light rail projects to be delivered post-2042 – a total of eight additional light rail projects are set out.</p> <p>Outside of Dublin, the Cork Metropolitan Area Transport Strategy includes for an east-west light rail scheme, extending from Ballincollig in the west to Mahon in the east. Work has commenced on updating the Galway Transport Strategy and a feasibility study has been undertaken for a potential east-west light rail line.</p> <p>Some details of planned light rail projects are set out below.</p> <p>Luas Finglas</p> <p>In 2024 the project progressed through preliminary design including the completion & approval of the Preliminary Business Case. The Railway Order submission including the full Environmental Impact Assessment Report (EIAR) and scheme preliminary design was completed. On the 18th of November 2024 the Railway Order application was submitted to An Bord Pleanála (ABP). On the 9th of May 2025, An Bord Pleanála decided no oral hearing on the project was required and have asked for further written submissions by stakeholders that have already made submissions on the project by the 12th of June 2025. Following this, ABP will make a decision on the project.</p> <p>The Luas Finglas is identified as a medium-term proposal under the GDA Transport Strategy, with a current delivery timeframe anticipated between 2031 and 2036. However, as detailed above, the project plans are well progressed, particularly with the Railway Order application now with An Bord Pleanála and responses to the public consultation completed. While the ultimate delivery schedule depends on a positive Railway Order decision and securing the necessary funding allocation, should the funding envelope be available, opportunity exists to deliver the project early within the anticipated timeframe, which will result in cost savings and delivery efficiencies.</p> <p>Luas Lucan</p> <p>In 2024, following the appointment of an Engineering Designer phase 1 and phase 2 of the project commenced. A Project Outline Document (POD) was completed, and Transport Infrastructure Ireland (TII) has begun the concept development and option selection phase. A number of end-to-end routes have been identified and TII will continue to examine route options into 2025 to work towards an emerging preferred route (EPR) currently estimated for Q1 2026. Following this, TII, with the support of the NTA, will launch a non-statutory public consultation on the EPR to inform the public and stakeholders on the current project progress and alignment. This project will be subject to Railway Order and planning approval from An Bord Pleanála.</p> <p>Luas Lucan is identified as a medium-term proposal as per the current GDA Transport Strategy and is scheduled for delivery within the 2031-2036 timeframe. The exact timeframe for delivery is dependent on the Railway Order decision, funding allocation and the project will undergo extensive project appraisal in line with the Infrastructure Guidelines.</p> <p>Luas Poolbeg</p> | Pa Daly, T.D |
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| | | | <p>Noting the NTA's responsibility, 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>A feasibility study is currently underway for the Luas Poolbeg project and is expected to be completed before the end of Q2 2025. The results of this study will determine the next steps on the Luas Poolbeg project and its prioritisation. Luas Poolbeg is currently identified as a longer-term proposal as per the current GDA Transport Strategy and is scheduled for delivery within the 2031-2036 timeframe.</p> <p>Luas Cork</p> <p>A non-statutory public consultation on the emerging preferred route for the Luas Cork project was recently launched on 14th April 2025 and runs to the 9th of June 2025. A number of public consultation open days were held along the route alignment to inform all interested parties. After the closure of the non-statutory public consultation on the EPR, project team will look to further refine the design based on feedback received. TII as the sponsoring agency with the support of the NTA will look to launch another round of public consultation in Q1 of 2026 on the "preferred route". This project will be subject to Railway Order and planning approval from An Bord Pleanála.</p> <p>In line with the Cork Metropolitan Area Transport Strategy (CMATS) 2040, Luas Cork is planned for delivery, subject to the necessary development consolidation, to support the appraisal, planning and design for provision of light rail in the latter period of the Strategy as envisaged by the NDP. Luas Cork may be delivered earlier should it become apparent that the appropriate development densities will be achieved sooner than anticipated.</p> <p>This project will be subject to Railway Order and planning approval from An Bord Pleanála. The exact timeframe for delivery is dependent on the Railway Order decision, funding allocation and the project will undergo extensive project appraisal in line with the Infrastructure Guidelines, but it can be expected that the project could start construction in 2030/31.</p> <p>Luas Galway</p> <p>A Light Rail Feasibility Study was published by the NTA in October 2024 (and available on the NTA website). This feasibility study has shown that there could, under the right conditions, be a case for developing a light rail system in Galway. The feasibility study which was published for information and will form part of the analysis used to inform the development of the Galway Metropolitan Area Transport Strategy (GMATS), alongside recommendations for active travel, bus services, rail, roads and demand management measures. Full environmental assessment will be undertaken as part of the overall GMATS process, which will also include a full public consultation.</p> <p>Luas Galway, should it proceed following the development of GMATS, will be subject to a full environmental assessment and Railway Order, including planning approval from An Bord Pleanála. The exact timeframe for delivery is dependent on the Railway Order decision, funding allocation and the project will undergo extensive project appraisal in line with the Infrastructure Guidelines.</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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| 13/05/2025 | 446 | <p>PQ Referred: 24477/25, for answer 13/05/2025, Written from - Matt Carthy</p> | <p>Dail Question No: 446</p> <p>To ask the Minister for Transport if he will engage with the appropriate bodies to ensure the provision of a bus shelter in Emyvale, County Monaghan; 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.</p> <p>There is a commitment under the Programme for Government such 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. 446 of 13 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each local authority across the State, including Monaghan 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.</p> <p>The NTA will bring this request to the attention of the relevant Council personnel in the Council who are developing and progressing the Council's work plan in respect of the Bus Stop Enhancement Programme.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Matt Carthy, T.D |
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| 13/05/2025 | 386 | <p>PQ Referred: 23570/25, for answer 13/05/2025, Written from - Albert Dolan</p> | <p>Dail Question No: 386</p> <p>To ask the Minister for Transport why the direct bus service from Heuston Station to University College Dublin has been removed during off-peak times, particularly on Friday and Sunday evenings, when many college students rely on it to travel home for the weekend; if any consideration was given to the needs of students when making this change; 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. 386 of 13 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Former route 145 (Heuston – City Centre – Bray) was replaced by the new E-Spine route E1 (Northwood – City Centre – Bray) in January 2025. The new “spine” services are being introduced across the network, as part of the overall redesign of the bus services in Dublin. They give direct, high-frequency connections along the main radial corridors. In combination with the new orbital and local bus services, plus free interchange using the 90-minute fare, the new network is providing enhanced accessibility overall. Some journeys now require interchange, and it is aimed to make this as convenient as possible. The journey between Heuston and UCD off peak may be made by interchanging in the City Centre between routes C1, C2, C3, C4, 4, 52 or 60 and either route E1 or E2.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Albert Dolan,T.D</p> |
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| 07/05/2025 | 95 | <p>PQ Referred: 22756/25, for answer 07/05/2025, Written from - Catherine Connolly</p> | <p>Dail Question No: 95</p> <p>To ask the Minister for Transport when the identified park and ride sites for Galway City will be operational; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Minister for Transport has 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 a rail-based Park and Ride site at Oranmore station.</p> <p>Noting to 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 working days.</p> | <p>Dear Deputy Connolly,</p> <p>I refer to the matter you raised in Parliamentary Question No. 95 on the 07th of May, which was referred to the National Transport Authority (NTA) for reply.</p> <p>As outlined in our previous correspondence of the 18th March 2025, the Park and Ride Development Office (PRDO) of the National Transport Authority (NTA) has developed a Park and Ride Strategy for Galway City. Park and Ride (P&R) projects are currently being advanced at the following locations:</p> <ol style="list-style-type: none"> 1. On the Bearna Road (R336) corridor close to its junction with Cappagh Road/ Western Distributor Road (approximately 190 spaces) 2. On the N83 national road corridor, just north of Claregalway (approximately 320 spaces); and 3. On the M6/N6 corridor at Junction 19 (approximately 550 spaces). <p>In relation to Location 1, significant progress has been made in recent months. The PRDO has been engaging extensively with Galway City Council, the site selection report has been completed, and a preferred site has emerged. A Natura Impact Statement (NIS), Environmental Impact Assessment (EIA) screening report and Traffic Impact Assessment (TIA) are currently being prepared in respect of this site and the PRDO is aiming to lodge the planning application in the coming weeks. If construction is able to commence as planned in 2026, the site is expected to be operational by Q2 2027.</p> <p>In relation to Location 2, two possible site options have been identified. Discussions with the relevant landowners have commenced in order to establish if one of these sites could be acquired by agreement. Work is also ongoing in relation to implementing bus priority measures on the N83 national road to support the operation of a P&R site at this location. Assuming that the site selection process can be finalised within the next couple of months, the PRDO will then commence the design for the selected site with a view to preparing planning consent documentation by the end of this year. Subject to land acquisition by agreement, planning consent and funding, construction could commence towards the end of 2026, which would enable the site to be operational by Q1 2028.</p> <p>In relation to Location 3, the site selection process has led to two emerging site options. Efforts are being made to acquire the necessary lands by agreement and discussions have commenced with the landowner. However, it now seems likely that a compulsory purchase order (CPO) will be required, irrespective of which site is selected. Following finalisation of the site selection process, the PRDO will commence the design for the selected site with a view to preparing a planning application and CPO documentation (if required).</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 P&R 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>Given the requirement for this planning application to be submitted to An Bórd Pleanála (with a turnaround time of around 18 months), CPO and the need for bus priority, the site is unlikely to be operational before Q2 2029.</p> <p>Finally, the PRDO has developed a webpage to provide periodic updated on the progress of the programme. The webpage is available here.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Catherine Connolly, T.D</p> |
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| 08/05/2025 | 76 | <p>PQ Referred: 22502/25, for answer 08/05/2025, Oral from - Cathal Crowe</p> | <p>Dail Question No: 76</p> <p>To ask the Minister for Transport if he will actively consider changing the licensing terms and conditions for coach tourism, as issued by the National Transport Authority, in order that there is a stronger tourism dimension to operational licenses; 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. Further, the NTA is responsible for the licensing of public and commercial operators and I have no role in these matters.</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 was also 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</p> <p>As the NTA is also the licensing authority for the commercial bus sector, 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. 76 on the 08th of May, which was referred to the National Transport Authority (NTA) for reply.</p> <p>The current position is that the NTA does not issue licences for coach tourism. Under the relevant legislation, the operation of such services does not require the holding of a licence for public bus passenger services.</p> <p>Separately, I can confirm that, in accordance with the provisions of the Public Transport Regulation Act 2009, the NTA does take account of national and regional tourism strategies and plans when we are considering applications for scheduled services, specific targeted services and event service licences.</p> <p>There are no plans at present to include coach tourism within the existing licencing system for public bus passenger services.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p> | Cathal Crowe, T.D |
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| 15/05/2025 | 205 | <p>PQ Referred: 25039/25, for answer 15/05/2025, Written from - Marie Sherlock</p> | <p>Dail Question No: 205</p> <p>To ask the Minister for Transport the locations of the new speed camera detection system on traffic lights, to be introduced this summer.</p> <p><i>Identical Question(s): Justice/Transport</i></p> <p>Answer As Minister of State for International & Road Transport, Logistics, Rail & Ports, I wish to advise the deputy that the expanded use of cameras for road safety and enforcement purposes will be a key focus of the Phase 2 Action Plan of the Government's Road Safety Strategy to 2030. Increased camera deployment will be guided by the first National Safety Camera Strategy, the development of which is being led by Transport Infrastructure Ireland.</p> <p>In the first instance, the strategy is focused on cameras for the enforcement of speeding, red light running and bus lane infringement. The strategy will be flexible to accommodate further offences over time, such as mobile phone use and non-wearing of seatbelts. Once this strategy is in place, it will provide the framework for increased deployment of cameras across the network, in both urban and rural locations, to assist with the enforcement of a wide range of road traffic offences.</p> <p>Pending the finalisation of the strategy, using powers under Section 81(7) of the Road Traffic Act 2010, the National Transport Authority intends to collaborate with An Garda Síochána and Dublin City Council on the deployment of traffic management cameras within Dublin. Procurement exercises will be required for both cameras and a system operator, with the intention that one or two locations will be operational this year as part of an interim arrangement.</p> <p>Given the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for more detailed, direct response. Please contact my office if you have not received a response within ten working days.</p> | <p>Dear Deputy Sherlock,</p> <p>I refer to the matter you raised in Parliamentary Question No. 205 on the 15th of May, which was referred to the National Transport Authority (NTA) for reply.</p> <p>Currently, the only entity that can enforce camera images for traffic enforcement purposes is An Garda Síochána. However, there is a provision in legislation permitting another agency to provide, under a specific agreement, camera images to the Gardai for their subsequent processing and enforcement. This is the process that was put in place a few years ago for a pilot camera enforcement project at Blackhall Place.</p> <p>However, setting up a system that can provide enforcement at a small number of junctions on an ad hoc basis, does not provide a scalable, expandible system that meets overall national objectives. Instead, a more comprehensive overall strategy and approach is required.</p> <p>In line with Actions 67 and 122 of Phase 1 of the Government's Road Safety Strategy 2021-2030, the National Transport Authority (NTA) chaired a cross-agency working group to examine various approaches to expediting the timely and efficient introduction of camera enforcement. The Working Group presented its final report to the Road Safety Partnership Board, chaired by the Department of Transport, on 5 November 2023.</p> <p>Building on the recommendations of this Group, Transport Infrastructure Ireland (TII) was nominated to lead the development of a comprehensive national strategy for the future rollout and expanded use of safety cameras. A draft of this strategy is expected to be completed in the coming months.</p> <p>The Strategy will cover the use of safety cameras across all aspects of the road network, with the objective of saving lives by reducing unsafe driver behaviours that can be detected using existing and proven camera-based technologies. The Strategy will focus on speed, red light and bus lane cameras in the initial phase. However, it is being designed to allow for the enforcement of other violations in the future, such as mobile phone use and not wearing seat belts. It is expected that legislative amendment will be required to allow for camera enforcement in these areas.</p> <p>Pending the finalisation of the strategy and overarching camera framework, the NTA, using powers under Section 81(7) of the Road Traffic Act 2010, intends to collaborate with An Garda Síochána and Dublin City Council on the deployment of a limited number of traffic management cameras within Dublin. Procurement exercises will be required for both cameras and a system operator, with the intention that one or two locations will be operational this year as part of an interim arrangement. The exact locations for this interim arrangements are not yet determined but are likely to be focussed on city centre junctions.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Marie Sherlock, T.D</p> |
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| 03/04/2025 | 181 | <p>PQ Referred: 16338/25, for answer 03/04/2025, Written from - Emer Currie</p> | <p>Dail Question No: 181</p> <p>To ask the Minister for Transport for the latest update on the roll out of free public transport for children aged from 5 to 8 years-old; the expected timeline for its 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. 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 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. 181 of 03 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding.</p> <p>As identified in the Minister's response, Budget 2025 introduced free travel for children aged 5-8 enabling them to travel for free on PSO (Public Service Obligation) 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 intends to introduce the system later this year, either in September or October.</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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| 08/05/2025 | 38 | <p>PQ Referred: 22881/25, for answer 08/05/2025, Oral from - Paul McAuliffe</p> | <p>Dail Question No: 38</p> <p>To ask the Minister for Transport for an update on the design and construction of the Finglas Luas key infrastructure project; the progress to date; and if he intends to provide funding for the construction of the project subject to planning approval.</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 Luas Finglas project is part of four proposed Luas network extensions identified in the NTA statutory Transport Strategy for the GDA 2022-2042. The development of a Luas green line extension to serve Finglas is part of the strategy's medium-term proposals, scheduled for delivery within the 2031-2036 timeframe.</p> <p>Transport Infrastructure Ireland (TII), as the Sponsoring Agency, prepared a Preliminary Business Case for the Luas Finglas project and the NTA as the day-to-day Approving Authority approved it for submission to the Department of Transport. In October 2024, the Government consented to approval in principle for the Luas Finglas project at Approval Gate 1 of the Infrastructure Guidelines. TII lodged a Railway Order (planning) application for the project with An Bord Pleanála in November 2024.</p> <p>Should the Railway Order for the Luas Finglas project be granted, the NTA will need to provide my Department with a detailed business case and procurement strategy. This is required under the Infrastructure Guidelines. I, as Minister for Transport, will need to provide my approval for the Luas Finglas project to proceed to the tendering stage at Approval Gate 2 of the Infrastructure Guidelines.</p> <p>As is the case with all major projects, Government consent must then be acquired at Approval Gate 3 of the Infrastructure Guidelines after the Final Business Case for the project has been reviewed. It is at this stage where the final decision is made regarding funding of major infrastructure projects.</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. 38 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Luas Finglas is identified as a key project in the Greater Dublin Area Transport Strategy 2022-2042 and the current National Development Plan (2021-2030). The proposed Scheme is part of an integrated transport solution that also includes MetroLink, BusConnects and DART+, all of which are included under Project Ireland 2040.</p> <p>Luas Finglas is a 3.9 km extension of the Luas Green Line from Broombridge to Charlestown via Finglas, with a 350-space Park & Ride facility located just off the M50 at St Margaret's Road. The alignment is primarily off-road and segregated from traffic providing a high-quality public transport service. In the year of opening, Luas Finglas will provide for a tram in each direction every 7.5 minutes during peak times with an approximate journey time of 30 minutes from Charlestown to Trinity College.</p> <p>During 2024, the project progressed through preliminary design including the completion & approval of the Preliminary Business Case. The Railway Order submission including the full Environmental Impact Assessment Report (EIAR) and scheme preliminary design was completed. On the 18th of November 2024 the Railway Order application was submitted to An Bord Pleanála (ABP).</p> <p>Following the submission of the Railway Order to ABP, a statutory public consultation took place from 22nd November 2024 to 20th January 2025. ABP received 46 submissions during the public consultation period on the Luas Finglas Railway Order application. Transport Infrastructure Ireland (TII) responded to all submissions received and issued a response document to ABP on the 27th of March 2025. TII continue to engage and consult with affected stakeholders of the project.</p> <p>Luas Finglas is identified as a medium-term proposal under the GDA Transport Strategy, with a current delivery timeframe anticipated between 2031 and 2036. However, as detailed above, the project plans are well progressed, particularly with the Railway Order application now with An Bord Pleanála and responses to the public consultation completed. While the ultimate delivery schedule depends on a positive Railway Order decision and securing the necessary funding allocation, should the funding envelope be available, opportunity exists to deliver the project early within the anticipated timeframe, which will result in cost savings and delivery efficiencies.</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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| 13/05/2025 | 449 | <p>PQ Referred: 24488/25, for answer 13/05/2025, Written from - Roderic O'Gorman</p> | <p>Dail Question No: 449</p> <p>To ask the Minister for Transport for a timeline for the construction of the DART+ South West project.</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+ South West project.</p> <p>Following the submission of a Railway Order application for DART+ South-West to An Bord Pleanála in March 2023, full planning approval was granted in November 2024. Work is now progressing with a view to moving this project into procurement and thereafter into the construction stage in the coming years.</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. 449 of 13 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In relation to the main DART+ South West project, Iarnród Éireann 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.</p> <p>While the National Transport Authority and Iarnród Éireann 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 expected to be concluded around the middle of this year.</p> <p>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 trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Roderic O'Gorman,T.D |
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| 13/05/2025 | 397 | PQ Referred: 23797/25, for answer 13/05/2025, Written from - Grace Boland | Dail Question No: 397 To ask the Minister for Transport the amount of income Irish Rail received from train fares in 2024; and if he will make a statement on the matter. Answer 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, in this case services operated by Irish Rail. In light of the NTA and Irish Rail's responsibility in this area, I have forwarded the Deputy's question to them both for direct reply. Please advise my private office if you do not receive a response within ten working days. | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 397 of 13 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Fare revenue for Irish Rail for 2024 was €205m. This includes revenue in respect of the free travel scheme from the Department of Social Protection.</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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| 13/05/2025 | 388 | PQ Referred: 23659/25, for answer 13/05/2025, Written from - Joe Cooney | Dail Question No: 388 To ask the Minister for Transport the additional public transport buses the National Transport Authority intends on having picking up and dropping off customers at Shannon Airport. Answer 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 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>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 388 of 13 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority has no current plans to expand PSO (Public Service Obligation) bus services to/from Shannon Airport. Please note that PSO bus services were significantly enhanced in 2024, including a 24 hour high frequency PSO bus service between Shannon Airport and Limerick and a new PSO service between Shannon Airport and Sixmilebridge.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Joe Cooney, T.D |
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| 13/05/2025 | 453 | <p>PQ Referred: 24492/25, for answer 13/05/2025, Written from - Roderic O'Gorman</p> | <p>Dail Question No: 453</p> <p>To ask the Minister for Transport for an update on the development of the Kylemore Road 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 through engagement with Iarnród Éireann, any proposed new stations on the DART+ South West project.</p> <p>Following the submission of a Railway Order application for DART+ South-West to An Bord Pleanála in March 2023, full planning approval was granted in November 2024. Work is now progressing with a view to moving this project into procurement and thereafter into the construction stage in the coming years.</p> <p>The National Transport Authority's (NTA) Greater Dublin Area Transport Strategy 2022-2042, which was adopted by the Minister for Transport and published in January 2023, has identified the potential for opening a new railway station at Kylemore to better serve the suburb and surrounding areas. Kylemore sits within the section of track that will be addressed by the DART+ South West project, and the NTA has provided funding to Iarnród Éireann this year for the preparation of designs and planning for the station. Option selection for the station's location is currently ongoing and the next step in delivering this project would be identifying a Preferred Option.</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. 453 of 13 May 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 finalising the selection of an emerging preferred option (EPO) for the Kylemore station location. The identified EPO will be subject to a non-statutory public consultation in the coming months, which will be followed by finalisation of a preferred option and the statutory planning process.</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>Roderic O'Gorman, T.D</p> |
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| 05/03/2025 | 31 | <p>PQ Referred: 10181/25, for answer 05/03/2025, Written from - Duncan Smith</p> | <p>Dail Question No: 31</p> <p>To ask the Minister for Transport if he will urgently increase bus capacity along the 43 bus route to serve Kinsealy; 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 my role as Minister for Transport I have been in contact with the NTA and highlighted a number of different issues including capacity requirements along all public transport services and routes. I am fully aware and appreciate the need of the public to have trust and certainty in their public transport services particularly with regard issues involving timetables and capacity.</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. 31 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding.</p> <p>Two additional capacity services were added to route 43 in October 2024. Route 43 will be replaced by route 21 under the BusConnects Network Redesign changes associated with the D Spine which is currently expected to be in 2026</p> <p>Route 21 (Swords Business Park – Abbey Street) will run every 20 minutes in the peak and every 30 minutes at other times.</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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| 08/05/2025 | 248 | <p>PQ Referred: 22919/25, for answer 08/05/2025, Written from - Emer Currie</p> | <p>Dail Question No: 248, 418, 419, 420, 533, 270, 424 & 425</p> <p>Response to various Parliamentary Questions</p> | <p>Dear Deputy,</p> <p>I refer to the matters you raised in the following Parliamentary Questions, which has been referred to the National Transport Authority (NTA) for reply.</p> <table><thead><tr><th>PQ Number</th><th>Date</th></tr></thead><tbody><tr><td>248 (22919/25)</td><td>8th May 2025</td></tr><tr><td>418 (19656/25)</td><td>29th April 2025</td></tr><tr><td>419 (19657/25)</td><td>29th April 2025</td></tr><tr><td>420 (19658/25)</td><td>29th April 2025</td></tr><tr><td>533 (20943/25)</td><td>29th April 2025</td></tr><tr><td>270 (23098/25)</td><td>8th May 2025</td></tr><tr><td>424 (19662/25)</td><td>29th April 2025</td></tr><tr><td>425 (19663/25)</td><td>29th April 2025</td></tr></tbody></table> <p>In line with the relevant actions contained within the Climate Action Plan 2024 and the National Sustainable Mobility Policy Action Plan 2022-2025, and as part of the BusConnects programmes in the major cities, the NTA has been progressing the transition of the Public Service Obligation (PSO) urban public bus fleet in Ireland to operation by zero-emission buses. This transition began with the completion of the pioneer Athlone town bus service electrification project in January 2023 but is not programmed to conclude until the year 2035, when it is intended that the last of the low-emission buses in the PSO urban bus fleet will be withdrawn from service. The NTA and its operators are therefore, today, still very much in the early stages of this transition. Nonetheless, there has been significant progress to-date, with a total of 174 double-deck battery-electric buses now introduced into service in Dublin and Limerick, supported by a total of 226 charging guns in three bus depots.</p> <p>In Dublin, the first double-deck battery-electric buses entered operational service with Dublin Bus in early October 2023 and, as of today, a total of 119 of these buses have been absorbed into the Dublin Bus fleet. 56 of these buses are currently based at Dublin Bus’s Summerhill bus depot and the other 63 buses at Dublin Bus’s Phibsborough bus depot. In addition, a total of 34 single-deck battery-electric buses have also been absorbed into the Dublin Bus fleet. Further buses will be absorbed into the Dublin Bus fleet in the coming months as additional charging guns at Phibsborough bus depot and Harristown bus depot are brought onstream (see below).</p> <p>As with every new bus or coach type introduced into service in Ireland or elsewhere, teething problems do arise as the operator and its drivers and maintenance staff gain a better understanding of the vehicle and it is subjected to the harsh realities of daily passenger service along roads of varying quality in all weather conditions. The majority of the teething issues that have arisen with the battery-electric bus fleet during the first two years in service are not exclusive to battery-electric buses, i.e. they relate to sub-systems and components that are present on all buses, not just battery-electric buses. In both the case of the single deck electric fleet and the double deck electric fleet, any issues that have arisen have been, and are being, addressed by the manufacturers under the warranty provisions for the vehicles.</p> <p>Planning for the electrification of the Dublin Bus bus depots began during 2019 and a procurement competition was launched by Dublin Bus during 2021 for the installation of charging infrastructure at a number of depots. However, ultimately Dublin Bus had to cancel that competition due to the tenders being non-compliant with the rules of the tender competition, resulting in a delay to the planned rollout of charging equipment. A tender competition was later initiated by Dublin Bus to install chargers in two additional depots -</p> | PQ Number | Date | 248 (22919/25) | 8 th May 2025 | 418 (19656/25) | 29 th April 2025 | 419 (19657/25) | 29 th April 2025 | 420 (19658/25) | 29 th April 2025 | 533 (20943/25) | 29 th April 2025 | 270 (23098/25) | 8 th May 2025 | 424 (19662/25) | 29th April 2025 | 425 (19663/25) | 29th April 2025 | Emer Currie, T.D |
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| | | | | <p>Harristown bus depot and Ringsend bus depot. Again, however, this competition had to be cancelled in November 2023, as it was not possible for Dublin Bus to conclude a contract with the selected tenderer.</p> <p>A revised tender competition was undertaken by Dublin Bus in respect of two other depots, with this contract awarded in December 2022 and bus charging infrastructure was commissioned at Summerhill bus depot in November 2023 and at Phibsborough bus depot in December 2023/January 2024. There are now 156 high-power charging guns and associated infrastructure installed at these two depots, with electrification works within the depot buildings being required to completely electrify them.</p> <p>To mitigate the delays in the depot electrification plan, and to assist the rollout of the charging infrastructure in Dublin, the NTA has made arrangements, using a contractor framework that the NTA has in place, to install, in collaboration with Dublin Bus, a further 80 charging guns in Dublin Bus's largest bus depot at Harristown over two phases of works. At least two further phases of works will be necessary to completely electrify this depot, including electrification works within the depot buildings.</p> <p>Of the remaining 5 Dublin Bus depots, plans have been progressed to electrify all of these bar Conyngham Road bus depot, which is not viewed as a viable candidate for electrification, primarily given its location within Dublin City Council's Strategic Development Regeneration Area 7 (SDRA 7, Heuston and Environs). Electrification of Dublin Bus's second largest bus depot at Donnybrook will commence within the next few months with the construction of a new substation, with an initial phase of approximately 68 charging guns expected to come onstream during 2026 and the depot anticipated to be fully electrified by late 2028.</p> <p>The other main bus operator in Dublin is of course Go-Ahead Ireland (GAI), which is progressing the electrification of its Ballymount bus depot; it is hoped to have up to 111 charging guns available at this location by early 2027. Once charging guns become available at Ballymount, GAI will be in a position to begin deploying battery-electric buses on the services that it operates in Dublin.</p> <p>However, the ability for the NTA, Dublin Bus and Go Ahead Ireland to fully exploit all of this new charging infrastructure will be dependent upon the further uprating of the local electricity supply network by ESB Networks.</p> <p>In terms of investment in the PSO urban bus fleet in Dublin, between 2019 and 2024, the NTA has purchased a total of 583 new urban buses for operation in Dublin, of which:</p> <ul style="list-style-type: none"> • 110 are double-deck diesel-only buses absorbed into the Dublin Bus fleet in 2019 (95) and 2020(15*); • 20 are double-deck diesel-only buses absorbed into the Go Ahead Ireland fleet in 2019 (15) and 2020(5*); • 219 are double-deck plug-in hybrid buses absorbed into the Dublin Bus fleet in 2021 (196) and 2022 (23); • 34 are single-deck battery-electric buses absorbed into the Dublin Bus fleet in 2024 (34); • 100 are double-deck battery-electric buses absorbed into the Dublin Bus fleet in 2023 (20) and 2024 (80); • 50 are double-deck battery-electric buses, of which 19 have been absorbed into the Dublin Bus fleet and the other 31 are currently being prepared to be absorbed into the | |
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| | | | | <p>Dublin Bus fleet (in line with the commissioning of new charging infrastructure at Dublin Bus's Phibsborough and Harristown bus depots); and</p> <ul style="list-style-type: none">• 50 are double-deck battery-electric buses, of which 1 has been absorbed into the Dublin Bus fleet and the other 49 are expected to begin being prepared to be absorbed into the Dublin Bus fleet within the next few months (in line with the commissioning of new charging infrastructure at Dublin Bus's Harristown bus depot). <p><i>* These buses were due for delivery in 2019 but were delayed following the entry of Wrightbus into administration in September 2019</i></p> <p>Dublin Bus also purchased 9 double-deck hybrid buses in 2019 using funding provided by the NTA.</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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| 08/05/2025 | 65 | <p>PQ Referred: 22419/25, for answer 08/05/2025, Oral from - Maurice Quinlivan</p> | <p>Dail Question No: 65</p> <p>To ask the Minister for Transport his plans for an improvement of bus infrastructure in Limerick city, appreciating the lack of such infrastructure; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As 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 programme in the bus system in the history of the State and is managed by the National Transport Authority (NTA).</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 the 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, circa 41% of residents will live within 400 metres of a high frequency bus route.</p> <p>The first phase of battery-electric bus charging infrastructure came on-stream at Bus Éireann's Roxboro Depot in Limerick in February 2024, allowing 34 double-deck battery-electric buses to enter passenger service in Limerick during 2024.</p> <p>The second phase of battery-electric bus charging infrastructure was substantially complete at the end of 2024, and an additional 21 double-deck battery-electric buses are expected to enter passenger service throughout 2025.</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 working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 65 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Under BusConnects Limerick, a new bus network has been designed for Limerick City which will see a 70% increase in the amount of bus services in Limerick city and its suburbs and a new 24-hour bus service operating between University Hospital Limerick, the city centre and the University of Limerick. It is intended to start introducing the new network in 2027, subject to funding and resources.</p> <p>The design of that new network was a necessary prerequisite step in relation to the planning of new bus infrastructure across Limerick city – without clarity of the planned service pattern, it is not feasible to reliably plan the appropriate infrastructure enhancements.</p> <p>BusConnects Limerick, as set out in the Limerick Shannon Metropolitan Area Transport Strategy, envisages the development of continuous bus priority, as far as practicable, on key bus corridors across the city. While Limerick City and County Council currently has one scheme in construction on Plassey Park Road, funded by the NTA, the NTA does intend to procure and appoint a design team to commence work on an overall citywide bus infrastructure plan under BusConnects Limerick. However, we do need to increase our personnel resources in order to undertake and manage this programme and we hope to do later this year. That will allow planning and design work to commence next year on the overall BusConnects Limerick infrastructure plan.</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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| 29/04/2025 | 398 | <p>PQ Referred: 19183/25, for answer 29/04/2025, Written from - Richard Boyd Barrett</p> | <p>Dail Question No: 398</p> <p>To ask the Minister for Transport the details of all services, grants, loans and payments available to individuals or households funded by his Department and agencies under his remit; the eligibility requirements and any conditionality for receiving the service, grant, loan or payment (details supplied); and the monetary value, or range of values, of the service, grant, loans or payment, where applicable.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Details Supplied: The details around eligibility requirements and conditionality that we are looking for are things like the following:1. means-based2. age-based3. contribution-based4. hardship- or needs-based5. diagnosis-based6. activity-based (e.g. Jobseeker’s Allowance requires recipients are actively looking for work)7. at the discretion of officials.</p> <p>Answer</p> <p>The details, eligibility requirements, conditions and monetary range for all services, grants, loans and payments available to individuals or households funded by my Department are detailed in the table below.</p> <table><tr><td>Details of services, grants, loans and payments available to individuals or households funded by department</td><td>Eligibility requirements and any conditionality for receiving the service, grant, loan or payment</td></tr><tr><td>EU Disability Parking Permit</td><td>Have a medical practitioner or consultant certify that you meet the medical and mobility criteria. Hold a Primary Medical Certificate. Be certified blind.</td></tr><tr><td>Sustainable Energy Authority Ireland (SEAI) Electric Vehicle Purchase Grant Scheme</td><td>Vehicle must be below a certain value cap.</td></tr><tr><td>SEAI Electric Vehicle Home Charger Grant scheme</td><td>N/A.</td></tr><tr><td>SEAI L Category (motorcycle and moped) grant scheme</td><td>Vehicle must be a defined category, L1e-B mopeds</td></tr></table> | Details of services, grants, loans and payments available to individuals or households funded by department | Eligibility requirements and any conditionality for receiving the service, grant, loan or payment | EU Disability Parking Permit | Have a medical practitioner or consultant certify that you meet the medical and mobility criteria. Hold a Primary Medical Certificate. Be certified blind. | Sustainable Energy Authority Ireland (SEAI) Electric Vehicle Purchase Grant Scheme | Vehicle must be below a certain value cap. | SEAI Electric Vehicle Home Charger Grant scheme | N/A. | SEAI L Category (motorcycle and moped) grant scheme | Vehicle must be a defined category, L1e-B mopeds | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 398 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA operates the Wheelchair Accessible Vehicle Grant Scheme 2025, which provides grants to increase the level of wheelchair accessible vehicles in the small public service vehicle (taxis, hackneys and limousines) fleet. Details of the grant scheme requirements are available at the following link: https://www.nationaltransport.ie/wp-content/uploads/2025/01/Information-Guide-for-WAV25-Grant-Scheme.pdf</p> <p>The NTA also operates the Electric Small Public Service Grant Scheme 2025 on behalf of the Department of Transport, which aims to increase the number of electric vehicles in the SPSV industry. Details of the grant scheme requirements are available at the following link: https://www.nationaltransport.ie/wp-content/uploads/2025/02/ESPSV-Grant-2025-Information-Guide.pdf</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> |
| Details of services, grants, loans and payments available to individuals or households funded by department | Eligibility requirements and any conditionality for receiving the service, grant, loan or payment | | | | | | | | | | | | | | |
| EU Disability Parking Permit | Have a medical practitioner or consultant certify that you meet the medical and mobility criteria. Hold a Primary Medical Certificate. Be certified blind. | | | | | | | | | | | | | | |
| Sustainable Energy Authority Ireland (SEAI) Electric Vehicle Purchase Grant Scheme | Vehicle must be below a certain value cap. | | | | | | | | | | | | | | |
| SEAI Electric Vehicle Home Charger Grant scheme | N/A. | | | | | | | | | | | | | | |
| SEAI L Category (motorcycle and moped) grant scheme | Vehicle must be a defined category, L1e-B mopeds | | | | | | | | | | | | | | |

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| | | | <table><tr><td></td><td>(€500), L3e motorcycles (€1,000)</td></tr></table> <p>As the question also relates to bodies under the aegis of my Department, I have referred this question to the relevant agencies for direct reply concerning any grants or payments that fall under their direct remit.</p> <p>If the Deputy does not receive a response within ten working days please contact my Private Office.</p> | | (€500), L3e motorcycles (€1,000) | | |
| | (€500), L3e motorcycles (€1,000) | | | | | | |

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| 08/05/2025 | 258 | <p>PQ Referred: 22964/25, for answer 08/05/2025, Written from - Ann Graves</p> | <p>Dail Question No: 258</p> <p>To ask the Minister for Transport to examine the case for a review of the TFI fare structure due to its impact on service users, such as a person (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: does he have a role in regulating the TFI fare structure, which is having a disproportionately negative impact on families and students, a case in point is where a student travels daily from Donabate to Balbriggan for secondary school—a short, 15-minute journey covering just 18 kilometers and three stops, under the previous fare structure, this trip cost €0.65. With the new pricing, the fare has jumped to €1.50, an increase of more than 130%. Considering that one of the key stated goals of the new fare system was to introduce fairer pricing based on direct distance. However, this new rate does not reflect that principle. Instead, it places an unfair burden on students and families who rely on this short, essential journey for education.</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 April 2023, the NTA published a new National Fares Strategy. The Fares Strategy followed the previous implementation of a simplified fares structure for Dublin, and proposed an approach that is more equitable, consistent and easy to understand for passengers, where fares are linked to distance.</p> <p>Following the publication of the National Fares Strategy, the NTA published a fares determination in January 2024, covering the ‘Dublin City Zone’ (25km from city centre – extending to Rush, Rathoath, Blanchardstown, Bray etc.) and ‘Dublin Commuter Zone’ (50km from city centre – extending to Drogheda, Kildare, Rathdrum etc.).</p> <p>The second phase of the previously announced fares determination was implemented on Monday the 28th of April, and included new multi-modal fare caps in Dublin and revised commuter rail fares. The new zones and revised fares will deliver more consistent and equitable fares and reduce the disparities which currently exist for some passengers, particularly in the</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No.258 of 08 May, which was referred to the National Transport Authority (NTA) for reply.</p> <p>The Fares Determination 2024 commenced the implementation of the National Fares Strategy with the revision of fare structures in the Dublin Commuter Area by introducing a new ‘Dublin City Zone’ extending to approximately 23km from Dublin City Centre and 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, changes to some Intercity Rail fares and the introduction of a fare based on a boarding charge + distance-based fare. Donabate is located within the City Zone and Balbriggan in Commuter Zone 2.</p> <p>The distance-based leap fare for this trip is €3 adult / €1.50 child. The transition to the National Fare Structure will result in fare increases for some passengers and decreases for others. However, the Authority believes that there are significant benefits associated with the new structure in terms of consistency and equity. To mitigate the impact of the fares changes Zone 2 passengers can purchase a weekly Leap ticket at an interim fare rate of €32 (Adult) and €16 (Young Adult / Child). The 2024 Fares Determination also maintained the 20% cost of living discount that was applied to all Public Service Obligation (PSO) fares.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Ann Graves, T.D |
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| | | | <p>outer commuter towns surrounding Dublin. 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> | | |
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| 20/05/2025 | 272 | <p>PQ Referred: 25248/25, for answer 20/05/2025, Written from - Grace Boland</p> | <p>Dail Question No: 272</p> <p>To ask the Minister for Transport the delivery timeline specified by the NTA for a company (details supplied) for the delivery of the bank card payments system planned for public transport; and if he will make a statement on the matter.</p> <p>Details Supplied: Sistemas</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 development of public transport infrastructure, including ticketing and technology projects.</p> <p>The NTA's Next Generation Ticketing project will provide for transformative upgrade to the ticketing system for public transport passengers in Ireland. The project will facilitate a variety of payment methods on public transport services, involving a new-generation 'Account Based Ticketing' scheme incorporating both mobile and card-based payments for passengers.</p> <p>Following a competitive procurement process, in April 2024 the NTA awarded an overall framework contract for the design, supply, installation and operation of the new multi-modal ticketing system to a Spanish information technology company, Indra Sistemas, who have designed, installed and operated similar systems internationally.</p> <p>A huge effort is being put in by NTA to ensure that this transformational and beneficial project for public transport passengers is delivered as effectively as possible. 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 working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 272 of 20 May 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>A major effort is being put in by NTA to ensure that this project is delivered as effectively and expeditiously as possible. However, it will still take a number of years to successfully deliver the full solution. We will be in a better position to provide an exact implementation date shortly, when certain project planning activities have been completed.</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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| 29/04/2025 | 524 | <p>PQ Referred: 20870/25, for answer 29/04/2025, Written from - Maeve O'Connell</p> | <p>Dail Question No: 524</p> <p>To ask the Minister for Transport how his Department is working with State agencies and other enterprises to bridge the gap of ‘the last kilometre’ which can discourage people from taking public transportation.</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>Significant work is also underway within my Department to encourage the development of shared mobility options, such as shared bikes and e-scooters, in line with the Programme for Government commitment to establish mobility hubs in each local authority area. My Department will shortly publish a ‘National Policy Statement on Shared Mobility and the related Development of Hubs’ which will outline a pathway to support the increased use of shared mobility services in Ireland, offering a convenient and flexible option for ‘last kilometre’ journeys linking public transport stops to the final destination.</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. 524 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is currently investing, on behalf of the Department of Transport, the order of €300 million per year on active travel infrastructure which improves both walking and cycling facilities. The output for 2024 included 128km of footway and 77km of cycle way, taking the total output for the last 5 years to over 1,000kms. In addition, thousands of junctions and crossings have been upgraded or provided in this period. These facilitate “last kilometre” connections to public transport at both the origin and destination points of public transport trips.</p> <p>The NTA also operates the TFI bike programme in Cork, Limerick, Galway and Waterford, which facilitates over 200,000 "last kilometre" trips each year. In addition, Dublin City Council operates the Dublin Bikes which provides millions of such trips. In addition, there are a number of private companies providing shared bikes in large towns up and down the country, some with the support of the Local Authority. Of note is that usage of these shared facilities varies widely from location to location, with many having a very low level of usage, resulting in services being withdrawn.</p> <p>As the current operating contract for the TFI bikes is nearing its end, the NTA is currently tendering for the replacement of the operator. The replacement contract will include for a larger number of bikes, plus scooters in some locations, over a much wider operating areas in the four regional cities. In addition, there will be more electric bikes available which widens the attractiveness of this mode. This will mean that shared mobility devices will be available in a wider number of locations which will facilitate more trips to public transport, particularly at the origin of trips. It is planned that this new operating model will be up and running in 2026. The tender for Dublin will be undertaken in advance of the current contract coming to an end in 2027.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Maeve O'Connell, T.D |
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| 29/04/2025 | 549 | <p>PQ Referred: 21259/25, for answer 29/04/2025, Written from - Barry Heneghan</p> | <p>Dail Question No: 549</p> <p>To ask the Minister for Transport if the National Transport Authority will fund the installation of bus shelters at both pole numbers (details supplied); if so, when this work is likely to commence; and if he will make a statement on the matter.</p> <p>Details Supplied: 738 and 4594.</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. 549 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each local authority across the State, including Dublin City 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>The NTA will bring this request to the attention of the relevant Council personnel in the Council who are developing and progressing the Council's work plan in respect of the Bus Stop Enhancement Programme.</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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| 29/04/2025 | 520 | <p>PQ Referred: 20846/25, for answer 29/04/2025, Written from - Tom Brabazon</p> | <p>Dail Question No: 520</p> <p>To ask the Minister for Transport if the National Transport Authority will fund the installation of next bus display screen at a location (details supplied).</p> <p>Details Supplied: Bus Stop number 956</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 planning and development of public transport infrastructure, including the provision of 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. 520 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>At present there are over 12,000 bus stops in Ireland serving a variety of bus services including local, urban and regional bus services across a variety of operators. Because of the costs associated with the provision of on-street RTPI signage, it is not feasible to provide Real Time Passenger Information (RTPI) signs at all bus stop locations.</p> <p>One of the main reasons for these costs is the need for an independent power supply for RTPI signs. These signs require an electrical supply in order to operate and there is a prohibition under statutory regulation, derived from European legislation, that prevents the NTA from taking an electrical connection from an existing public lighting power supply, even where convenient and adjacent. Instead, a separate independent electrical connection is required from ESB Networks, which can often necessitate extensive trenching, road crossings and major reinstatement work, all contributing to significant costs. As a result of these costs, and to ensure value for money, it is intended to only provide RTPI as an integrated sign within a new bus shelter or, depending on suitability, within an existing bus shelter that already has an independent power supply and has been designed to accommodate an integrated RTPI sign. In that way, a cost-effective single integrated power supply can be provided, powering both the bus shelter lighting and the RTPI sign.</p> <p>In relation to the bus shelter located at Naomh Barróg GAA, stop number 956, Kilbarrack Parade, I note that due to the age profile of the shelter it is not feasible to integrate an RTPI unit into the shelter structure as the additional loading was not factored into the shelter structural design at the time of installation. Additionally, the shelter structure isn't tall enough to accommodate a RTPI unit as the mandatory head clearance height would be negatively compromised. We also note that stop number 956, at Naomh Barróg GAA, is the first stop on the N6 bus route heading to Finglas Village. Accordingly, the times indicated on the timetable panel fixed to the existing bus shelter provide the commencement times of each service.</p> <p>Notwithstanding the 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 back of house data feed. There is no difference between the information contained on RTPI units and App. 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 / shelter flag indicating the particular bus stop number. Simply inserting that number into the App provides the RTPI information on bus arrival times at that stop. We would encourage travelling passengers to download and trial the app to get familiar with all the real time information available to passengers at each bus stop. Additionally, we also note that when passengers scan the QR code contained in the timetable panel it will bring them to that particular stop number within the TFI Live app. Finally, if necessary, Dublin Bus can provide printed timetables for customers use at their offices in O'Connell Street or if requested via their Customer Services team.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Tom Brabazon, T.D |
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| 29/04/2025 | 377 and 389 | <p>PQ Referred: 18901/25, for answer 29/04/2025, Written from - Shane Moynihan</p> | <p>Dail Question No: 377 To ask the Minister for Transport the timeframe for the delivery of the western Dublin orbital route.</p> <p>Dail Question No: 389 To ask the Minister for Transport for an update on funding for the west Dublin orbital route.</p> <p>Answer 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>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 NTA, as they have responsibility for the planning and development of public transport infrastructure, including BusConnects.</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. The first of these Spines—the H-Spine—launched in June 2021 and serves Howth and Malahide. The second Spine—the C-Spine serving the Lucan/Leixlip/Celbridge corridor —launched in November 2021.</p> <p>Phase 3—the Northern Orbital routes—was rolled out in May 2022, connecting Blanchardstown with the Point and Finglas with Howth Junction. Phase 4, comprising the G-Spine and Route 60 connecting Ballyfermot with the Docklands via the City Centre, was launched in October 2022.</p> <p>Phase 5a, the Western Orbitals, launched in June 2023 connecting the West of Dublin to Kildare. Phase 5b, the Southern Orbitals, was launched in November 2023 connecting the Southern and Western areas of Dublin.</p> <p>Most recently, the E-Spine connecting Ballymun to Bray and L routes in Wicklow rolled out in January this year.</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>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 matters you raised in Parliamentary Question Nos. 377 and 389 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The provision of new regional and local roads is a matter for the local authorities in the first instance while national roads are the responsibility of Transport Infrastructure Ireland. The NTA, as the agency responsible for strategic transport planning in the GDA, does provide for the development of the road network in the Transport Strategy, however the planning, design and funding of such roads is a function of the relevant Local Authority or TII (Transport Infrastructure Ireland).</p> <p>In this regard, the Transport Strategy contains the following measures related to orbital movement in the Greater Dublin Area, addressing previous proposals for a Leinster Outer Orbital Route and a Dublin Outer Orbital Route:</p> <ul style="list-style-type: none"> • Measure ROAD6 – Catering for Orbital Movement in Leinster <p>TII and the local authorities will deliver online improvements to existing road carriageways, and localised schemes on national and regional roads, to cater for orbital traffic movement, where issues related to the safety and capacity of the network have been identified.</p> <ul style="list-style-type: none"> • Measure ROAD8 – Emergency Diversion Routes <p>The relevant local authorities, in collaboration with TII, will undertake design and analyses to assess the benefits and implications of a road link between the N3 and N4 national roads, which could provide critical infrastructure resilience in the event of incidents arising on the M50 between Junctions 6 and 7, in addition to providing potential orbital public transport corridor.</p> <ul style="list-style-type: none"> • Measure ROAD9 - Regional and Local Roads Policy <p>Enhance orbital movement between the N3, the N4 and N7 national roads, by improving existing roads and/or the development of new road links where deemed appropriate, for the purpose of providing resilience to the operation of the M50 and incorporating provision for sustainable transport;</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> | Shane Moynihan, T.D |
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| 20/05/2025 | 264 | <p>PQ Referred: 25189/25, for answer 20/05/2025, Written from - Maeve O'Connell</p> | <p>Dail Question No: 264</p> <p>To ask the Minister for Transport to report on the establishment of late-night bus services; and to update on the work of officials within his Department on the proposal of a late-night bus service for Dundrum and Churchtown.</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 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. 264 of 20 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The request for late night bus services in the vicinity of Dundrum is noted and will be considered prior to the introduction of the new A-Spine services in that area, currently planned for the third quarter 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>_____ Hugh Creegan, Chief Executive (Interim).</p> | Maeve O'Connell, T.D |
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| 20/05/2025 | 289 | <p>PQ Referred: 25401/25, for answer 20/05/2025, Written from - Jennifer Whitmore</p> | <p>Dail Question No: 289 To ask the Minister for Transport if there are any modifications planned with BusConnects customer satisfaction results in mind; 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; 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. As you will be aware Deputy, BusConnects is critical to improving the passenger experience, and has already achieved significant success in transforming Dublin’s public transport network.</p> <p>The Government approved the Preliminary Business Case for infrastructure investment in Q2 2022, allowing BusConnects Dublin to enter the planning system. The NTA subsequently submitted the planning applications for all sixteen proposed Core Bus Corridors (CBC) bundled as twelve schemes to An Bord Pleanála from April 2022 to August 2023. Since December 2023, An Bord Pleanála has approved eleven schemes – including the Bray to City Centre Scheme which was approved with conditions in January 2025.</p> <p>The Bray to City Centre Core Bus Corridor Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel and the provision of enhanced bus priority measures for all services who will use the corridor. In the latest progress report, published in July 2024, comparisons were made between network redesign phases 1 to 5a before launch, from quarter 4 of 2019, and after launch, from quarter 4 of 2023.</p> <p>The programme has led to a substantial increase in service levels, and customer satisfaction research carried out shows that phases 1 to 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 collaborating with operators and customers to enhance the punctuality and reliability of services throughout the Network Redesign.</p> <p>Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably.</p> <p>In light of their 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. 289 of 20 May 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, we have no plans at present to make any significant modifications to the sections of the BusConnects Dublin network that have been implemented to date – our main focus is on implementing the remaining phases of the new network. However, we do monitor the performance of the completed sections and, after allowing a sufficient period for travel patterns to become established, make adjustments where required.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Jennifer Whitmore, T.D</p> |
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| 20/05/2025 | 288 | <p>PQ Referred: 25400/25, for answer 20/05/2025, Written from - Jennifer Whitmore</p> | <p>Dail Question No: 288</p> <p>To ask the Minister for Transport where follow-up customer satisfaction surveys have already been carried out in relation to BusConnects, where they are planned to be carried out; when they will be published and reported on; 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. As you will be aware Deputy, BusConnects is critical to improving the passenger experience, and has already achieved significant success in transforming Dublin's public transport network. In the latest progress report, published in July 2024, comparisons were made between network redesign phases 1 to 5a before launch, from quarter 4 of 2019, and after launch, from quarter 4 of 2023.</p> <p>The programme has led to a substantial increase in service levels, and customer satisfaction research carried out shows that phases 1 to 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 collaborating 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 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. 288 of 20 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The customer satisfaction research that was published in the BusConnects Progress report for July 2024 was designed to evaluate Phases 1- 4 of the Dublin Network Redesign project. The research aimed to assess users' satisfaction with the new bus routes, including in comparison to the previous routes and also the perceived impact on public transport usage. The research was based on 1,905 face-to-face interviews spread across days of the week and time of the day, between April and May of 2024 in the areas that were included in BusConnects phase 1- 4.</p> <p>Further research will be done in the second half of 2025 and will focus on the areas covered by phases 5 and 6. This research will be included in the next BusConnects progress report.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Jennifer Whitmore, T.D</p> |
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| 13/05/2025 | 368 | <p>PQ Referred: 23225/25, for answer 13/05/2025, Written from - Peadar Tóibín</p> | <p>Dail Question No: 368</p> <p>To ask the Minister for Transport if an extension until 12 of June 2025 will be provided to a person (details supplied) for an electric taxi grant application.; and if he will make a statement on the matter.</p> <p>Details Supplied: [Details removed – Personal Information]</p> <p>Answer</p> <p>Providing a sustainable, low-carbon transport system is a key priority of the Department and the aim of the eSPSV Grant Scheme is to increase the uptake of fully electric SPSVs and zero emission capable wheelchair accessible SPSVs. The Scheme is funded by the Department of Transport and administered by the National Transport Authority of Ireland (NTA). However, it should be noted that the Department of Transport has no role in the day-to-day operations or the grant approval process.</p> <p>I have forwarded the details of this case to the NTA and asked them to follow up directly with the applicant.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 368 of 13 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>By way of background to the eSPSV Grant Scheme 2025, the application portal opened on 17 February of 2025 and applications were received via the online NTA portal from that date. Once each application had been validated by NTA within days of being received, a grant offer letter was issued to the applicant, setting out the requirements for success in the Scheme. Applicants were informed of the requirement to return their completed grant offer letter within 21 days, and to complete the full Scheme requirements within 2 months. Where applicants had not completed the process within 1 month of their deadline, the NTA issued an automatic email reminder. Where applicants requested an extension with reasonable indications that they were progressing positively with their application, the NTA approved a 2 week extension to their end date. The same process and timelines were applied to all applicants 1860 applicants.</p> <p>With regards to your specific query, the NTA can confirm that [Detail removed]was provided with an extension, and the expiry date of his Provisional Grant Offer was then 17 May 2025, extended from the 03 May 2025.</p> <p>The availability of appropriate EVs for Scheme applicants to purchase informs the development of the associated terms and conditions. For eSPSV25, EV availability was projected to be high and ongoing NTA monitoring has found this to be the case. I can confirm that as of 16 May 2025, 385 vehicles have been approved under the Scheme, with more expected to complete the process before their grant offer expiry dates. While reasonable accommodations are provided by the NTA to applicants, as was the case here, the NTA must prioritise applicants who complete the process in line with the Scheme terms and conditions.</p> <p>The eSPSV Grant Scheme 2025 was very popular, with the Scheme closing on 13 March 2025 due to the number of applications received. As noted by the Department of Transport on closing the Scheme in March, it may reopen later this year once the initial applications have been processed, and the grant spend is known. Should it reopen, applicants to round 1 who were unsuccessful in completing the process may be able to apply again. Such applicants should ensure that the vehicle they choose to purchase can be procured within the prescribed timeline.</p> <p>The NTA can also confirm that it has written to [Detail removed] advising him that we are unable to provide any further extensions to his Provisional Grant Offer.</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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| 08/05/2025 | 81 | <p>PQ Referred: 11796/25, for answer 08/05/2025, Oral from - Aengus Ó Snodaigh</p> | <p>Dail Question No: 81</p> <p>To ask the Minister for Transport if he is aware of plans in relation to a reduced bus service serving the communities of Bluebell and Inchicore; if he will instruct the Údarás Náisiúnta Iompair to meet with the affected communities to take their concerns on board; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport I would like to thank Deputy Ó Snodaigh for his question with regard plans in relation to a reduced bus service serving the communities of Bluebell and Inchicore;</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. 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). 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 was also 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.</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 on the 08 of May 2025, which was referred to the National Transport Authority (NTA) for reply.</p> <p>Please see details of new routes 57, 58 and X58 in the attached brochure that will serve the Bluebell and Inchicore areas. These services will replace current routes 68, 68a, 69 and 69x. Key points are outlined below;</p> <ul style="list-style-type: none"> • New half-hourly route 57 between Greenogue and the City Centre replaces the previous plan for an hourly route L56 between Greenogue and the Red Cow Luas stop. • New route 58 between Rathcoole and the City Centre will also now run every half-hourly, instead of hourly. • The two routes will combine to give a bus every fifteen minutes between Clondalkin and the City Centre via Bluebell, Tyrconnell Road and Inchicore, compared with the one-per-hour that was in the original plan. <p>We plan to introduce these new services in the first half of 2026, as part of the wider Phase 8 changes with new routes D1, D2, D3, D4, 71, 72, X47 and X55 replacing current routes 13, 27, 51d, 51x, 56a, 77a, 77x, 122, 150 and 151 in this area, as previously announced. The date of the change is subject to operational readiness and funding.</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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| 20/05/2025 | 284 | <p>PQ Referred: 25396/25, for answer 20/05/2025, Written from - Jennifer Whitmore</p> | <p>Dail Question No: 284</p> <p>To ask the Minister for Transport if there are plans to address the platform limitations in Connolly Station and expand the station to include more platforms; 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 in the Greater Dublin Area, including, in consultation with Iarnród Éireann, any proposed works at Connolly 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 within 10 days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 284 of 20 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>There are no current plans to expand or provide additional platforms at Connolly Station. It should be noted however that under the DART+ West project, a significant new station will be built at Spencer Dock with provision for four platforms for services from the Maynooth and Kildare lines and it will also provide direct access to Luas Red line services via the Luas Spencer Dock stop. The provision of this new station will ultimately free up some capacity at Connolly Station. Finally, it should be noted that under the DART+ West project, a new pedestrian entrance is planned on Preston Street to facilitate easier access to DART platforms.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Jennifer Whitmore, T.D</p> |
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| 20/05/2025 | 285 | <p>PQ Referred: 25397/25, for answer 20/05/2025, Written from - Jennifer Whitmore</p> | <p>Dail Question No: 285 To ask the Minister for Transport the reason that DART Underground has been delayed to 2042; 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 statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including through engagement with Iarnród Éireann, DART infrastructure.</p> <p>As the Deputy may be aware, the issue of the DART Underground, also known as DART+ Tunnel, was re-examined in 2022 as part of the National Transport Authority's (NTA) review of the Transport Strategy for the Greater Dublin Area (GDA). The Strategy is a multi-modal, twenty year transport strategy for the region and one that must be reflected in relevant land-use strategies across the GDA.</p> <p>The analysis in the revised Strategy suggests the cumulative benefits associated with the DART+ Programme, together with other interventions planned in public transport, mean that it is unlikely that the DART+ Tunnel will be required until post-2042. The priority for rail capacity for the Greater Dublin Area is the DART+ Programme which will double rail capacity across the GDA network.</p> <p>Two fleet orders have been placed under the DART+ Fleet project. These comprise 185 carriages, largely battery-electric, with some electric units. Battery-electric carriages from the first order of 95 carriages have started arriving into Ireland, are now undergoing testing, and are expected to be deployed on the Northern Commuter Line serving Dublin to/from Drogheda from next year.</p> <p>The DART+ West project plans to extend DART services from the City Centre to the M3 Parkway and Maynooth. A Railway Order (planning application) was granted approval 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 and the NTA are currently engaging on the submission of a new Railway Order for a depot.</p> <p>A Railway Order was granted for the DART+ South West project by An Bord Pleanála in November 2024. This project will extend DART services from the City Centre to Hazelhatch, including four-tracking from Park West to Heuston. Work is ongoing to progress the preparation of procurement documents, with a</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 285 of 20 May 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. As such, we have nothing further to add to the Ministers response at this time.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Jennifer Whitmore, T.D</p> |
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| | | <p>view to moving this project into procurement and thereafter into the construction stage in the coming years.</p> <p>A Railway Order for DART+ Coastal North, which will extend DART overhead electrified wires to Drogheda, 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. The DART+ Coastal South project will improve DART services on the existing DART line south of Dublin city, with the current focus on enhancing services between Bray and Greystones.</p> <p>In the meantime, the Strategy proposes to preserve an alignment for the DART+ Tunnel to allow its future delivery subsequent to the Strategy period.</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> | | |
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| 13/05/2025 | 450 | <p>PQ Referred: 24489/25, for answer 13/05/2025, Written from - Roderic O'Gorman</p> | <p>Dail Question No: 450</p> <p>To ask the Minister for Transport when the disused Brennanstown stop on the Luas Green Line will be opened to passengers.</p> <p>Answer</p> <p>As the Deputy may be aware, 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>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. 450 of 13 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We have no current plan to open the Brennanstown Luas stop. However, we advised in our response to Parliamentary Question No. 451 of 13 May last that Dún Laoghaire-Rathdown County Council recently completed a Local Transport Plan (LTP) for the Racecourse South lands, situated south-east of Leopardstown Racecourse and north-east of the M50, which includes a policy objective stating:</p> <p><i>“Dún Laoghaire-Rathdown County Council will work with the NTA, TII and other relevant stakeholders to ensure that the Racecourse Luas Stop, as an early enabler of the Racecourse South, is operational in the short to medium term, in accordance with technical and operational requirements of TII and in advance of the opening of the first phase of residential development.”</i></p> <p>The NTA, in conjunction with Transport Infrastructure Ireland (TII) and Dún Laoghaire-Rathdown County Council, will continue to monitor the surrounding developments including the Cherrywood Strategic Development Zone and keep this matter under review.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Roderic O'Gorman, T.D</p> |
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| 29/04/2025 | 421 | <p>PQ Referred: 19659/25, for answer 29/04/2025, Written from - Emer Currie</p> | <p>Dail Question No: 421</p> <p>To ask the Minister for Transport to detail the budget allocated to Dublin Bus for the introduction of new bus services and the enhancement of existing 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. 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>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.</p> <p>This includes funding for the continuation of the fare initiatives and to support the roll-out of 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, 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. 421 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Under Budget 2025, €15million was allocated to the NTA for the provision of new services across the State, which includes Connecting Ireland, the Town Bus Services Programme as well as BusConnects Network Redesign (NRD) in Dublin. Phase 7 of the BusConnects NRD in Dublin is included in this year's budget, the majority of which will be operated by Dublin Bus.</p> <p>There is no specific budget allocation for service enhancements - these are assessed on a case-by-case basis as the need arises and will be subject to the availability of funding and operational readiness, including the availability of buses, drivers and mechanics.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Emer Currie, T.D</p> |
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| 08/05/2025 | 33 | <p>PQ Referred: 22869/25, for answer 08/05/2025, Oral from - Louis O'Hara</p> | <p>Dail Question No: 33</p> <p>To ask the Minister for Transport the efforts his Department is undertaking to increase the accessibility of public transport for people with disabilities and addressing the issue of hidden booking costs associated with the free travel pass; 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>From a policy perspective, I wish to advise the Deputy that the Department of An Taoiseach has established a unit within its Department which will focus on disability, reflecting a commitment in the Programme for Government to a step change in supports and services required by disabled people. In my role as Minister for Transport, I will be engaging with that unit with an emphasis on addressing the wider issues such as ensuring that all public transport operators provide safe and accessible access for all passengers.</p> <p>Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for promoting the development of integrated, accessible public transport networks and infrastructure. 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. This means that neither myself nor my Department are involved in the scheduling, management or operations of public transport services.</p> <p>In light of the NTA's responsibilities, I have referred the part of your question regarding increasing the accessibility of public transport for disabled people to the NTA for direct reply to you. Please advise my private office if you do not receive a reply from the NTA within ten working days.</p> <p>My colleague the Minister for Social Protection has responsibility for the Free Travel Scheme. While the Deputy has not specified which public transport services they are referring to, I have referred your question to both Bus Éireann and Irish Rail for direct reply to you in relation to any booking fees for Free Travel Pass holders. Please advise my private office if you do not receive a reply from either company within ten working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 33 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see below in response to your Parliamentary Question. Accessibility to public transport encompasses a number of different factors which are outlined below.</p> <p><u>Bus and Coach Fleet</u></p> <p>The NTA has in recent years assumed responsibility for the procurement of new fleet to be operated by the Public Service Obligation 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. Most are low floor vehicles with a ramp for the wheelchair user to embark; however, some of the 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 priority seats that are covered in different fabric and emblems to indicate to passengers that these seats are for people who really need them.</p> <p>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.</p> <p><u>Bus Stops</u></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 a 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> <p>The NTA will continue to work with, and have provided significant extra funding to, the Local Authorities to carry out improvement works to all bus stops in their regions to ensure that they are accessible. Funding is available to them to install seating at bus stops or shelters at busier stops, where there is sufficient room to do so.</p> <p>-</p> | Louis O'Hara, T.D |
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| | | | | <p><u>Tram:</u></p> <p>Given the relatively recent introduction of Luas, all of the Luas carriages have been designed to be fully wheelchair accessible. The vehicles all have low floor areas with level boarding from the stop platforms, facilitating easy wheelchair access.</p> <p><u>Trains:</u></p> <p>The train network has stations with varying platform heights and train entrance doors. Therefore, a ramp is required to allow people with wheelchairs access onto the train. Advance notice is required to ensure that there is a staff member to lay the ramp on the platform to the train.</p> <p>Irish Rail recently reduced that advance notice for boarding/alighting assistance down to 1 hour at 15 of their largest stations where 60% of the 42,000 assistance requests take place yearly.</p> <p>For commuter lines like Cork, DART, Maynooth and Northern Commuter Line the advance notice is 4 hours. For InterCity stations, the advance notice is 12 hours.</p> <p>New DART+ fleet is being purchased, which will have a retractable ramp to minimise the horizontal and vertical distance between the train and the platform for ease of access for all users. These will start to come into operation towards the end of next year.</p> <p><u>Bus Stations:</u></p> <p>The NTA has been working with Bus Éireann on installing an accessible bus bays 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><u>Rural Transport Programme</u></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 scheduled services with timetables and demand responsive door to door services where possible.</p> <p><u>Independent Travel Support (ITS) scheme for TFI services</u></p> <p>The NTA funds the ITS scheme (formerly known as the Travel Assistance Scheme) in Dublin, which is managed by Dublin Bus for the last 15 years. 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 ITS Scheme in Dublin now has four staff members.</p> <p>The NTA launched the ITS scheme in Cork in September 2022 which is managed by Bus Éireann and has now three assistants. Subsequently, the NTA extended the ITS scheme to Limerick in 2023 and Waterford in 2024 followed by Galway in January 2025. Bus Éireann manage the Schemes in the regional cities.</p> <p>It is planned to do ITS pilots in two Towns and two rural areas in 2025.</p> | |
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| | | | | <p><u>Disability User Groups</u></p> <p>Each of the Transport Operators Dublin Bus, Go Ahead, Irish Rail, Luas and Bus Eireann have their own Disability User Groups that are made up of people with disabilities, disability user groups and DPO’s. They plan to meet quarterly to discuss the accessibility of the services and where they can be improved.</p> <p>-</p> <p><u>Free Travel Pass bookings.</u></p> <p>Passengers on Public Service Operators, (such as Dublin Bus, Bus Eireann, Irish Rail, Luas and Go Ahead) in contract with the NTA are boarded on a first-come first-served basis, regardless of payment method. Passengers with online tickets do not have any priority over cash/leap/Free Travel Pass (FTP) paying customers as there is no seat reservation system in place on these services. There is an exception with Irish Rail.</p> <p>Irish Rail have a number of seats that can be reserved by all passengers with valid tickets, including Free Travel Pass holders. When that allocation of seats is full a charge of €2.50 is applied for all passengers. More details at the links below:</p> <p>https://www.irishrail.ie/en-ie/rail-fares-and-tickets/guide-to-buying-online/booking-a-seat-only-reservation gclid=EAlaIQobChMI5_qH54Lw_gIVS7DtCh30IweREAAAYASABEgJk1fD_BwE&gclsrc=aw.ds</p> <p>-</p> <p>https://www.irishrail.ie/en-ie/rail-fares-and-tickets/how-to-guide/booking-a-seat-only-reservation</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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| 13/05/2025 | 451 | <p>PQ Referred: 24490/25, for answer 13/05/2025, Written from - Roderic O'Gorman</p> | <p>Dail Question No: 451</p> <p>To ask the Minister for Transport when the disused Racecourse stop on the Luas Green Line will be opened to passengers.</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 (GDA), including light rail.</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. 451 of 13 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Dún Laoghaire-Rathdown County Council (DLRCC) recently completed a <i>Local Transport Plan</i> (LTP) for the Racecourse South lands, situated south-east of Leopardstown Racecourse and north-east of the M50. This LTP, which fulfils an objective in the <i>Dún Laoghaire-Rathdown County Development Plan 2022-2028</i>, is intended to inform a masterplan that is being prepared by the Land Development Agency. The LTP, which was funded by the NTA, included both the NTA and Transport Infrastructure Ireland (TII) as key stakeholders during its preparation.</p> <p>Although the Racecourse Luas stop is located just outside the LTP study area, the LTP identified that the opening of this previously constructed Luas stop would be a critical enabler of development on this site and included a specific objective in this regard – Measure LR2 – which states: <i>‘Dún Laoghaire-Rathdown County Council will work with the NTA, TII and other relevant stakeholders to ensure that the Racecourse Luas Stop, as an early enabler of the Racecourse South, is operational in the short to medium term, in accordance with technical and operational requirements of TII and in advance of the opening of the first phase of residential development.’</i></p> <p>The opening of the Racecourse Luas stop is also a policy objective of the Ballyogan and Environs Local Area Plan 2019-2025.</p> <p>The opening date of the Racecourse stop on the Luas Green Line is dependent on delivery of masterplan and the delivery of the above noted residential units</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Roderic O'Gorman, T.D</p> |
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| 08/05/2025 | 28 | <p>PQ Referred: 22409/25, for answer 08/05/2025, Oral from - Barry Ward</p> | <p>Dail Question No: 28</p> <p>To ask the Minister for Transport if his attention has been drawn to the concerns of residents and community organisations in Shankill regarding the BusConnects project and the impact it will have on Shankill village and the surrounding area; 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 as part of BusConnects, with the first six phases of the Network Redesign rolled out in recent years. Most recently, the E-Spine connecting Ballymun to Bray and Dún Laoghaire and L routes in Wicklow rolled out in January. The Network Redesign for the entire network will continue to roll-out incrementally.</p> <p>The Government approved the Preliminary Business Case for BusConnects Dublin in 2022. The NTA subsequently submitted the planning applications for all sixteen proposed Core Bus Corridors (CBCs) bundled as twelve schemes to An Bord Pleanála from April 2022 to August 2023. Since December 2023, An Bord Pleanála has approved eleven schemes – including the Bray to City Centre Scheme, which was approved with conditions in January 2025. However, legal proceedings are currently ongoing in relation to this scheme.</p> <p>The Bray to City Centre CBC will support integrated sustainable transport usage through infrastructure improvements for active travel and the provision of enhanced bus priority measures for all services who will use the corridor.</p> <p>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. 28 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA applied to An Bord Pleanála in August of 2023 for approval of the Bray to City Centre CBC (Core Bus Corridor) Scheme under Section 51(2) of the Roads Act 1993 (as amended), along with a submission for confirmation of the associated Compulsory Purchase Order.</p> <p>An Bord Pleanála has now issued its decisions, being to approve the Scheme, subject to conditions, and to confirm the Compulsory Purchase Order (CPO). A copy of the Scheme approval is available here and a copy of the CPO confirmation is available here.</p> <p>The NTA are aware of four applications to the High Court for leave for judicial reviews of An Bord Pleanála's decision to approve the Bray to City Centre Core Bus Corridor Scheme. Given the initiation of these legal proceedings, the progression of the project to construction is dependent upon the outcome and conclusion of these proceedings.</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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| 22/05/2025 | 162 | <p>PQ Referred: 26582/25, for answer 22/05/2025, Written from - Pa Daly</p> | <p>Dail Question No: 162</p> <p>To ask the Minister for Transport if he is aware of the most recent estimates surrounding MetroLink; if he anticipates significant cost overruns; 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 MetroLink.</p> <p>The Preliminary Business Case for MetroLink included a range of potential capital costs from €7.16bn to €12.25bn in 2021 prices, excluding VAT. It is too early in the project lifecycle to give a precise capital cost or budget for MetroLink. This is because the project has yet to go through the planning and procurement stages.</p> <p>The Government will decide whether MetroLink proceeds to construction after the planning process and tendering/procurement is complete. Officials in my Department engage with the NTA on a regular basis in relation to the budget and progress of all major projects, including MetroLink. 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 working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 162 of 22 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The MetroLink Preliminary Business Case (PBC) was approved by Cabinet in July 2022. As noted by the Minister, the MetroLink Preliminary Business Case included a range of potential capital costs from €7.16bn to €12.25bn excluding VAT. Following the finalisation of the Preliminary Design which formed the basis of the Railway Order submission in September 2022, the preparation of the tender reference design, the commencement of the new MetroLink Programme Director and the onboarding of the Client Partner team, a substantive review is ongoing of the MetroLink delivery costs in preparation for Approval Gate 2 (AG2) submission in Q4 2025 in advance of issuing tender documents. An approved revised estimate will not be available until AG2 is approved in Q1/Q2 2026.</p> <p>Please find link below to the MetroLink PBC on the NTA Website:</p> <p>https://www.nationaltransport.ie/planning-and-investment/transport-investment/projects/metrolink/metrolink-preliminary-business-case/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Pa Daly, T.D</p> |
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| 01/05/2025 | 190 | <p>PQ Referred: 20770/25, for answer 01/05/2025, Written from - Cathal Crowe</p> | <p>Dail Question No: 190</p> <p>To ask the Minister for Transport if he will obligate statutory transport bodies to do an audit of disabled access throughout the country regarding 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.</p> <p>From a policy perspective, I wish to advise the Deputy that the Department of An Taoiseach has established a unit within its Department which will focus on disability, reflecting a commitment in the Programme for Government to a step change in supports and services required by disabled people. In my role as Minister for Transport, I will be engaging with that unit with an emphasis on addressing the wider issues such as ensuring that all public transport operators provide safe and accessible access for all passengers.</p> <p>Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for promoting the development of integrated, accessible public transport networks and infrastructure.</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. 190 of 01 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA puts a strong emphasis on delivering infrastructure and services that are inclusive and accessible to all. By way of examples, buses being purchased are equipped with audio visual announcements, yellow grab rails, induction loop, four priority seats that are covered in different fabric and emblems to indicate to passengers that these seats are for people who really need them, separate wheelchair and buggy spaces, yellow fronts and yellow bands on doors to assist people with visual impairment, a manual wheelchair ramp as a back-up to a motorised wheelchair ramp, and various other features. This approach to enhancing accessibility is replicated on coaches, Luas carriages and rail vehicles.</p> <p>In relation to audits, NTA regularly commissions mystery shopping for accessibility on public transport using an independent research agency, Ipsos Behaviour & Attitudes. The core objective is to establish whether public transport is meeting the needs of people with different types of disabilities and what can be improved to better meet their needs in future on bus, train and Luas services.</p> <p>A panel of “shoppers” (evaluators) with a range of physical, visual, hearing, intellectual and hidden disabilities undertake trips across transport modes to capture their experiences in a questionnaire. Shoppers (evaluators) are mainly recruited from representative disability groups in addition to elderly people, who are also included as they may have additional travel needs. The questionnaire asks the mystery shoppers to rate their experiences across their journey including at the stop/station, getting on an off, on-board, as well as general customer service and bookings. This feedback is then used to understand how well (or otherwise) public transport is meeting the needs of people with disabilities and to identify areas where improvements can be made.</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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| 08/05/2025 | 252 | <p>PQ Referred: 22932/25, for answer 08/05/2025, Written from - Emer Currie</p> | <p>Dail Question No: 252</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 422 of 29 April 2025, to provide details on the customer demand criteria used by Dublin Bus in its service review process; whether this category refers solely to demand on existing services, or if it also includes demand for non-existing services, such as new routes or additional services on current routes; 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, Dublin Bus.</p> <p>In light of their responsibility in this area, I have forwarded the Deputy's question to the NTA and Dublin Bus 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. 252 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Service Planning team at the Authority has commenced a programme of local area reviews in the Dublin Metropolitan area to assess the efficacy of both the existing and planned public transport network to meet the transport needs of the area. The reviews take into account;</p> <ol style="list-style-type: none"> 1. Demand, boardings and patronage on existing services, 2. Customer feedback, 3. The scale and pattern of transport demand from sources such as the census and POWSCAR (Place of Work, School or College Census of Anonymised Records), 4. Recent housing completions, commencements, and approvals, and 5. Local Area Plans. <p>The above will be considered/ used to identify gaps in the existing network in terms of both the spatial and temporal coverage but also to analyse how areas have changed, where new demand may be generated and where levels of demand have increased or are likely to increase in the near future. A key priority of the Network Redesign and area review process is to provide public transport services in areas that are currently not served. Any new service implementations are subject to the availability of fleet, driver and PSO (Public Service Obligation) funding.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Emer Currie, T.D</p> |
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| 07/05/2025 | 69 | <p>PQ Referred: 22285/25, for answer 07/05/2025, Written from - John Connolly</p> | <p>Dail Question No: 69</p> <p>To ask the Minister for Transport to provide the full allocation of funding for the safe routes to school scheme works at a school (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: SN na bhForbacha, Co. na Gaillimhe (Roll Number: 17668G)</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 further 108 schools were announced for Round 2 in December 2022. Round 3 of the SRTS Programme was launched in November 2024 with a further 141 schools entering the programme. 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. 69 of 07 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Scoil na bhForbacha, Furbough, Co. na Gaillimhe (Roll Number: 17668G) is a Safe Routes to School Round 2 school project (project number GCO/24/0009) under the NTAs Active Travel Programme. It received an allocation of €50,000 in 2024. It received a further allocation of €10,000 in 2025. This project is currently at preliminary design stage along with a number of other Round 2 schools.</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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| 07/05/2025 | 70 | <p>PQ Referred: 22286/25, for answer 07/05/2025, Written from - John Connolly</p> | <p>Dail Question No: 70 To ask the Minister for Transport to provide the full allocation of funding for the safe routes to school scheme works at a school (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: at SN Sailearna, An Indreabhán, Co. na Gaillimhe (Roll Number. 12706J)</p> <p>Answer 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 with a further 141 schools entering the programme. 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. 70 of 07 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Scoil Sailearna, An Indreabhán, Co. na Gaillimhe (Roll Number. 12706J) is a Safe Routes to School Round 2 school project (project number GCO/24/0008) under the NTAs Active Travel Programme. It received an allocation of €50,000 in 2024. It received a further allocation of €10,000 in 2025 which was provisionally for design work and could be increased if the project accelerated. This project is currently at preliminary design stage along with a number of other Round 2 schools.</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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| 13/05/2025 | 390 | <p>PQ Referred: 23670/25, for answer 13/05/2025, Written from - Pa Daly</p> | <p>Dail Question No: 390</p> <p>To ask the Minister for Transport if he has engaged with the National Transport Authority regarding the privatisation of bus routes; 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 of those services in conjunction with the relevant transport operators.</p> <p>Under the Dublin Transport Authority Act 2008 it is a statutory function of the NTA to determine the appropriate mix of directly awarded and competitively tendered Public Service Obligation (PSO) bus services. The NTA has the legal power to decide on whether to extend competitive tendering. In this, it is subject to both national and EU legislation. Further, I would like to clarify that competitive tendering is not privatisation as nothing is being sold, services are not being deregulated and control remains with the NTA.</p> <p>The NTA's contracts with public transport operators have been strengthened in recent years, to incentivise operators to operate more reliable and punctual services, and they are also investing in a new vehicle location system for the fleet which will improve the reliability of the real time passenger information system. We are seeing more people using public transport services and we are improving our fleet across the country and I am acutely aware that commuters need certainty around bus services.</p> <p>In light of the NTA's responsibility in this matter, I have referred 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. 390 of 13 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>All State subsidised (public service obligation (PSO)) public transport services in Ireland are operated under a contract with the NTA. Routes operated by Dublin Bus and Bus Éireann are operated under a Direct Award contract which are awarded without competitive tendering process. Other routes are operated following a public competitive tender process. It is worth noting that there is no exclusion on Dublin Bus tendering for PSO routes in Dublin and, indeed, Bus Éireann have been successful in some of the similar tender competitions outside of the Dublin area.</p> <p>Competitive tendering of routes does not constitute privatisation of bus services. A common dictionary definition of privatisation is “<i>the transfer of a business, industry, or service from public to private ownership and control</i>”. The NTA contracts do not transfer ownership or control - the buses are owned by the NTA and provided to the operator; the routes to be operated are decided and prescribed by the NTA; the schedule to be operated is established by the NTA; the fare structure is set by the NTA, and the revenue collected is transferred to the NTA. All of the above means that the relevant company is operating a service which is fully determined and managed by the NTA – the appointed operator does not control or own the service or the revenue in any way .</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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| 27/05/2025 | 173 | <p>PQ Referred: 26880/25, for answer 27/05/2025, Written from - Pa Daly</p> | <p>Dail Question No: 173</p> <p>To ask the Minister for Transport the number of journeys taken by Leap card in teach of the years since its introduction, in tabular form.</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 am writing to you concerning the matter you raised in Parliamentary Question No. 173 of 27 May 2025, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see table below which sets out the number of Leap Card journeys recorded each year since the introduction of the card in 2011.</p> <table><tr><th>Year</th><th>Journeys Taken</th></tr><tr><td>2011</td><td>50,113</td></tr><tr><td>2012</td><td>12,646,499</td></tr><tr><td>2013</td><td>21,210,535</td></tr><tr><td>2014</td><td>60,917,897</td></tr><tr><td>2015</td><td>97,702,204</td></tr><tr><td>2016</td><td>112,742,411</td></tr><tr><td>2017</td><td>128,628,831</td></tr><tr><td>2018</td><td>145,395,801</td></tr><tr><td>2019</td><td>162,242,453</td></tr><tr><td>2020</td><td>76,602,339</td></tr><tr><td>2021</td><td>73,310,459</td></tr><tr><td>2022</td><td>141,616,252</td></tr><tr><td>2023</td><td>183,838,878</td></tr><tr><td>2024</td><td>206,125,459</td></tr><tr><td>2025 (Jan/Feb)</td><td>33,473,429</td></tr></table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | Year | Journeys Taken | 2011 | 50,113 | 2012 | 12,646,499 | 2013 | 21,210,535 | 2014 | 60,917,897 | 2015 | 97,702,204 | 2016 | 112,742,411 | 2017 | 128,628,831 | 2018 | 145,395,801 | 2019 | 162,242,453 | 2020 | 76,602,339 | 2021 | 73,310,459 | 2022 | 141,616,252 | 2023 | 183,838,878 | 2024 | 206,125,459 | 2025 (Jan/Feb) | 33,473,429 | <p>Pa Daly, T.D</p> |
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| Year | Journeys Taken | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2011 | 50,113 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2012 | 12,646,499 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2013 | 21,210,535 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2014 | 60,917,897 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2015 | 97,702,204 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2016 | 112,742,411 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2017 | 128,628,831 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018 | 145,395,801 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2019 | 162,242,453 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2020 | 76,602,339 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021 | 73,310,459 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2022 | 141,616,252 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | 183,838,878 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2024 | 206,125,459 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2025 (Jan/Feb) | 33,473,429 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 27/05/2025 | 179 | <p>PQ Referred: 26886/25, for answer 27/05/2025, Written from - Pa Daly</p> | <p>Dail Question No: 179</p> <p>To ask the Minister for Transport the estimated cost of acquiring an electric bus to operate on public transport.</p> <p>Answer</p> <p>As the Deputy may be aware, 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>Electric buses produce no 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. Electric buses are currently rolling out across Ireland in areas such as Dublin, Limerick and Athlone.</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, including the provision and upgrade of public bus fleets. 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 working days.</p> | <p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 179 of 27 May 2025, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The current unit cost of a new double-deck battery-electric bus is approximately €675,000 including VAT.</p> <p>The current unit cost of a new single-deck battery-electric bus is approximately €615,000 including VAT.</p> <p>Both of the above current unit costs are subject to indexation and the prevailing GBP:EUR exchange rate.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | Pa Daly, T.D |
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| 27/05/2025 | 198 | <p>PQ Referred: 27252/25, for answer 27/05/2025, Written from - Michael Cahill</p> | <p>Dail Question No: 198</p> <p>To ask the Minister for Transport, Darragh O’Brien TD to expedite 2 applications for a Public Bus Passenger Service Licence (Details attached) and will the Minister make a statement on the matter.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 198 of 27 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>For reasons of commercial confidentiality, the Authority does not provide third parties any details of submitted applications, including the progress of same. The appointed Deciding Officer has been in written contact with the applicant and all matters regarding the applications have been resolved.</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 Cahill, T.D</p> |
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| 20/05/2025 | 318 and 319 | <p>PQ Referred: 25893/25, for answer 20/05/2025, Written from - Martin Daly</p> | <p>Dail Question No: 318</p> <p>To ask the Minister for Transport in view of the significant increase in new autism spectrum disorder classes anticipated in September 2025, whether his Department will consider implementing a fast-track application process for the local area hackney driver licence to ensure the timely and adequate provision of school transport services for children with additional needs.; and if he will make a statement on the matter.</p> <p>Dail Question No: 319</p> <p>To ask the Minister for Transport 1153. given that applicants for a local area hackney driver licence must submit an analysis of transport needs and a confirmation letter signed by a senior local authority official, the measures being taken to prevent delays in obtaining these documents in view of the significant increase in new autism spectrum disorder classes anticipated in September 2025 across the Roscommon Galway constituency.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including local area hackney licensing, 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>In relation to the School Transport Scheme, which is the responsibility of the Minister for Education, I have been informed that the purpose of the School Transport Scheme is, having regard to available resources, to support the transport to and from school of children who reside remotely from their nearest school. The National Council for Special Education acts in an advisory role to the Department of Education on the suitability of placements for children with special educational needs. I have asked my officials to consider if the local needs assessment, currently being undertaken by local authorities, is the best way to ascertain the information needed. I intend to keep this under review.</p> <p>Under the terms of the School Transport Scheme for Children with Special Educational Needs, the Department of Education will consider the report of the Special Education Needs Organiser (SENO). School transport is provided to children with special educational needs who are attending the nearest school to their place of residence that is or can be resourced to meet their educational needs, as identified by the SEN0.4</p> <p>As part of the operation of the scheme, Bus Éireann manages</p> | <p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 318 & 319 of 20 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As NTA is the regulatory and licensing authority for small public service vehicles, namely taxis, hackneys and limousines (collectively “SPSVs”) it will respond to the matter of local area hackney licences only. The matter of school transport is solely within the remit of the Department of Education.</p> <p>A local area hackney licence is a particular SPSV licence introduced to address transport deficits in certain rural areas. NTA can only issue such licences where it is satisfied that:</p> <p>(a) there is a demand for local area hackney services in the area in respect of which the licence is sought, and</p> <p>(b) the public transport needs of the area in respect of which the licence is sought are not being adequately met by existing public transport services.</p> <p>An analysis of the need for a local area hackney licence carried out by the relevant local authority together with confirmation of the need from the local authority are required in support of any application. These documents are a statutory requirement, as provided in the Taxi Regulations (Small Public Service Vehicle) Regulations 2015, in particular Regulation 22.</p> <p>The NTA is bound by the provisions of this Regulation in its processing of applications for local area hackney licences and there is no provision for an abridged process or fast tracking of applications. It should also be noted that it is solely a matter for the applicant to supply these documents when making the application to the NTA; without such documentation the application cannot be progressed. Any delays experienced by applicants in obtaining such documents should be addressed to the relevant local authority.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Martin Daly, T.D |
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| | | <p>the procurement tender process and contract management arrangements to include services provided by contractors. The transport services provided under the scheme for pupils with special educational needs are dedicated services from the pupil's home to school. In this regard, Bus Éireann procure services when they are advised by the School Transport Section within the Department of Education that a pupil requires a service.</p> <p>The Department of Education engages with Bus Éireann on a daily basis in relation to policy and operational matters. Challenges in sourcing drivers and contractors has been reported in all transport sectors. Bus Éireann continue to engage regularly with existing contractors, and are currently running a comprehensive national, social and local media campaign to advertise for more school transport contractors and drivers into the scheme.</p> <p>Targeted campaigns seeking taxi/bus operators takes place through NTA bulletins and mailing lists of registered licenced operators. As part of the wider focus on contractor and driver requirements, a taskforce has been established which is being chaired by the Department of Transport to address these shortages nationally.</p> <p>Given the NTA's role in the issuing of LAH licences, 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> | | |
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| 29/04/2025 | 517 | <p>PQ Referred: 20831/25, for answer 29/04/2025, Written from - Pa Daly</p> | <p>Dail Question No: 517 To ask the Minister for Transport, Tourism and Sport to provide a breakdown of all the public bus routes that are now operated by a private contractor, by county; for a breakdown of the dates on which the transition to operation by private contractor took place; for a breakdown of any public bus routes in which there are plans to transition to operation by private contractor, by county, in tabular form; 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; 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 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. 517 of 29 April 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. 517 of 29 April.</p> <p>In addition, please note the following. On Bus Éireann contracts, the 100 series routes are in the eastern region, 200 series routes are in the southern region, 300 series are in the southwestern region and the 400 series are in the west and northwest region.</p> <p>In terms of when services transferred across to non-CIE companies, routes in Dublin Metropolitan area transferred in late 2018, however a number of routes have subsequently been replaced under the BusConnects Network Redesign Project.</p> <p>Routes under the Dublin Commuter contract transferred operation on 30 November 2019.</p> <p>While there are plans to open some existing routes to tender, there is no definitive plan to transfer these routes to non-CIE operators, as either Dublin Bus or Bus Éireann will be able to participate in any tender competition, depending on the area the routes currently operate in.</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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| 20/05/2025 | 282 | <p>PQ Referred: 25348/25, for answer 20/05/2025, Written from - Alan Kelly</p> | <p>Dail Question No: 282</p> <p>To ask the Minister for Transport the criteria used by National Transport Authority and Bus Éireann to determine the routes prioritised for the deployment of additional buses in response to capacity needs.</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 above, I have forwarded the Deputy's question to the NTA and Bus Éireann 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. 282 of 20 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Timetables are designed to provide sufficient capacity for the estimated patronage based on existing usage patterns and estimated growth. That core capacity is provided by frequency and by vehicle type (Double Deck v Single Deck). In most instances this will ensure that all customers journeys are facilitated with only occasional low volume capacity issues.</p> <p>However, patronage on a route may change for numerous reasons such as:</p> <ul style="list-style-type: none"> • A new trip generator on the route • Ongoing growth in usage • Time specific growth – Growth in peak hour travel (College Terms or Monday to Friday) • Change in travel patterns <p>Both the NTA and Bus Éireann regularly monitor usage on the public transport bus service system through ticketing data, customer and staff feedback particularly at peak times of the year for usage growth surges (September School & College Term commencement).</p> <p>In relation to prioritising resolution of capacity issues, our objective is to address all capacity issues. However, this is often not possible due to the non-availability of driver/mechanic resources, suitable fleet and sufficient funding. At peak times of the year the focus of providing additional capacity would, in the first instance, be focussed on the routes with the greatest volume of growth and availability of additional capacity to deploy.</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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| 25/03/2025 | 227 | <p>PQ Referred: 13417/25, for answer 25/03/2025, Written from - Emer Currie</p> | <p>Dail Question No: 227</p> <p>To ask the Minister for Transport the budget invested in the bus network in Dublin west to deal with capacity restraints in each of the years 2020 – 2024 respectively, in tabular form.</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 Dublin, the major infrastructure element of BusConnects comprises Core Bus Corridor schemes. To date, An Bord Pleanála has granted planning permission to 11 of the 12 Core Bus Corridor applications, including the Blanchardstown scheme. However, legal proceedings are ongoing in relation to this scheme.</p> <p>New bus services in Dublin are already being delivered as part of BusConnects, with the first 6 phases of the BusConnects Network Redesign rolling out since 2021, including the Northern Orbitals connecting Blanchardstown to the Point Village in 2022, and the Western Orbitals connecting Blanchardstown to Tallaght in 2023. The rollout of redesigned services 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>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 am writing to you concerning the matter you raised in Parliamentary Question No. 227 of 25 March 2025, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding</p> <p>Please see table below in response to your Parliamentary Question regarding the budget invested in the bus network in Dublin West between 2020 and 2024 to deal with capacity issues.</p> <table><tr><th>BÁC – Dublin Bus</th><th>New Routes</th><th>Enhancements</th><th>Total</th></tr><tr><td>2020</td><td>€117,733</td><td>€1,252,786</td><td>€1,370,519</td></tr><tr><td>2021</td><td>€1,247,502</td><td>€1,865</td><td>€1,249,367</td></tr><tr><td>2022</td><td>€9,846,380</td><td>€97</td><td>€9,846,477</td></tr><tr><td>2023</td><td>€2,999,520</td><td>€0</td><td>€2,999,520</td></tr><tr><td>2024</td><td>€2,883,072</td><td>€407,272</td><td>€3,290,344</td></tr></table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | BÁC – Dublin Bus | New Routes | Enhancements | Total | 2020 | €117,733 | €1,252,786 | €1,370,519 | 2021 | €1,247,502 | €1,865 | €1,249,367 | 2022 | €9,846,380 | €97 | €9,846,477 | 2023 | €2,999,520 | €0 | €2,999,520 | 2024 | €2,883,072 | €407,272 | €3,290,344 | Emer Currie, T.D |
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| BÁC – Dublin Bus | New Routes | Enhancements | Total | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2020 | €117,733 | €1,252,786 | €1,370,519 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021 | €1,247,502 | €1,865 | €1,249,367 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2022 | €9,846,380 | €97 | €9,846,477 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | €2,999,520 | €0 | €2,999,520 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2024 | €2,883,072 | €407,272 | €3,290,344 | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 29/05/2025 | 279 | <p>PQ Referred: 28421/25, for answer 29/05/2025, Written from - Roderic O'Gorman</p> | <p>Dail Question No: 279</p> <p>To ask the Minister for Transport when Woodbrook station will open to the public.</p> <p>Answer</p> <p>As Minister of Transport, I have responsibility for policy and overall funding of public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure within the Greater Dublin Area (GDA), including the new DART station at Woodbrook.</p> <p>I understand that the works at Woodbrook station are at an advanced stage, with the station expected to be open to the public in August of this year.</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 am writing to you concerning the matter you raised in Parliamentary Question No. 279 of 29 May 2025, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister has provided a substantive response to this Parliamentary Question. We confirm that the station is scheduled to open in August of this year and an exact date will be established in the coming weeks.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | <p>Roderic O'Gorman, T.D</p> |
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| 28/05/2025 | 111 | <p>PQ Referred: 28077/25, for answer 28/05/2025, Written from - Pearse Doherty</p> | <p>Dail Question No: 111</p> <p>To ask the Minister for Transport the total funding allocated for the Dublin Metro for 2026 in the expenditure projection in the Annual Progress Report; 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 MetroLink.</p> <p>Capital allocations for 2026 will not be finalised until the end of the current year and therefore a capital allocation figure for MetroLink in 2026 is not yet available.</p> <p>An Bord Pleanála held an Oral Hearing in relation to MetroLink in February/March 2024. Following the Oral Hearing, An Bord Pleanála held an additional round of public consultation from August to October 2024. A planning decision on the project from An Bord Pleanála is awaited.</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 reply within 10 working days.</p> | <p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 111 of 28 May 2025, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister has provided a substantive response to this Parliamentary Question. We have noting further to add to the Ministers response though it should be noted that the Annual Progress Report is published by the Department of Finance.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | Pearse Doherty, T.D |
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| 27/05/2025 | 174 and 178 | <p>PQ Referred: 26885/25, for answer 27/05/2025, Written from - Pa Daly</p> | <p>Dail Question No: 174</p> <p>To ask the Minister for Transport when electronic payment will be introduced on Dublin Bus; and if he will make a statement on the matter.</p> <p>Dail Question No: 178</p> <p>To ask the Minister for Transport the estimated cost of introducing contactless payments on all public transport.</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 development of public transport infrastructure, including ticketing and technology projects.</p> <p>The NTA's Next Generation Ticketing project will provide for a transformative upgrade to the ticketing system for public transport passengers in Ireland. The project will facilitate a variety of payment methods on public transport services, involving a next-generation 'Account Based Ticketing' scheme incorporating both mobile and card-based payments for passengers.</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>There is a commitment under the Programme for Government to roll out contactless fare payments on all public transport and to keep fares low and affordable.</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 working days.</p> | <p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 174 & 178 of 27 May 2025, which were referred to the National Transport Authority (NTA) for reply.</p> <p>The public procurement competition for the Next Generation Ticketing project completed in April 2024 and the NTA has appointed Indra Sistemas S.A. as NTA's long term 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. The first call off contract under the framework agreement was signed in August 2024, and the scope of this contract is to design, implement, operate, support, and maintain for 10 years, Next Generation Ticketing on a phased basis across all PSO services (bus, rail and light rail) in the Greater Dublin Area (GDA).</p> <p>The call-off contract establishes the supplier's legal obligations and outlines the required services and deliverables for GDA implementation, along with a detailed payment schedule that specifies payment amounts and the criteria that must be met for each payment. The contract value is €73m in Capital Expenditure and €76m in Fixed Operating Costs. This €149m (€73m plus €76m) is the only money that has been approved to date for NGT with Indra, and as of today's date €7,061,651.43 has been paid to Indra.</p> <p>The capital costs are split across a number of milestones that are payable as the supplier completes various activities (e.g. ticketing equipment manufacturing), and as stated the contract stipulates the criteria that must be met in order for Indra to be able to request such payments. Operating costs will not be payable until the solution commences live operations, and a Key Performance Indicator (KPI) performance regime governs the payments for operational services. Additional variable costs will ensue on a cost per transaction basis once the solution has gone live which are also part of the contract.</p> <p>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. The project also reports to the NTA Board and its Capital Programme Committee.</p> <p>A major effort is being put in by the NTA to ensure that this project is delivered as effectively and expeditiously as possible. However, it will still take a number of years to successfully deliver the full solution. Currently we are in a critical phase of conducting thorough due diligence on the proposed project plans. This is a vital step to ensure alignment, mitigate potential risks, and ultimately solidify a comprehensive and achievable project timeline. Given that this due diligence process is ongoing and integral to the robustness of the overall project schedule, we are not in a position to share specific delivery dates at this juncture. We will be in a better position to provide implementation dates once these project planning activities have been completed.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | Pa Daly, T.D |
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| 20/05/2025 | 322 and 323 | <p>PQ Referred: 25948/25, for answer 20/05/2025, Written from - Roderic O'Gorman</p> | <p>Dail Question No: 322</p> <p>To ask the Minister for Transport for an update on the timeline for the implementation of contactless public transport ticketing across the country, under the Indra contract; and if he will make a statement on the matter.</p> <p>Dail Question No: 323</p> <p>To ask the Minister for Transport the payment process for the Indra contactless public transport ticketing system; if it involves one-off payments or rolling payments; the amount that has been paid to date, the total payment agreed; if there is a risk of exceeding this; 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 development of public transport infrastructure, including ticketing and technology projects.</p> <p>The NTA's Next Generation Ticketing project will provide for a transformative upgrade to the ticketing system for public transport passengers in Ireland. The project will facilitate a variety of payment methods on public transport services, involving a next-generation 'Account Based Ticketing' scheme incorporating both mobile and card-based payments for passengers.</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>There is a commitment under the Programme for Government to roll out contactless fare payments on all public transport and to keep fares low and affordable.</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 working days</p> | <p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 322 & 323 of 20 May 2025, which were referred to the National Transport Authority (NTA) for reply.</p> <p>The public procurement competition for the Next Generation Ticketing project completed in April 2024 and the NTA has appointed Indra Sistemas S.A. as NTA's long term 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. The first call off contract under the framework agreement was signed in August 2024, and the scope of this contract is to design, implement, operate, support, and maintain for 10 years, Next Generation Ticketing on a phased basis across all PSO services (bus, rail and light rail) in the Greater Dublin Area (GDA).</p> <p>The call-off contract establishes the supplier's legal obligations and outlines the required services and deliverables for GDA implementation, along with a detailed payment schedule that specifies payment amounts and the criteria that must be met for each payment. The contract value is €73m in Capital Expenditure and €76m in Fixed Operating Costs. This €149m (€73m plus €76m) is the only money that has been approved to date for NGT with Indra, and as of today's date €7,061,651.43 has been paid to Indra.</p> <p>The capital costs are split across a number of milestones that are payable as the supplier completes various activities (e.g. ticketing equipment manufacturing), and as stated the contract stipulates the criteria that must be met in order for Indra to be able to request such payments. Operating costs will not be payable until the solution commences live operations, and a Key Performance Indicator (KPI) performance regime governs the payments for operational services. Additional variable costs will ensue on a cost per transaction basis once the solution has gone live which are also part of the contract.</p> <p>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. The project also reports to the NTA Board and its Capital Programme Committee.</p> <p>A major effort is being put in by the NTA to ensure that this project is delivered as effectively and expeditiously as possible. However, it will still take a number of years to successfully deliver the full solution. Currently we are in a critical phase of conducting thorough due diligence on the proposed project plans. This is a vital step to ensure alignment, mitigate potential risks, and ultimately solidify a comprehensive and achievable project timeline. Given that this due diligence process is ongoing and integral to the robustness of the overall project schedule, we are not in a position to share specific delivery dates at this juncture. We will be in a better position to provide implementation dates once these project planning activities have been completed.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | Roderic O'Gorman, T.D |
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| 28/05/2025 | 102 | <p>PQ Referred: 27963/25, for answer 28/05/2025, Written from - Ken O'Flynn</p> | <p>Dail Question No: 102</p> <p>To ask the Minister for Transport if he will confirm whether all mechanics currently employed or contracted by public bodies, local authorities, or State-funded companies to maintain and service heavy-duty mechanically propelled vehicles possess the specific qualifications required under Irish and EU law to work on such vehicles; if he will outline the minimum legal and regulatory requirements in place under Irish law and under relevant EU directives (details supplied) governing the qualification of transport maintenance personnel; if he will confirm whether these requirements are being fully adhered to by all public contractors; if his Department has conducted any audits or received any reports of unqualified or inadequately certified personnel performing such work; if he will outline what enforcement or oversight mechanisms are in place to ensure public safety, especially in relation to vehicles involved in the carriage of children or vulnerable persons.; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): Copy transferred to Education 28985/25</i></p> <p>Details Supplied: including school buses, public transport buses, lorries, and emergency or municipal vehicles, such as Directive 2006/22/EC and Regulation (EU) 2019/1149.</p> <p>Answer</p> <p>My Department has not conducted any audits or received any reports of unqualified or inadequately certified personnel performing the work referred to by the Deputy.</p> <p>Regarding the parts of the question that relate to bodies under the aegis of my Department, my Department will request the relevant bodies reply directly to the Deputy with the information requested. If you do not receive a response, from them, within 10 working days, please contact my private office.</p> | <p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 102 of 28 May 2025, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA does not directly employ any mechanics. All of the public transport vehicles either purchased or funded by the NTA are utilised by various rail and bus operators for the provision of subvented public transport services, and the maintenance of those vehicles is undertaken directly by them or on their behalf. Under the our PSO (Public Service Obligation) contracts, operators are obliged to ensure that all services, including the maintenance of vehicles, are performed by appropriately experienced, qualified and trained personnel, which would include complying with all relevant legislative requirements regarding qualifications for specific roles.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | <p>Ken O'Flynn, T.D</p> |
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| 20/05/2025 | 316 | <p>PQ Referred: 25888/25, for answer 20/05/2025, Written from - Naoise Ó Cearúil</p> | <p>Dail Question No: 316</p> <p>To ask the Minister for Transport if he will provide an estimate of the annual financial impact that the new increased fare zones will have on commuters in Kildare north in comparison to previous fares, particularly those in Zone 2 towns in Kildare; 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 April 2023, the NTA published a new National Fares Strategy. The Fares Strategy followed the previous implementation of a simplified fares structure for Dublin, and proposed an approach that is more equitable, consistent and easy to understand for passengers, where fares are linked to distance.</p> <p>Following the publication of the National Fares Strategy, the NTA published a fares determination in January 2024, covering the ‘Dublin City Zone’ (25km from city centre – extending to Rush, Rathoath, Blanchardstown, Bray etc.) and ‘Dublin Commuter Zone (50km from city centre – extending to Drogheda, Kildare, Rathdrum etc.).</p> <p>The second phase of the previously announced fares determination was implemented on Monday the 28th of April, and included new multi-modal fare caps in Dublin and revised commuter rail fares. The new zones and revised fares will deliver more consistent and equitable fares and reduce the disparities which currently exist for some passengers, particularly in the outer commuter towns surrounding Dublin. 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 am writing to you concerning the matter you raised in Parliamentary Question No. 316 of 20 May 2025, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Fares Determination 2024 commenced the implementation of the National Fares Strategy with the revision of fare structures in the Dublin Commuter Area by introducing a new ‘Dublin City Zone’ extending to approximately 23km from Dublin City Centre and 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, changes to some Intercity Rail fares and the introduction of a fare based on a boarding charge + distance-based fare. In addition, the Determination maintained the 20% cost of living discount that was applied to all PSO fares in 2022 as well as the 50% YAC Leap discount that is applied to equivalent adult fares.</p> <p>The transition to the National Fare Structure will result in fare increases for some passengers and decreases for others. The table below provides a comparison of Adult single fares for three stations in County Kildare.</p> <p>Rail Fare Changes for Dublin Commuter Rail Stations to Dublin City</p> <table><tr><th>Origin Station</th><th>Destination Station</th><th>Previous Adult Single Fare</th><th>New Leap Single Fare</th><th>% Chan</th></tr><tr><td>Sallins & Naas</td><td>Dublin Heuston</td><td>€3.00</td><td>€3.90</td><td>30%</td></tr><tr><td>Newbridge</td><td>Dublin Heuston</td><td>€10.85</td><td>€6.00</td><td>-45%</td></tr><tr><td>Kildare</td><td>Dublin Heuston</td><td>€11.95</td><td>€7.50</td><td>-37%</td></tr></table> <p>A range of new ticket types will also deliver multi-modal travel options for passengers. For public transport passengers in Zone 2, the following fares are available</p> <p>Commuter Rail and Bus and City Zone</p> <p>Dublin Commuter Zone – Leap Zonal Products</p> <table><tr><th></th><th colspan="2">Daily</th><th colspan="2">Weekly</th><th colspan="2">Monthly</th><th>Annual</th></tr><tr><th>Zone</th><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>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>These products currently enable unlimited rail travel from Zone 2 to Dublin City and unlimited multi-modal Luas, City Bus and eligible rail travel in the Dublin City Zone. Upon migration of bus fares to the new fares structure, currently scheduled for June 16th 2025, passengers will also be able to avail of unlimited commuter bus services provided by Bus Éireann and Go-Ahead Ireland and JJ Kavanagh route 139 for the relevant time period. To mitigate the impact of the fares changes Zone 2 passengers can purchase a weekly ticket at an interim fare rate of €32 (Adult) and €16 (Young Adult / Child).</p> <p>Commuter Bus Only and City Zone</p> | Origin Station | Destination Station | Previous Adult Single Fare | New Leap Single Fare | % Chan | Sallins & Naas | Dublin Heuston | €3.00 | €3.90 | 30% | Newbridge | Dublin Heuston | €10.85 | €6.00 | -45% | Kildare | Dublin Heuston | €11.95 | €7.50 | -37% | | Daily | | Weekly | | Monthly | | Annual | Zone | Adult | Young Adult / Child | Adult | Young Adult / Child | Adult | Young Adult / Child | Adult | 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 | Naoise Ó Cearúil, T.D |
|----------------|---------------------|---|--|---|----------------|---------------------|----------------------------|----------------------|--------|----------------|----------------|-------|-------|-----|-----------|----------------|--------|-------|------|---------|----------------|--------|-------|------|--|-------|--|--------|--|---------|--|--------|------|-------|---------------------|-------|---------------------|-------|---------------------|-------|--------|--------|-------|---------|---------|---------|--------|-----------|--------|--------|-------|--------|--------|---------|--------|-----------|--------|--------|-------|--------|--------|---------|---------|-----------|-----------------------|
| Origin Station | Destination Station | Previous Adult Single Fare | New Leap Single Fare | % Chan | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sallins & Naas | Dublin Heuston | €3.00 | €3.90 | 30% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newbridge | Dublin Heuston | €10.85 | €6.00 | -45% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kildare | Dublin Heuston | €11.95 | €7.50 | -37% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Daily | | Weekly | | Monthly | | Annual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zone | Adult | Young Adult / Child | Adult | Young Adult / Child | Adult | Young Adult / Child | Adult | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | <table><tr><th></th><th colspan="2">Daily</th><th colspan="2">Weekly</th><th colspan="2">Monthly</th><th>Annual</th></tr><tr><th>Zone</th><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>The Commuter Bus only and City Zone products are currently scheduled to commence on June 16th 2025. These products will enable unlimited commuter bus services provided by Bus Éireann, Go-Ahead Ireland and JJ Kavanagh route 139 from the commuter zone to Dublin City and unlimited multi-modal Luas, City Bus and eligible rail services in the Dublin City Zone for the relevant time period. To mitigate the impact of the fares changes Zone 2 passengers can purchase a weekly ticket at an interim fare rate of €32 (Adult) and €16 (Young Adult / Child).</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | | Daily | | Weekly | | Monthly | | Annual | Zone | 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 | |
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| | Daily | | Weekly | | Monthly | | Annual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zone | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 27/05/2025 | 162 | <p>PQ Referred: 26737/25, for answer 27/05/2025, Written from - Christopher O'Sullivan</p> | <p>Dail Question No: 162</p> <p>To ask the Minister for Transport when the timetable for the 239 morning bus service from Courtmacsherry to Cork city will be reviewed, to ensure that the service arrives in Cork depot to accommodate service users connections for work and college; and if he will make a statement on the matter.</p> <p>Details Supplied: Currently the service arrives in Cork for 9am which is too late for service users to get to work, school or colleges in the city. The original request to review the service was made in November 2021 and the NTA advised in Feb 2022 that they had consulted with Bus Éireann on the matter, and they saw the merit in the provision of an earlier departure time on Route 239 from Courtmacsherry in order to ensure that services arrive in Cork before 0900 hrs. However, service users are still waiting on the amendment of the timetable.</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 and Bus Éireann'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 Minister,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 162 of 27 May 2025, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of Connecting Ireland Rural Mobility Plan, the NTA is currently finalising proposals for an enhanced timetable on the Transport for Ireland (TFI) route 239 Bus Éireann service. This is proposed to incorporate a morning commuter service from Courtmacsherry into Cork City, arriving before 9am.</p> <p>At this point, we do not yet have a timeframe for implementation. The proposals 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 Deputy Chief Executive</p> | <p>Christopher O'Sullivan, T.D</p> |
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| 20/05/2025 | 279 | <p>PQ Referred: 25343/25, for answer 20/05/2025, Written from - Peter 'Chap' Cleere</p> | <p>Dail Question No: 279</p> <p>To ask the Minister for Transport his position on funding for transport infrastructure upgrades in County Kilkenny; 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 operation and management 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 regarding national roads in Kilkenny.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding projects in Kilkenny. Please advise my private office if you do not receive a reply within 10 working days.</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 supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority.</p> <p>On 14th February 2025 I announced an Exchequer investment of €713 million for our regional and local roads across the State which represents an overall increase of over 8% in funding this year. The main focus of the grants continues to be the protection and renewal of the regional and local road network. Under the 2025 grants allocations, Kilkenny County Council was allocated over €19 million for the maintenance and improvement of their regional and local roads network.</p> <p>This funding will support Kilkenny County Council in carrying out an extensive 2025 programme of maintenance and restoration works. In addition, the funding is earmarked to support various climate adaptation projects, bridge rehabilitation schemes and vital safety improvement works.</p> <p>Any new road projects that seek State funding are assessed by the Department on a case-by-case basis. All projects proposed by local authorities for consideration must comply with the requirements of the Infrastructure Guidelines (formerly the</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 279 of 20 May last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Under the 2025 NTA Active Travel grants allocations, Kilkenny County Council was allocated €3,550,000. Below is a breakdown of the grant allocations per project.</p> <table><tr><th colspan="3">Active Travel Investment Grants: 2025 Allocations</th></tr><tr><th>Project Code</th><th>Project Name</th><th>2025 Allocation</th></tr><tr><td colspan="3">Kilkenny County Council</td></tr><tr><td>KK/21/0003</td><td>Cootes Lane to Ring Road - Active Travel Connections</td><td>€ 68,000</td></tr><tr><td>KK/21/0012</td><td>Greensbridge Pedestrian and cycle facility</td><td>€ 60,000</td></tr><tr><td>KK/21/0015</td><td>Ring Road Active Travel Facility Upgrade (Phase 1) - widen routes & improvement of crossing facilities</td><td>€ 10,000</td></tr><tr><td>KK/21/0017</td><td>Bridge Street Callan traffic management</td><td>€ 70,000</td></tr><tr><td>KK/21/0023</td><td>Low Cost Junction Tightening/Pedestrian Crossing Schemes - Castlecomer Road and Johnswell Road</td><td>€ 100,000</td></tr><tr><td>KK/22/0001</td><td>Kilkenny County Council Active Travel Office - Staff Costs</td><td>€ 300,000</td></tr><tr><td>KK/23/0011</td><td>SRTS Round 2: Duiske College</td><td>€ 5,000</td></tr><tr><td>KK/23/0012</td><td>SRTS Round 2: Graignamanagh BNS</td><td>€ 5,000</td></tr><tr><td>KK/23/0013</td><td>SRTS Round 2: Scoil Mhuire Gan Smál Graignamanagh</td><td>€ 125,000</td></tr><tr><td>KK/23/0015</td><td>Active Travel Facilites Kilkenny City - Freshford Road</td><td>€ 100,000</td></tr><tr><td>KK/24/0004</td><td>Northern River Crossing Feasibility Study</td><td>€ 50,000</td></tr><tr><td>KK/24/0005</td><td>Active Travel Facilities - Bishop Birch Place to Hebron Road</td><td>€ 50,000</td></tr><tr><td>KK/24/0007</td><td>Footpaths in Kilkenny City: Loughboy</td><td>€ 50,000</td></tr></table> | Active Travel Investment Grants: 2025 Allocations | | | Project Code | Project Name | 2025 Allocation | Kilkenny County Council | | | KK/21/0003 | Cootes Lane to Ring Road - Active Travel Connections | € 68,000 | KK/21/0012 | Greensbridge Pedestrian and cycle facility | € 60,000 | KK/21/0015 | Ring Road Active Travel Facility Upgrade (Phase 1) - widen routes & improvement of crossing facilities | € 10,000 | KK/21/0017 | Bridge Street Callan traffic management | € 70,000 | KK/21/0023 | Low Cost Junction Tightening/Pedestrian Crossing Schemes - Castlecomer Road and Johnswell Road | € 100,000 | KK/22/0001 | Kilkenny County Council Active Travel Office - Staff Costs | € 300,000 | KK/23/0011 | SRTS Round 2: Duiske College | € 5,000 | KK/23/0012 | SRTS Round 2: Graignamanagh BNS | € 5,000 | KK/23/0013 | SRTS Round 2: Scoil Mhuire Gan Smál Graignamanagh | € 125,000 | KK/23/0015 | Active Travel Facilites Kilkenny City - Freshford Road | € 100,000 | KK/24/0004 | Northern River Crossing Feasibility Study | € 50,000 | KK/24/0005 | Active Travel Facilities - Bishop Birch Place to Hebron Road | € 50,000 | KK/24/0007 | Footpaths in Kilkenny City: Loughboy | € 50,000 | <p>Peter 'Chap' Cleere, T.D</p> |
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| Active Travel Investment Grants: 2025 Allocations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Code | Project Name | 2025 Allocation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kilkenny County Council | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/21/0003 | Cootes Lane to Ring Road - Active Travel Connections | € 68,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/21/0012 | Greensbridge Pedestrian and cycle facility | € 60,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/21/0015 | Ring Road Active Travel Facility Upgrade (Phase 1) - widen routes & improvement of crossing facilities | € 10,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/21/0017 | Bridge Street Callan traffic management | € 70,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/21/0023 | Low Cost Junction Tightening/Pedestrian Crossing Schemes - Castlecomer Road and Johnswell Road | € 100,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/22/0001 | Kilkenny County Council Active Travel Office - Staff Costs | € 300,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/23/0011 | SRTS Round 2: Duiske College | € 5,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/23/0012 | SRTS Round 2: Graignamanagh BNS | € 5,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/23/0013 | SRTS Round 2: Scoil Mhuire Gan Smál Graignamanagh | € 125,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/23/0015 | Active Travel Facilites Kilkenny City - Freshford Road | € 100,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/24/0004 | Northern River Crossing Feasibility Study | € 50,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/24/0005 | Active Travel Facilities - Bishop Birch Place to Hebron Road | € 50,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KK/24/0007 | Footpaths in Kilkenny City: Loughboy | € 50,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <p>Public Spending Code) and the Department's Transport Appraisal Framework. Given the limited funding available for regional and local road improvement works it is important for local authorities to prioritise projects within their overall area of responsibility with these requirements in mind.</p> <p>In this regard, Kilkenny County Council has received an allocation of €550,000 in 2025 for two Specific Improvement Grant scheme; the Ferrymountgarrett Bridge and the Kilkenny City Traffic Analysis (Butts Green Junctions), and for one Strategic Regional and Local Road Scheme; Kilkenny City North Transport Project.</p> <p>It should be noted that Exchequer funding for regional and local roads is intended to supplement realistic contributions from local authorities' own resources. As the statutory road authorities for their areas, it is open to local authorities to prioritise investment on regional and local roads.</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.</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> | KK/24/0008 | Piltown Active Travel junction tightening, pedestrian crossings | € 100,000 |
| | KK/24/0009 | Freshford Junction tightening | € 100,000 |
| | KK/24/0010 | SRTS Round 1: St. John Of God | € 125,000 |
| | KK/25/XXXX | Active Travel Facilities - Waterford Road | € 1,142,000 |
| | KK/25/XXXX | SRTS Round 3: Paulstown | € 35,000 |
| | KK/25/XXXX | Active Travel Facility - Loughboy Park Phase 2 | € 75,000 |
| | KK/25/XXXX | Dublin Road Crossings | € 100,000 |
| | KK/25/XXXX | Greensbridge Crossings | € 80,000 |
| | KK/25/XXXX | Linear Park/Canal Walk | € 90,000 |
| | KK/25/XXXX | Castlecomer Road - Active Travel Infrastructure | € 10,000 |
| | KK/25/XXXX | Callan Roundabout - Pedestrian Crossing Improvements | € 50,000 |
| | KK/25/XXXX | Rose Inn Street - Active Travel Infrastructure | € 10,000 |
| | KK/25/XXXX | Bonnetsrath Road Accessibility | € 10,000 |
| | KK/25/XXXX | Vicar Street Junction - Active Travel Infrastructure | € 10,000 |
| | KK/25/XXXX | High Street - Active Travel Infrastructure | € 10,000 |
| | KK/25/XXXX | Parnell Street - Pedestian Facilities | € 60,000 |
| | Total: | | € 3,000,000 |
| | Allocations Through Other NTA Funding Streams | | |
| | KK/25/XXXX | Bus Stop Enhancement Programme | € 500,000 |
| | KK/21/0001 | Kilkenny Sustainable Urban Mobility Plan | € 50,000 |

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| | | | | <table><tr><td>Subtotal:</td><td>€550,000</td></tr><tr><td>Total:</td><td>€3,550,000</td></tr></table> | Subtotal: | €550,000 | Total: | €3,550,000 | |
| Subtotal: | €550,000 | | | | | | | | |
| Total: | €3,550,000 | | | | | | | | |
| | | | | <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | | | | | |

| 20/05/2025 | 280 | <p>PQ Referred: 25344/25, for answer 20/05/2025, Written from - Peter 'Chap' Cleere</p> | <p>Dail Question No: 280</p> <p>To ask the Minister for Transport the funding for transport infrastructure upgrades in County Carlow; 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 operation and management 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 regarding national roads in Carlow.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding the maintenance costs of these roads. Please advise my private office if you do not receive a reply within 10 working days.</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 supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority.</p> <p>On 14th February 2025 I announced an Exchequer investment of €713 million for our regional and local roads across the State which represents an overall increase of over 8% in funding this year. The main focus of the grants continues to be the protection and renewal of the regional and local road network. Under the 2025 grants allocations, Carlow County Council was allocated over €8 million for the maintenance and improvement of their regional and local roads network.</p> <p>This funding will support Carlow County Council in carrying out an extensive 2025 programme of maintenance and restoration works. In addition, the funding is earmarked to support various climate adaptation projects, bridge rehabilitation schemes and vital safety improvement works.</p> <p>Any new road projects that seek State funding are assessed by the Department on a case-by-case basis. All projects proposed by local authorities for consideration must comply with the requirements of the Infrastructure Guidelines (formerly the</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 280 of 20 May last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Under the 2025 NTA grants allocations, Carlow County Council was allocated €3,500,000. Below is a breakdown of the grant allocations per project.</p> <p>In addition to the projects listed below Carlow Rail station has been identified in the list of priority stations for car park expansion schemes. There are constraints relating to landownership and access to the site. Initial preliminary car park layouts have been developed by Irish Rail, funded under the Irish Rail car park programme. Irish Rail is in discussions with Carlow County Council to help progress the project.</p> <table><tr><th colspan="3">Active Travel Investment Grants: 2025 Allocations</th></tr><tr><th>Project Code</th><th>Project Name</th><th>2025 Allocation</th></tr><tr><td colspan="3">Carlow County Council</td></tr><tr><td>CW/21/0002</td><td>Active Travel Pathfinder - Carlow to SETU Pedestrian & Cycle Scheme (Phase 1)</td><td>€ 690,000</td></tr><tr><td>CW/21/0005</td><td>Dublin Road Pedestrian and Cycle Scheme, Carlow</td><td>€ 740,000</td></tr><tr><td>CW/21/0015</td><td>SRTS - Queen of the Universe, Muinebeagh (Round 1)</td><td>€ 300,000</td></tr><tr><td>CW/22/0007</td><td>Church Street Pedestrian & Cycle Scheme, Graiguecullen</td><td>€ 40,000</td></tr><tr><td>CW/22/0010</td><td>Active Travel Staff Costs</td><td>€ 320,000</td></tr><tr><td>CW/24/0003</td><td>Ballyellen Footpath Scheme</td><td>€ 40,000</td></tr><tr><td>CW/25/XXXX</td><td>Active Travel Pathfinder - Carlow to SETU Pedestrian & Cycle Scheme (Phase 2)</td><td>€ 760,000</td></tr><tr><td>CW/25/XXXX</td><td>Hillbrook Estate Pedestrian & Cycle Scheme, Tullow (Tullow Orbital Project)</td><td>€ 70,000</td></tr><tr><td>CW/25/XXXX</td><td>SRTS - Presentation De La Salle College, Bagenalstown (R3)</td><td>€ 20,000</td></tr><tr><td>CW/25/XXXX</td><td>SRTS - St. Brigid’s National School, Grange, Tullow (R3)</td><td>€ 20,000</td></tr></table> | Active Travel Investment Grants: 2025 Allocations | | | Project Code | Project Name | 2025 Allocation | Carlow County Council | | | CW/21/0002 | Active Travel Pathfinder - Carlow to SETU Pedestrian & Cycle Scheme (Phase 1) | € 690,000 | CW/21/0005 | Dublin Road Pedestrian and Cycle Scheme, Carlow | € 740,000 | CW/21/0015 | SRTS - Queen of the Universe, Muinebeagh (Round 1) | € 300,000 | CW/22/0007 | Church Street Pedestrian & Cycle Scheme, Graiguecullen | € 40,000 | CW/22/0010 | Active Travel Staff Costs | € 320,000 | CW/24/0003 | Ballyellen Footpath Scheme | € 40,000 | CW/25/XXXX | Active Travel Pathfinder - Carlow to SETU Pedestrian & Cycle Scheme (Phase 2) | € 760,000 | CW/25/XXXX | Hillbrook Estate Pedestrian & Cycle Scheme, Tullow (Tullow Orbital Project) | € 70,000 | CW/25/XXXX | SRTS - Presentation De La Salle College, Bagenalstown (R3) | € 20,000 | CW/25/XXXX | SRTS - St. Brigid’s National School, Grange, Tullow (R3) | € 20,000 | <p>Peter 'Chap' Cleere, T.D</p> |
|---|---|--|---|---|---|--|--|--------------|--------------|-----------------|------------------------------|--|--|------------|---|-----------|------------|---|-----------|------------|--|-----------|------------|--|----------|------------|---------------------------|-----------|------------|----------------------------|----------|------------|---|-----------|------------|---|----------|------------|--|----------|------------|--|----------|--|
| Active Travel Investment Grants: 2025 Allocations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Code | Project Name | 2025 Allocation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carlow County Council | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CW/21/0002 | Active Travel Pathfinder - Carlow to SETU Pedestrian & Cycle Scheme (Phase 1) | € 690,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CW/21/0005 | Dublin Road Pedestrian and Cycle Scheme, Carlow | € 740,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CW/21/0015 | SRTS - Queen of the Universe, Muinebeagh (Round 1) | € 300,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CW/22/0007 | Church Street Pedestrian & Cycle Scheme, Graiguecullen | € 40,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CW/22/0010 | Active Travel Staff Costs | € 320,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CW/24/0003 | Ballyellen Footpath Scheme | € 40,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CW/25/XXXX | Active Travel Pathfinder - Carlow to SETU Pedestrian & Cycle Scheme (Phase 2) | € 760,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CW/25/XXXX | Hillbrook Estate Pedestrian & Cycle Scheme, Tullow (Tullow Orbital Project) | € 70,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CW/25/XXXX | SRTS - Presentation De La Salle College, Bagenalstown (R3) | € 20,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CW/25/XXXX | SRTS - St. Brigid’s National School, Grange, Tullow (R3) | € 20,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | <p>Public Spending Code) and the Department's Transport Appraisal Framework. Given the limited funding available for regional and local road improvement works it is important for local authorities to prioritise projects within their overall area of responsibility with these requirements in mind.</p> <p>In this regard, Carlow County Council has received an allocation of €750,000 in 2025 for one Specific Improvement Grant scheme; the R448 Junction at Royal Oak, and for one Strategic Regional and Local Road Scheme; Carlow Southern Relief Road.</p> <p>It should be noted that Exchequer funding for regional and local roads is intended to supplement realistic contributions from local authorities’ own resources. As the statutory road authorities for their areas, it is open to local authorities to prioritise investment on regional and local roads.</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.</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> | Total: | | € 3,000,000 | | |
| | | | Allocations Through Other NTA Funding Streams | | | | |
| | | | CW/25/xxxx | Bus Stop Enhancement Programme | € 500,000 | | |
| | | | Subtotal: | | €500,000 | | |
| | | | Total: | | €3,500,000 | | |
| | | | <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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| 11/06/2025 | 48 | <p>PQ Referred: 30784/25, for answer 11/06/2025, Written from - Holly Cairns</p> | <p>Dail Question No: 48</p> <p>To ask the Minister for Transport to provide an updated list of all email and phone lines for use of Oireachtas members within his Department, including all subsidiary bodies, in tabular form. <i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>The list of contact email addresses and phone lines in my Department is set out in the table below. These contact points are available for use by people seeking to contact the Department, including Oireachtas members. The dedicated contact point marked 'private number' in the below table is solely for the use of Oireachtas members and is not publicly available.</p> <table><tr><td>Email Address</td><td>Phone Line</td></tr><tr><td>rtol@transport.gov.ie Road Transport Operator Licensing Division (Loughrea)</td><td>091 872950</td></tr><tr><td>Press.office@transport.gov.ie Department of Transport Press Office</td><td>01 670 7444</td></tr><tr><td>Minister@Transport.gov.ie Minister’s Office Department of Transport</td><td>01 670 7444</td></tr><tr><td>Maritimesafetypolicydivision@transport.gov.ie Maritime Safety Policy Division</td><td>Private Number</td></tr><tr><td>Info@transport.gov.ie Department of Transport, Switch Board, Customer Service</td><td>01 670 7444</td></tr><tr><td>Freedominformation@transport.gov.ie Freedom of Information</td><td>-</td></tr><tr><td>Dataprotection@transport.gov.ie Data Protection Unit</td><td>-</td></tr><tr><td>Motortax@transport.gov.ie Driver and Vehicle Computer Services</td><td>0818 411 412</td></tr></table> <p>I have requested that agencies under my aegis respond to you directly with details under their remit. If you do not receive a response within ten days, please contact my private office.</p> | Email Address | Phone Line | rtol@transport.gov.ie Road Transport Operator Licensing Division (Loughrea) | 091 872950 | Press.office@transport.gov.ie Department of Transport Press Office | 01 670 7444 | Minister@Transport.gov.ie Minister’s Office Department of Transport | 01 670 7444 | Maritimesafetypolicydivision@transport.gov.ie Maritime Safety Policy Division | Private Number | Info@transport.gov.ie Department of Transport, Switch Board, Customer Service | 01 670 7444 | Freedominformation@transport.gov.ie Freedom of Information | - | Dataprotection@transport.gov.ie Data Protection Unit | - | Motortax@transport.gov.ie Driver and Vehicle Computer Services | 0818 411 412 | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 48 of 11 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has a dedicated email address for Oireachtas members. Oireachtas members can contact the NTA via oireachtasliaison@nationaltransport.ie. In addition, our Oireachtas Liaison Unit can be contacted by telephone at 085-8515727.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Holly Cairns, T.D</p> |
| Email Address | Phone Line | | | | | | | | | | | | | | | | | | | | | | |
| rtol@transport.gov.ie Road Transport Operator Licensing Division (Loughrea) | 091 872950 | | | | | | | | | | | | | | | | | | | | | | |
| Press.office@transport.gov.ie Department of Transport Press Office | 01 670 7444 | | | | | | | | | | | | | | | | | | | | | | |
| Minister@Transport.gov.ie Minister’s Office Department of Transport | 01 670 7444 | | | | | | | | | | | | | | | | | | | | | | |
| Maritimesafetypolicydivision@transport.gov.ie Maritime Safety Policy Division | Private Number | | | | | | | | | | | | | | | | | | | | | | |
| Info@transport.gov.ie Department of Transport, Switch Board, Customer Service | 01 670 7444 | | | | | | | | | | | | | | | | | | | | | | |
| Freedominformation@transport.gov.ie Freedom of Information | - | | | | | | | | | | | | | | | | | | | | | | |
| Dataprotection@transport.gov.ie Data Protection Unit | - | | | | | | | | | | | | | | | | | | | | | | |
| Motortax@transport.gov.ie Driver and Vehicle Computer Services | 0818 411 412 | | | | | | | | | | | | | | | | | | | | | | |

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| 20/05/2025 | 311 | <p>PQ Referred: 25765/25, for answer 20/05/2025, Written from - Michael Cahill</p> | <p>Dail Question No: 311</p> <p>To ask the Minister for Transport to urgently expand the Local Link Service, at Portmagee, County Kerry, the gateway to Skellig Michael, and a very popular tourist route, as the service currently only runs three days a week, lagging far behind other towns and villages in the area; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister of State at the Department of Transport with special responsibility for Rural Transport, I understand the importance of connectivity to this special part of Kerry, as an enabler for tourism locally. I hold responsibility for policy and overall funding in relation to rural 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, a funding package of c. €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 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. 311 of 20 May last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Authority is working with Local Link Kerry to upgrade the Transport for Ireland (TFI) route 287 service. At this point, we have not yet agreed on the proposals but we are looking to implement an upgraded service later in 2025 or early 2026 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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| 10/06/2025 | 364 | <p>PQ Referred: 30321/25, for answer 10/06/2025, Written from - Michael Cahill</p> | <p>Dail Question No: 364</p> <p>To ask the Minister for Transport to examine the case for the establishment of a local link service in an area (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: to take into consideration the huge demand for and interest in a new Local Link bus route in County Kerry by providing a service from Beaufort via St. Mary of the Angels, Whitefield onto Killorglin and vice versa; will the Minister request the NTA, the National Transport Authority to examine this proposal carefully and take into consideration the large population of this area, the number of people working in St. Mary of the Angels and in St. Francis Special School, the number of family members/visitors</p> <p>Answer</p> <p>As Minister of State at the Department of Transport with special responsibility for Rural Transport I recognise the importance of boosting connectivity in County Kerry, which I am reinforcing through my introductory interactions with Local Link offices nationwide, including in Co. Kerry. 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 has secured a funding package of €658.442 million 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, Connecting Ireland and new town services.</p> <p>As with all plans, any additional funding for Local Link services would be subject to the annual Budgetary and Estimates process.</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 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. 364 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority has no current plans for a regular Transport for Ireland (TFI) bus service to operate via St.Mary's of the Angels and Meanus to Killorglin. Our current focus is on completing the implementation of the Connecting Ireland Rural Mobility Plan and of completing and implementing the various BusConnects Network Redesign programmes in Dublin, Cork, Limerick, Galway and Waterford.</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> | Michael Cahill, T.D |
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| 08/05/2025 | 66 | <p>PQ Referred: 22654/25, for answer 08/05/2025, Oral from - Máire Devine</p> | <p>Dail Question No: 66</p> <p>To ask the Minister for Transport if he is aware of the local residents' opposition to the National Transport Authority's plans to halt left-turns out of an estate in Dublin (details supplied); if he has been given a petition from the residents outlining their opposition; and if he will make a statement on the matter.</p> <p>Details Supplied: CIE Works Estate, Inchicore, Dublin 8.</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 BusConnects Dublin.</p> <p>The Government approved the Preliminary Business Case for BusConnects Dublin infrastructure investment in 2022, allowing the programme to enter the planning system. The NTA subsequently submitted the planning applications for all sixteen proposed Core Bus Corridors (CBCs) bundled as twelve schemes to An Bord Pleanála. To date, An Bord Pleanála has approved eleven schemes – including the Liffey Valley to City Centre Scheme which covers the area referred to.</p> <p>The Liffey Valley to City Centre CBC will support integrated sustainable transport usage through infrastructure improvements for active travel and the provision of enhanced bus priority measures for all services who will use the corridor.</p> <p>The NTA have commenced procurement for the Liffey Valley and Ballymun/Finglas CBC schemes and the first of the CBCs is expected to enter construction this year.</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 am writing to you concerning the matter you raised in Parliamentary Question No. 66 of 08 May 2025, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>As you may be aware, the National Transport Authority (NTA) public consultation for this Scheme began in November 2018 and has continued throughout the development of the Liffey Valley to City Centre Core Bus Corridor Scheme.</p> <p>We engaged extensively throughout the consultation period, including three separate rounds of public consultation prior to the submission of the scheme to An Bord Pleanála (ABP) in July 2022. During these consultations, the NTA engaged with various groups that had made representations regarding the Grattan Crescent area and the possible removal of trees. A final detailed design which included the reconfiguration of Grattan Crescent to allow for bus lanes in each direction, whilst allowing general traffic to travel in one direction only and maintained the existing mature trees along the street, was submitted as part of the Scheme.</p> <p>The NTA published the Public Consultation 2018 – 2022 Report, which provides further details on this process. It can be found at the following location: liffeyvalleyscheme.ie/wp-content/uploads/sites/8/2022/07/06.-Liffey-Valley-Planning-Doc-30.06.22-FA-WEB.pdf</p> <p>On 11 March, 2025, we met with residents from the CIE Works Estate who requested a meeting to discuss the issue of the proposed left turn ban from the Estate to Grattan Crescent, where we considered their concerns. Following a review of the issues raised at the meeting and consideration of overall objectives of the Liffey Valley to City Centre Core Bus Corridor, we confirmed the removal of the proposed left ban turn could not be accommodated as it would compromise the proposed bus priority through Inchicore. Currently, depending on the time of day, between 9 and 13 buses per hour use Grattan Crescent serving the wider community. It is with these services in mind, along with the need to accommodate future growth in passenger numbers, that dedicated bus priority measures are to be introduced along Grattan Crescent. The NTA acknowledges the left turn ban will result in longer journeys for car drivers only wishing to access Ballyfermot Road through Sarsfield Road however, accessibility to Ballyfermot is maintained through alternative routes.</p> <p>The construction of the Liffey Valley to City Centre Core Bus Corridor Scheme is due to commence later this year and BusConnects will provide regular updates to the whole community along the Scheme.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | Máire Devine, T.D |
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| 15/05/2025 | 199 | <p>PQ Referred: 24993/25, for answer 15/05/2025, Written from - Louise O'Reilly</p> | <p>Dail Question No: 199</p> <p>To ask the Minister for Transport if he is aware of the persistent and worsening failures of the Bus Éireann 101 service which services communities between Dublin and Drogheda, including Balbriggan, Balrothery, and other North County Dublin towns; if he is aware of systemic collapse of operational standards on this route that affects the daily wellbeing, financial stability, and social functioning of hundreds, if not thousands, of residents in Dublin Fingal; If he is aware that despite multiple formal complaints made directly to Bus Éireann since February 2025, service users report that no response has been received; if he is aware that on the evening of 15 February the 18.35 and 18.55 services from Busáras to Drogheda failed to arrive (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: More than 50 passengers, many of whom had just completed a full day of work or study, were left standing in uncertainty for over an hour. There were no updates on the electronic displays, no announcements, and no guidance from on-site staff. When a Bus Éireann supervisor was approached, he advised that the service was not cancelled but that the display board was incorrect. Passengers waited nearly 45 minutes past the scheduled time, yet no bus ever arrived and no explanation followed; if he is aware of service users reports of a lack of basic communication and accountability as well as unhelpful attitudes from staff; if he is aware of a complete lack of support for passengers who are left in harsh conditions due to delays and cancellations; if the Minister will consider launching a formal investigation and public report into the performance of the 101 service and its compliance with operational standards; implement immediate communication reforms, ensuring real-time updates are accurate, timely, and effectively relayed across all channels; publish a clear and funded plan to implement contingency measures, such as backup buses or rerouting options, during service interruptions; conduct a review of staffing at key hubs like Busáras to ensure trained, empowered personnel are available to assist passengers; commit to broader strategic investment in North County Dublin commuter infrastructure, particularly in underserved areas like Balbriggan</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</p> | <p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 199 of 15 May 2025, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The details set out in your query clearly do not reflect the level of service we want to see provided by the transport operators with whom we contract. Bus Éireann operate the Route 101 under a contract with the NTA and we contacted them in respect of the details provided in your Parliamentary Question.</p> <p>Bus Éireann are currently examining their internal processes on how to better communicate to customers with any service delivery updates for services that operate outside of Bus Stations to prevent a reoccurrence of this nature.</p> <p>They have also liaised with their Service Delivery team to reiterate the importance of Bus Éireann's compliance to Customer Information as set out in the relevant Public Service Obligation (PSO) contract.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | Louise O'Reilly, T.D |
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| | | | <p>services in conjunction with the relevant transport operators, in this case Bus Éireann.</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>We need our public transport to be reliable. Workers, tourists and businesses need to be certain they can rely on their public transport system. In the main, they are and our public transport operators operate very well. We saw record passenger numbers on public transport last year. People are responding because fares are affordable but there are issues from time to time, particularly in relation to our bus fleet and buses not turning up. That is why I have met the NTA on several occasions and charged it with reviewing the phenomenon of buses not turning up.</p> <p>We are also enhancing real-time service tracking, including through the TFI app, to provide passengers with accurate, up-to-date information on arrival times, as well as timely notifications of any delays, cancellations, or service disruptions.</p> <p>The query raised by the Deputy is an operational matter for Bus Éireann in conjunction with the NTA. 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> | | |
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| 10/06/2025 | 374 | <p>PQ Referred: 30494/25, for answer 10/06/2025, Written from - Grace Boland</p> | <p>Dail Question No: 374</p> <p>To ask the Minister for Transport for an update on the delivery of Dart Plus North; 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 and are currently undergoing safety testing. The battery-electric carriages from this first order are expected to be deployed on the Northern Commuter Line serving Dublin to/from Drogheda in 2026.</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. 374 of 10 June 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. As such, the only item that we wish to add to the Ministers response is that An Bord Pleanála have recently confirmed that they do not intend to hold an Oral Hearing in relation to the submitted Railway Order application for DART+ Coastal North and, instead, will make their determination through written procedure.</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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| 28/05/2025 | 112 | <p>PQ Referred: 28088/25, for answer 28/05/2025, Written from - Emer Currie</p> | <p>Dail Question No: 112</p> <p>To ask the Minister for Transport the reasons Dublin Bus has not added any buses to its fleet in 2025, whether that be diesel, hybrid, or electric; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, 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>Electric buses produce no 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. Electric buses are currently rolling out across Ireland in areas such as Dublin, Limerick and Athlone.</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, including the provision and upgrade of public bus fleets. 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 working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 112 of 28 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is not aware of any decision to not add additional buses to the fleet of Dublin Bus in 2025.</p> <p>There are 10 new buses that are currently in the process of being delivered to Dublin Bus and it is expected that a minimum of a further 10 new buses will be delivered to Dublin Bus before the end of 2025, as new charging infrastructure is brought onstream at Harristown bus depot.</p> <p>In addition, there are currently a further 20 new buses on order and intended for use by Dublin Bus.</p> <p>Additional new buses will be delivered to Dublin Bus as further charging infrastructure is commissioned subject to the further uprating of the local electricity supply network by ESB Networks.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Emer Currie, T.D</p> |
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| 20/05/2025 | 268 | <p>PQ Referred: 25234/25, for answer 20/05/2025, Written from - Jennifer Whitmore</p> | <p>Dail Question No: 268</p> <p>To ask the Minister for Transport for a timeline on the release of Irish Rail and the NTA's capacity study for Wicklow; if the NTA has passed this study on to the Department yet for approval; 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. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including through the Wicklow Capacity Enhancement Study.</p> <p>The Wicklow Capacity Enhancement Study has not been received by the 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 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. 268 of 20 May, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>As the Deputy will be aware, the NTA's Greater Dublin Area Transport Strategy 2022-2042, adopted in 2023, includes a recommendation to extend the DART service to Wicklow town. It is intended to provide this extension initially through the use of battery-electric DART carriages which will be able to operate using the overhead electrification as far as Greystones and can then operate under battery power between Greystones and Wicklow.</p> <p>Iarnród Éireann, in collaboration with the NTA, is currently working on the development of design proposals for the railway section between Greystones and Wicklow. While it had been intended to undertake a public consultation in relation to the emerging proposals, it now appears possible to deliver these enhancements largely within the footprint of the current railway line. Accordingly, the focus is now on developing those designs and it is currently anticipated that a planning application will be made to Wicklow County Council later this year for the necessary planning consent to develop the project.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Jennifer Whitmore, T.D</p> |
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| 04/03/2025 | 174 | <p>PQ Referred: 8963/25, for answer 04/03/2025, Oral from - Claire Kerrane</p> | <p>Dail Question No: 174</p> <p>To ask the Minister for Transport if additional funding will be provided to expand Local Link services in counties Roscommon and Galway; 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 Counties Roscommon and 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. 174 of 04 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding.</p> <p>Over 150 new and enhanced services have been implemented to date as part of the Connecting Ireland Rural Mobility Plan, including services in Galway and Roscommon. The Authority expects to implement up to 45 new and enhanced routes under the fourth phase of the Plan in 2025 including:</p> <ul style="list-style-type: none"> · An enhancement to the Bus Éireann TFI 425A Galway to Mountbellew service providing for a new PSO bus service in Athenry. The route will be renamed to the 415. We have no firm commencement date yet but we anticipate it to be in Q3 of this year. · An enhancement of the Bus Éireann TFI 350 service between Galway and Ennis providing for 10 services per direction on a new, more direct alignment Monday to Sunday. This is integrated with a new Local Link service (TFI 351) between Cliffs of Moher to Galway via Fanore, operating 4-5 services per day, per direction. We expect this enhancement to be implemented during Q3 of this year. · The current Loughrea to Ballinasloe service (TFI 548) is planned to be enhanced and extended to Athlone, Monday to Sunday operating on the R446, via Ballydangan. This enhancement is currently in procurement. Subject to the outcome of the procurement process and mobilisation, we expect the enhancement to commence later in the year. <p>New and improved services are planned for Tuam and Athenry and villages and settlements en-route in subsequent project phases subject to the ongoing availability of funding.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Claire Kerrane, T.D |
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| 11/06/2025 | 61 | <p>PQ Referred: 31014/25, for answer 11/06/2025, Written from - Grace Boland</p> | <p>Dail Question No: 61</p> <p>To ask the Minister for Transport the number of journeys taken by Leap card in teach of the years since its introduction, in tabular form.</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 am writing to you concerning the matter you raised in Parliamentary Question No. 61 of 11 June 2025, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see the table below setting out the number of journeys taken with Leap card each year since its introduction in 2011.</p> <table><tr><th>Year</th><th>Journeys Taken</th></tr><tr><td>2011</td><td>50,113</td></tr><tr><td>2012</td><td>12,646,499</td></tr><tr><td>2013</td><td>21,210,535</td></tr><tr><td>2014</td><td>60,917,897</td></tr><tr><td>2015</td><td>97,702,204</td></tr><tr><td>2016</td><td>112,742,411</td></tr><tr><td>2017</td><td>128,628,831</td></tr><tr><td>2018</td><td>145,395,801</td></tr><tr><td>2019</td><td>162,242,453</td></tr><tr><td>2020</td><td>76,602,339</td></tr><tr><td>2021</td><td>73,310,459</td></tr><tr><td>2022</td><td>141,616,252</td></tr><tr><td>2023</td><td>183,838,878</td></tr><tr><td>2024</td><td>206,125,459</td></tr><tr><td>2025 (Jan/Feb)</td><td>33,473,429</td></tr></table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | Year | Journeys Taken | 2011 | 50,113 | 2012 | 12,646,499 | 2013 | 21,210,535 | 2014 | 60,917,897 | 2015 | 97,702,204 | 2016 | 112,742,411 | 2017 | 128,628,831 | 2018 | 145,395,801 | 2019 | 162,242,453 | 2020 | 76,602,339 | 2021 | 73,310,459 | 2022 | 141,616,252 | 2023 | 183,838,878 | 2024 | 206,125,459 | 2025 (Jan/Feb) | 33,473,429 | Grace Boland, T.D |
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| Year | Journeys Taken | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2011 | 50,113 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2012 | 12,646,499 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2013 | 21,210,535 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2014 | 60,917,897 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2015 | 97,702,204 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2016 | 112,742,411 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2017 | 128,628,831 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018 | 145,395,801 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2019 | 162,242,453 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2020 | 76,602,339 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021 | 73,310,459 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2022 | 141,616,252 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | 183,838,878 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2024 | 206,125,459 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2025 (Jan/Feb) | 33,473,429 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11/06/2025 | 60 | <p>PQ Referred: 30959/25, for answer 11/06/2025, Written from - James O'Connor</p> | <p>Dail Question No: 60</p> <p>To ask the Minister for Transport if his Department will outline plans for an early morning bus route from Cork to Waterford for those travelling to third level education; 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 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. 60 of 11 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We have no current plans for an additional early morning PSO (Public Service Obligation) service operating between Cork City and Waterford. For information, there are two early morning privately operated commercial services operating between Cork and Waterford (the Dublin Coach 600 service). The existence of private commercial services on a route is a key consideration when assessing the need for State subsidised services.</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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| 10/06/2025 | 375 | <p>PQ Referred: 30495/25, for answer 10/06/2025, Written from - Grace Boland</p> | <p>Dail Question No: 375</p> <p>To ask the Minister for Transport for an update on the delivery of integrated ticketing for public transport; 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 development of public transport infrastructure, including ticketing and technology projects.</p> <p>The NTA's Next Generation Ticketing project will provide a transformative upgrade to the ticketing system for public transport passengers in Ireland. The project will facilitate a variety of payment methods on public transport services, involving a next-generation 'Account Based Ticketing' scheme incorporating both mobile and card-based payments for passengers.</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 Spanish information technology company - Indra Sistemas S.A. - who have designed, installed and operated similar systems internationally.</p> <p>There is a commitment under the Programme for Government to roll out contactless fare payments on all public transport and to keep fares low and affordable.</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 working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 375 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA already has a national multi-modal integrated ticketing scheme in place through the TFI Leap Card, which was introduced in 2011. The Leap Card is now accepted on nearly 20 transport operators' services, on all PSO services nationwide including all TFI Local Link regular services. The number of Leap Cards issued during 2024 was 1,187,204, the highest volume ever, bringing the total number of Leap Cards issued since its launch to over 9 million cards.</p> <p>In addition, the NTA's barcode based mobile ticketing app 'TFI Go' allows customers to buy tickets for public transport services directly from a smartphone. The ticket is downloaded to the app and can be used to travel straight away. As part of the 'Young Adult Fares Scheme' 31 private bus operators are already selling their tickets on TFI Go. During 2024 tickets valued at €3.7 million were sold on this app.</p> <p>However, Leap is now a legacy system, difficult to maintain and approaching end-of-life status in terms of the underlying software and hardware technologies. The NTA has recently concluded a public procurement competition for the design, build, maintenance and operation of a new national Transport Ticketing solution for all modes of public transport in Ireland. Indra Sistemas S.A has been appointed to develop the new system, which has been called Next Generation Ticketing or NGT, and this solution will ultimately replace and expand upon the functionality of the existing Leap Card system.</p> <p>Whilst Leap is a contactless payment solution in its own right, the Leap system cannot be expanded to deliver modern features such as payment by bank card or mobile phone. Hence NGT is being designed to replace Leap and provide the requisite functionality and flexibility for the next ten to twenty years in the area of Transit Payments. The scope of NGT covers for example, all public service buses, trams, and train stations including bus validators, ticket machines, station gates, tram and train platform validators and an Account Based Ticketing (ABT) solution delivered on modern cloud hosting technologies. The new system will have 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.</p> <p>The development and implementation of Next Generation Ticketing is a major project that will take a number of years to deliver. We will be in a better position to provide an exact implementation date shortly, when certain project planning activities have been completed.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Grace Boland, T.D |
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| 10/06/2025 | 368 | <p>PQ Referred: 30446/25, for answer 10/06/2025, Written from - Ryan O'Meara</p> | <p>Dail Question No: 368</p> <p>To ask the Minister for Transport the number of primary and secondary schools in Tipperary that expressed interest in the safe routes to school programme; for a breakdown of schools that have had works completed by Tipperary County Council to date; for a breakdown of Tipperary schools awaiting selection for future rounds; and if he will make a statement on the matter.</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. 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 with a further 141 schools entering the programme. 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. 368 of 10 June 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 conjunction with the Department of Transport. All schools in the State were eligible to apply to the programme. By the deadline of 16 April 2021, 932 applications had been received from schools in every county in Ireland.</p> <p>A total of 24 schools in Tipperary County applied for the scheme (20 primary schools and 4 secondary schools), split as follows:</p> <ul style="list-style-type: none"> • 2 Schools included in Round 1 of the SRTS Programme (launched in June 2021). • 3 schools included in Round 2 of the SRTS Programme (launched in December 2022). • 5 schools included in Round 3 of the SRTS Programme (launched in November 2024); and • 14 schools to be included in subsequent rounds - Schools that have applied and have not been included in the current programme yet will not be required to reapply. These schools will come into the programme on a rolling basis. <p>As of March 2025, out of the schools already engaged in the programme there are:</p> <ul style="list-style-type: none"> • 3 schools where the construction of the new infrastructure to the front of school is completed; • 1 school at Detail Design stage; and • 6 schools at Options Selection stage. <p>These schemes will be delivered in coming months depending on several factors, including Local Authority and external resources (design and construction), timelines for public engagement and consultation, securing planning consent, securing a contractor and timing construction periods to reduce school disturbance.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Ryan O'Meara, T.D |
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| 10/06/2025 | 311 | <p>PQ Referred: 29441/25, for answer 10/06/2025, Written from - John Connolly</p> | <p>Dail Question No: 311</p> <p>To ask the Minister for Transport about the progress being made towards the development of a bus interchange facility at a location (details supplied) as part of the proposed new Galway bus network; and if he will make a statement on the matter.</p> <p>Details Supplied: the Gateway Retail Park on the Western Distributor Rd, Galway</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 development of public transport infrastructure, including BusConnects Galway.</p> <p>The NTA published the final new bus network design for Galway in December 2023. The redesign of the bus network is one of the key elements of BusConnects Galway, which aims to transform the city's bus system, making public transport more useful to more people.</p> <p>The new bus network will result in increased access to more schools and workplaces across Galway city, Bearna and Oranmore. Once implemented, approximately 67% of residents will live within 400 meters of a high frequency bus route, that is buses running every 15 minutes or better.</p> <p>The NTA are currently working closely with Galway City and County Councils to progress key infrastructure required for the rollout of the redesigned services. The redesigned services are expected to commence in 2027, subject to operational readiness and funding.</p> <p>Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably.</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 working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 311 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is discussing the provision of additional bus stops and bus stands at and close to Gateway Retail Park in Galway with the landowners and developers concerned. As these discussions are ongoing, we are not in a position to comment further at this time.</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> | John Connolly, T.D |
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| 10/06/2025 | 287 | <p>PQ Referred: 30498/25, for answer 10/06/2025, Written from - Grace Boland</p> | <p>Dail Question No: 287</p> <p>To ask the Minister for Transport if his Department is aware of any commercial bus companies who have converted their fleet from diesel engines to electric engines; 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; 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-subvented bus services, which are run on a commercial basis by bus and coach businesses of varying sizes throughout the country. As such, queries for commercial bus operators are a matter for the company and I would therefore recommend the Deputy contact the companies directly.</p> <p>As the NTA is the licencing authority for the commercial bus sector 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. 287 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA understands that the question relates to the repowering of buses by removing the bus' diesel engine and installing a battery-electric powertrain in its place, as opposed to the replacement of diesel buses in an operator's fleet with battery-electric buses.</p> <p>On the basis of the above assumption, the NTA is not aware of any bus companies in Ireland that have converted their fleet from diesel engines to electric engines.</p> <p>However, the NTA is aware of several bus companies in the United Kingdom that have converted diesel or hybrid buses to battery-electric buses, as well as a number of bus companies that have converted hybrid buses to diesel only.</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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| 20/05/2025 | 266 | <p>PQ Referred: 25221/25, for answer 20/05/2025, Written from - Louis O'Hara</p> | <p>Dail Question No: 266</p> <p>To ask the Minister for Transport the number of registered taxi and hackney vehicles in operation in each county in each of the years 2019, 2022, 2023 and 2024, in tabular form; 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 collection and publication of statistics in relation to SPSV vehicles, 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 reply within 10 working days.</p> | <p>Dear Deputy O’Hara,</p> <p>I refer to the matter you raised in Parliamentary Question No. 266 on the 20th of May, which was referred to the National Transport Authority (NTA) for reply.</p> <p>By way of context and background, it is worth noting that two licences are required to operate in the Small Public Service Vehicle (SPSV) industry – a driver’s licence, which is issued by An Garda Síochána, and a vehicle licence issued by NTA.</p> <p>SPSV driver licences, and the ability to stand and ply for hire on the street, are restricted to a geographical area namely the county in which the driver is licenced to operate.</p> <p>In contrast, vehicle licences, which include taxis, hackneys and limousines, are not restricted to a geographical area i.e. the licensed vehicles can be operated anywhere throughout Ireland. Therefore, in responding to your question, NTA is providing the following:</p> <p>(i) The number of SPSVs by vehicle category for the years requested, see table below:</p> <table><tr><th rowspan="2">Year</th><th colspan="2">Taxis</th><th colspan="3">Hackneys</th></tr><tr><th>Standard</th><th>Wheelchair Accessible (WAT)</th><th>Standard</th><th>Wheelchair Accessible (WAH)</th><th>Local Area (LA)</th></tr><tr><td>2019</td><td>14,863</td><td>2,951</td><td>1,349</td><td>119</td><td>19</td></tr><tr><td>2022</td><td>13,014</td><td>3,206</td><td>949</td><td>141</td><td>23</td></tr><tr><td>2023</td><td>13,028</td><td>3,506</td><td>861</td><td>155</td><td>26</td></tr><tr><td>2024</td><td>12,984</td><td>4,055</td><td>825</td><td>158</td><td>24</td></tr></table> <p>(ii) The numbers of active SPSV driver licences on 31st December in the years concerned, 2019 and 2022 – 2024. These are set out by the county which is the driver’s primary area of operation. Drivers are entitled to be licenced in more than one area subject to passing the Area Knowledge Test for the area concerned. See table below:</p> <table><tr><th>County</th><th>2019</th><th>2022</th><th>2023</th><th>2024</th></tr><tr><td>Carlow</td><td>209</td><td>180</td><td>181</td><td>183</td></tr><tr><td>Cavan</td><td>165</td><td>147</td><td>141</td><td>138</td></tr><tr><td>Clare</td><td>430</td><td>390</td><td>409</td><td>419</td></tr><tr><td>Cork</td><td>2,370</td><td>2,186</td><td>2,202</td><td>2,276</td></tr><tr><td>Donegal</td><td>564</td><td>470</td><td>461</td><td>461</td></tr><tr><td>Dublin</td><td>15,318</td><td>14,665</td><td>15,465</td><td>16,395</td></tr><tr><td>Galway</td><td>1,332</td><td>1,215</td><td>1,271</td><td>1,325</td></tr><tr><td>Kerry</td><td>994</td><td>966</td><td>1,017</td><td>1,080</td></tr><tr><td>Kildare</td><td>495</td><td>386</td><td>382</td><td>401</td></tr><tr><td>Kilkenny</td><td>253</td><td>204</td><td>217</td><td>228</td></tr><tr><td>Laois</td><td>239</td><td>206</td><td>207</td><td>210</td></tr><tr><td>Leitrim</td><td>87</td><td>77</td><td>71</td><td>71</td></tr></table> | Year | Taxis | | Hackneys | | | Standard | Wheelchair Accessible (WAT) | Standard | Wheelchair Accessible (WAH) | Local Area (LA) | 2019 | 14,863 | 2,951 | 1,349 | 119 | 19 | 2022 | 13,014 | 3,206 | 949 | 141 | 23 | 2023 | 13,028 | 3,506 | 861 | 155 | 26 | 2024 | 12,984 | 4,055 | 825 | 158 | 24 | County | 2019 | 2022 | 2023 | 2024 | Carlow | 209 | 180 | 181 | 183 | Cavan | 165 | 147 | 141 | 138 | Clare | 430 | 390 | 409 | 419 | Cork | 2,370 | 2,186 | 2,202 | 2,276 | Donegal | 564 | 470 | 461 | 461 | Dublin | 15,318 | 14,665 | 15,465 | 16,395 | Galway | 1,332 | 1,215 | 1,271 | 1,325 | Kerry | 994 | 966 | 1,017 | 1,080 | Kildare | 495 | 386 | 382 | 401 | Kilkenny | 253 | 204 | 217 | 228 | Laois | 239 | 206 | 207 | 210 | Leitrim | 87 | 77 | 71 | 71 | Louis O'Hara, T.D |
|------------|----------|---|--|--|-----------------|-------|--|----------|--|--|----------|-----------------------------|----------|-----------------------------|-----------------|------|--------|-------|-------|-----|----|------|--------|-------|-----|-----|----|------|--------|-------|-----|-----|----|------|--------|-------|-----|-----|----|--------|------|------|------|------|--------|-----|-----|-----|-----|-------|-----|-----|-----|-----|-------|-----|-----|-----|-----|------|-------|-------|-------|-------|---------|-----|-----|-----|-----|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-----|-----|-------|-------|---------|-----|-----|-----|-----|----------|-----|-----|-----|-----|-------|-----|-----|-----|-----|---------|----|----|----|----|-------------------|
| Year | Taxis | | Hackneys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Standard | Wheelchair Accessible (WAT) | Standard | Wheelchair Accessible (WAH) | Local Area (LA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2019 | 14,863 | 2,951 | 1,349 | 119 | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2022 | 13,014 | 3,206 | 949 | 141 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | 13,028 | 3,506 | 861 | 155 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2024 | 12,984 | 4,055 | 825 | 158 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| County | 2019 | 2022 | 2023 | 2024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carlow | 209 | 180 | 181 | 183 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cavan | 165 | 147 | 141 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clare | 430 | 390 | 409 | 419 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cork | 2,370 | 2,186 | 2,202 | 2,276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Donegal | 564 | 470 | 461 | 461 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dublin | 15,318 | 14,665 | 15,465 | 16,395 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Galway | 1,332 | 1,215 | 1,271 | 1,325 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kerry | 994 | 966 | 1,017 | 1,080 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kildare | 495 | 386 | 382 | 401 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kilkenny | 253 | 204 | 217 | 228 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Laois | 239 | 206 | 207 | 210 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Leitrim | 87 | 77 | 71 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|--------------------|--------|--------|--------|--------|
| Limerick | 937 | 917 | 1,000 | 1,052 |
| Longford | 129 | 100 | 104 | 102 |
| Louth | 697 | 607 | 586 | 618 |
| Mayo | 453 | 378 | 371 | 367 |
| Meath | 421 | 356 | 346 | 358 |
| Monaghan | 147 | 114 | 108 | 105 |
| Offaly | 184 | 155 | 151 | 147 |
| Roscommon | 108 | 94 | 87 | 101 |
| Sligo | 230 | 204 | 207 | 207 |
| Tipperary | 316 | 293 | 302 | 309 |
| Waterford | 401 | 374 | 373 | 373 |
| Westmeath | 332 | 277 | 277 | 293 |
| Wexford | 299 | 244 | 233 | 226 |
| Wicklow | 201 | 175 | 173 | 178 |
| Local Hackney Area | 15 | 13 | 18 | 20 |
| Total | 27,326 | 25,393 | 26,360 | 27,643 |

Finally, the NTA publishes statistics on driver licences and vehicle licences each month on the [Statistics and legislation page](#) of NTA's website, as well as its annual [Statistics Bulletin](#) which focuses on statistics for all SPSV categories (taxis, hackneys and limousines) and SPSV drivers.

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Chief Executive (Interim).

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| 12/06/2025 | 276 | <p>PQ Referred: 31730/25, for answer 12/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 276</p> <p>To ask the Minister for Transport the funding allocated to safe routes to school in each of the years 2020 – 2025, by year. <i>Identical Question(s): Education</i></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 further 108 schools were announced for Round 2 in December 2022. Round 3 of the SRTS Programme was launched in November 2024 with a further 141 schools entering the programme. 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. 276 of 12 of June, which was referred to the National Transport Authority (NTA) for reply.</p> <p>Please find below the information on the funds allocated to Safe Routes to School Programme [SRTS] in the years from 2021- 2025. The programme was initiated in 2021.</p> <p>Schools were selected in June 2021, and it took time to:</p> <ul style="list-style-type: none"> • Establish and staff the programme, • Engage with school communities, • Conduct site audits and parent surveys, • Undertake consultation and design processes, • Secure planning permissions. <p>These steps are necessary before reaching the construction delivery stage, where most of expenditure occurs.</p> <p>From 2022 to 2024, there was a significant increase in spending, reflecting an accelerated rate of project delivery on the ground.</p> <p>In 2021 € 2,879,448 was drawn down on the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • € 885,549 to Local Authorities to progress SRTS projects. • € 1,993,899 on cycle parking at SRTS schools <p>In 2022 € 4,768,915 was spent on the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • € 2,277,208 to Local Authorities to progress SRTS projects. • € 1,998,548 on cycle parking at SRTS schools; and • € 493,159 on SRTS programme staff. <p>In 2023 € 13,829,693 was spent on the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • € 11,302,186 to Local Authorities to progress SRTS projects. • € 1,816,186 on cycle parking at SRTS schools; and • € 711,320 on SRTS programme staff. <p>In 2024 € 14,073,249 was spent on the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • € 12,856,884 to Local Authorities to progress SRTS projects. • € 498,395 on cycle parking at SRTS schools; and • € 717,969 on SRTS programme staff. <p>In 2025 € 20,829,724 was allocated to SRTS, comprising:</p> <ul style="list-style-type: none"> • € 19,839,724 in grants to Local Authorities to progress SRTS projects. • € 150,000 on cycle parking; and • € 840,000 on SRTS programme staff. <p>The amount claimed in 2025 is pending, claims tend to be submitted closer to year-end.</p> <p>I trust 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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| 10/06/2025 | 350 | <p>PQ Referred: 29974/25, for answer 10/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 350</p> <p>To ask the Minister for Transport the revenue earned via the all-modes ticket, in each of the years it has been in operation, 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 responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens, including children. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children.</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. 350 of 10 June, which was referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA can confirm that all-modes tickets were launched by some transport operators on 28 of April 2025, with the remaining operators completing the rollout on 16 of June 2025. As the initiative has only recently been implemented, there is not yet sufficient data available to provide a comprehensive response to your query.</p> <p>I trust the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Chief Executive (Interim).</p> | Pa Daly, T.D |
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| 10/06/2025 | 292 | <p>PQ Referred: 29041/25, for answer 10/06/2025, Written from - Pearse Doherty</p> | <p>Dail Question No: 292</p> <p>To ask the Minister for Transport to outline what the requirements are for a tour guide operating a small public service vehicle to fully comply with all regulatory requirements; what enforcement is taken when regulation is not fully complied with; to outline how many enforcements have been taken in the last 5 years; 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 enforcement 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>Given the NTA's responsibility in this area, I have referred your question to them for further information. 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. 292 of 10 of June, which was referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority is the licensing authority for vehicles used operating as small public service vehicles (SPSVs). An SPSV is defined in the Taxi Regulation (Small Public Service Vehicle) Regulations 2015, Schedule 2 as "...a mechanically propelled vehicle which is designed and constructed for the carriage of passengers with passenger seating accommodation for no more than eight persons (exclusive of the driver) and a maximum design gross vehicle weight not exceeding 3,500 kilogrammes". Such vehicles are licenced by NTA where suitable, for the carriage of persons for reward and comprise taxis, hackneys and limousines.</p> <p>SPSVs are required to be licensed for operation pursuant to Section 22 of the Taxi Regulation Act 2013 and 2016, and section 22(2) provides that it is an offence "...to drive or use a mechanically propelled vehicle to which this section applies in a public place for the carriage of persons for hire or reward unless –</p> <ul style="list-style-type: none"> a. the vehicle is- <ul style="list-style-type: none"> (i) a small public service vehicle licensed under the licensing regulations and (ii) licensed to be operated or driven in that place. and b. the person holds a licence to drive a small public service vehicle of the category that he or she is driving or using". <p>As per above, the driver of an SPSV must also hold an SPSV driver's licence as issued by An Garda Síochána who are the licensing authority for SPSV drivers.</p> <p>Once vehicles are licensed as SPSVs and are driven by licensed SPSV drivers, and subject to compliance with the regulations governing the SPSV industry, the use of the vehicle for the provision of tours can be undertaken. It is worth noting that vehicles with a passenger capacity of greater than eight passengers do not fall within the definition of an SPSV and are, accordingly, not subject to SPSV regulations - NTA has no remit in respect of vehicles which do not meet the definition of SPSV as set out above.</p> <p>As regards enforcement of regulations affecting the SPSV industry, NTA's team of compliance officers – currently numbering 33 comprising full and part-time officers with 5 additional officers due to take up their posts at end of June - are empowered to investigate complaints in order to ensure public safety, that legitimate, professional operators do not have to compete with others operating to lower standards, and to ensure continued public confidence in SPSV services. NTA has the right to bring court prosecutions for certain offences, including unlicensed drivers and unlicensed vehicles operating as SPSVs.</p> <p>Compliance activity is carried out in several ways; 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>Any illegal activity can be reported by calling 0818 064 000 or e-mailing compliance@nationaltransport.ie.</p> <p>Compliance activity is reported in NTA's SPSV Statistical Bulletin and Chapter 6 of the 2023 Bulletin provides details of all compliance activity including checks made, audits carried out, fixed penalty notices issued and prosecutions for the years 2019 – 2023. The Statistical Bulletin for 2024 is currently in preparation and NTA expects to publish same in mid July 2025. In the meantime, we</p> | Pearse Doherty, T.D |
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can advise that NTA took 156 prosecutions in 2024 of which almost half (47%) related to the operation of an unlicensed service. NTA was successful in 81% of cases presented. See below for further information on prosecutions for years 2019 – 2024.

Prosecutions by Offence Category, 2019 – 2024

| Offences | | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|--|-------|-------|-------|-------|-------|
| | | Cases | Cases | Cases | Cases | Cases |
| Operation of unlicensed SPSV | No driver and no vehicle licence | 15 | 14 | 54 | 46 | 36 |
| | No driver licence | 18 | 33 | 12 | 40 | 10 |
| | No vehicle licence | 41 | 13 | 14 | 58 | 17 |
| | Allow an unlicensed driver/vehicle to operate/failure to keep accurate records | 16 | 15 | 20 | 38 | 10 |
| Overcharging (<i>addition of unwarranted but legal 'extras' to a fare for example adding a booking fee to a fare that was not pre-booked</i>) | | 3 | 2 | 2 | 1 | 2 |
| Vehicle condition | | 0 | 1 | 0 | 0 | 1 |
| Duties of drivers of SPSVs | | 8 | 1 | 1 | 1 | 5 |
| Illegal display of taxi sign/Failure to remove signage from unlicensed vehicle | | 16 | 16 | 22 | 33 | 18 |
| Advertising an unlicensed SPSV service | | 3 | 5 | 2 | 2 | 1 |
| Exceeding the maximum number of passengers | | 1 | 0 | 3 | 0 | 0 |
| Obstruction of/failure to comply with requirements of a compliance officer | | 3 | 5 | 3 | 0 | 1 |
| Hackney/limousine standing for hire | | 3 | 0 | 7 | 0 | 0 |
| | | 127 | 105 | 140 | 219 | 101 |
| Additional Prosecutions | | | | | | |
| Fixed Payment Notice Offences Prosecutions | | 34 | 48 | 6 | 32 | 55 |
| Total | | 161 | 153 | 146 | 251 | 156 |

I trust the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Chief Executive (Interim).

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| 20/05/2025 | 321 | <p>PQ Referred: 25945/25, for answer 20/05/2025, Written from - Séamus McGrath</p> | <p>Dail Question No: 321</p> <p>To ask the Minister for Transport to clarify the position in relation to supply chain issues concerning bus shelters through the National Transport Authority tendering process (details supplied).</p> <p>Details Supplied: I have been informed that there is a significant supply issue resulting in a very lengthy waiting period, potentially as much as 12 months. Please clarify that this issue will be resolved and Local Authorities will be able to proceed with the installation of much needed bus shelters in the coming weeks.</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 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 working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 321 of 20 May 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 retendered its bus shelter contract which expired at the end of March 2025. The previous contract had been in place since 01 January 2017. As of 01 April 2025, the NTA has entered into a new bus shelter contract with a new service provider - Bauer Media Outdoor (formerly Clear Channel Ireland) - following a procurement process which extended into early 2025. The incumbent bus shelter contractor, JCDecaux Ireland, was unsuccessful in the tender process.</p> <p>Bauer Media Outdoor has assumed responsibility for the supply, installation, management and maintenance of the NTA's bus shelter estate for up to 8 years. Shelters will be delivered for installation following a mobilisation period under this new contract. That mobilisation period allows the new contractor to complete a design, including a structural design, for the new bus shelters and to activate the supply chain to manufacture the new shelters.</p> <p>That mobilisation process is well advanced and we expect to see a steady supply of new shelters to the new designs from later this year. In the interim period, we have asked the new contractor, Bauer Media Outdoor, to source bus shelters from existing stocks across their company and they are in the process of doing that. According, we expect the installation of bus shelters to recommence within weeks.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Séamus McGrath, T.D |
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| 10/06/2025 | 329 | <p>PQ Referred: 29629/25, for answer 10/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 329</p> <p>To ask the Minister for Transport the breakdown of the cost of the €2 cap across Luas, bus and DART services in 2024 and 2025, in tabular form.</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>The Department of Transport secured €658.442 million in Budget 2025 for funding for Public Service Obligation (PSO) and TFI Local Link services (an increase from €613.813 million in 2024). 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.</p> <p>Budget 2025 also included the measure to extend free child fares on PSO services to children aged 5 to 8 years old. Furthermore, the NTA has recently introduced a new, distance-based, zonal fare structure in the Greater Dublin Area. This move, aims to makes fares equitable, more consistent, and easier to understand, with significant reductions for many commuting from outer areas, aligning prices more closely with distance travelled.</p> <p>I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens, including children. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children.</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. 329 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply. Your query sought the “breakdown of the cost of the €2 cap across Luas, bus and DART services in 2024 and 2025”,</p> <p>The estimated cost of maintaining the €2 Leap fare is as follows:</p> <ul style="list-style-type: none"> • 2024 – Estimated cost range of between €103m - €113m; and • 2025 – Estimated cost range of between €108m - €119m. <p>The above amounts represent the estimated cost of the foregone revenue in maintaining the current fare structure - i.e. maintaining the €2 fare, maintaining the 20% discount for all adults and children, maintaining the 50% discount for Young Adults and students – in each of the relevant years.</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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| 10/06/2025 | 349 | <p>PQ Referred: 29964/25, for answer 10/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 349</p> <p>To ask the Minister for Transport the estimated cost of maintaining the €2 flat fee for 90 minutes of travel across Dublin, in tabular form.</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 April 2023, the NTA published a new National Fares Strategy, aiming to deliver a more consistent, equitable, and transparent fare structure for all passengers. Following this, the NTA commenced a phased rollout of revised fare zones and structures. Phase 1 of this Fares Determination was implemented in June 2024, focusing on fare changes for towns and shorter journeys within Dublin.</p> <p>As the Deputy may be aware, the second part of this Determination is being implemented in two phases: Phase 2A (commenced from Monday, 28 April 2025) introduced new multi-modal fare caps in Dublin and revised commuter rail fares; and Phase 2B (is due to be introduced in June) for revised commuter bus fares.</p> <p>It is the NTA's intention to roll out further changes in future determinations during 2025, designed to deliver a fares approach that is easier for customers to understand.</p> <p>Alongside this, Budget 2025 includes funding for the continuation of popular 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 in Q3 of this year.</p> <p>My Department supports these measures in line with the recent commitment in the Programme for Government to keeping fares low and affordable.</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. 349 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply. Your query sought the <i>“estimated cost of maintaining the €2 flat fee for 90 minutes of travel across Dublin”</i>.</p> <p>The cost of maintaining the €2 fare in 2026 is estimated to be in the range of €111m and €123m.</p> <p>The assumptions and constraints underpinning the above figures are as follows:</p> <ul style="list-style-type: none"> • The figures relate only to fare foregone and do not include any adjustments for change in demand or costs relating to provision of additional services; • The above estimates assume that all other fares will remain as they currently are; and • It is assumed that there will be a 3% increase in demand in 2026. <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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| 10/06/2025 | 345 | <p>PQ Referred: 29959/25, for answer 10/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 345</p> <p>To ask the Minister for Transport the estimated cost of reducing all modes ticket to €75 a month and €750 annually; the estimated cost of €50 euro a month and €500 annually, 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 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 April 2023, the NTA published a new National Fares Strategy, aiming to deliver a more consistent, equitable, and transparent fare structure for all passengers. Following this, the NTA commenced a phased rollout of revised fare zones and structures. Phase 1 of this Fares Determination was implemented in June 2024, focusing on fare changes for towns and shorter journeys within Dublin.</p> <p>As the Deputy may be aware, the second part of this Determination is being implemented in two phases: Phase 2A (commenced from Monday, 28 April 2025) introduced new multi-modal fare caps in Dublin and revised commuter rail fares; and Phase 2B (is due to be introduced in June) for revised commuter bus fares.</p> <p>It is the NTA's intention to roll out further changes in future determinations during 2025, designed to deliver a fares approach that is easier for customers to understand.</p> <p>Alongside this, Budget 2025 includes funding for the continuation of popular 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 in Q3 of this year. My Department supports these measures in line with the recent commitment in the Programme for Government to keeping fares low and affordable.</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. 345 of 25 June last, which has been referred to the National Transport Authority (NTA) for reply. In your query you sought “<i>the estimated cost of reducing all modes ticket to €75 a month and €750 annually; the estimated cost of €50 euro a month and €500 annually</i>”.</p> <p>These all-modes tickets were launched for some Transport Operators on 28 of April 2025, with the last Transport Operator launched on 16 of June 2025. At this point, we do not yet have sufficient data available to allow us to make such an estimate.</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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| 10/06/2025 | 328 | <p>PQ Referred: 29628/25, for answer 10/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 328</p> <p>To ask the Minister for Transport the full and first year cost of the €2 cap across Luas, bus and DART services; and to estimate the cost of maintaining this in 2026, in tabular form.</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>The Department of Transport secured €658.442 million in Budget 2025 for funding for Public Service Obligation (PSO) and TFI Local Link services (an increase from €613.813 million in 2024). 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.</p> <p>Budget 2025 also included the measure to extend free child fares on PSO services to children aged 5 to 8 years old. Furthermore, the NTA has recently introduced a new, distance-based, zonal fare structure in the Greater Dublin Area. This move, aims to makes fares equitable, more consistent, and easier to understand, with significant reductions for many commuting from outer areas, aligning prices more closely with distance travelled.</p> <p>I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens, including children. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children.</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. 328 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply. Your query sought the <i>“the full and first year cost of the €2 cap across Luas, bus and DART services; and to estimate the cost of maintaining this in 2026”</i>.</p> <p>The estimated cost of maintaining the €2 Leap fare during 2024 and 2025 is as follows:</p> <ul style="list-style-type: none"> • 2024 – Estimated cost range of between €103m - €113m; and • 2025 – Estimated cost range of between €108m - €119m. <p>The cost of maintaining the €2 fare in 2026 is estimated to be in the range of €111m and €123m.</p> <p>The assumptions and constraints of the above figures are as follows:</p> <ul style="list-style-type: none"> • The figures above relate to fare foregone only and do not include any adjustments for change in demand or costs relating to provision of additional services; • The above estimates assume that all other fares will remain as they currently are; and • It is assumed that there will be a 3% increase in demand in 2026. <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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| 27/05/2025 | 176 | <p>PQ Referred: 26883/25, for answer 27/05/2025, Written from - Pa Daly</p> | <p>Dail Question No: 176</p> <p>To ask the Minister for Transport the estimated cost of introducing a €20 monthly travel pass for unlimited journeys on all bus routes serviced by the PSO, all Luas routes and on all Dart routes, in tabular form.</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 April 2023, the NTA published a new National Fares Strategy, aiming to deliver a more consistent, equitable, and transparent fare structure for all passengers. Following this, the NTA commenced a phased rollout of revised fare zones and structures. Phase 1 of this Fares Determination was implemented in June 2024, focusing on fare changes for towns and shorter journeys within Dublin.</p> <p>As the Deputy may be aware, the second part of this Determination is being implemented in two phases: Phase 2A (commenced from Monday, 28 April 2025) introduced new multi-modal fare caps in Dublin and revised commuter rail fares; and Phase 2B (is due to be introduced in June) for revised commuter bus fares.</p> <p>It is the NTA's intention to roll out further changes in future determinations during 2025, designed to deliver a fares approach that is easier for customers to understand. Alongside this, Budget 2025 includes funding for the continuation of popular 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 in Q3 of this year. My Department supports these measures in line with the recent commitment in the Programme for Government to keeping fares low and affordable.</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 am writing to you concerning the matter you raised in Parliamentary Question No. 176 of 27 May 2025, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Your query sought the estimated cost of the introduction of a €20 monthly travel pass for unlimited journeys on all bus routes serviced by the PSO, all Luas routes and on all Dart routes.</p> <p>These assessments are exceedingly difficult to undertake with certainty. There are a large number of variables involved, exacerbated by the hybrid working patterns of many commuters, together with many unknown factors. The 90-minute fare arrangement, coupled with the capping mechanism available under the Leap system, along with recently introduced revised TaxSaver fares, all make an accurate assessment of the revenue impacts, and the costs, very challenging. A large amount of work would be also required to evaluate the likely transfers from other modes of transport.</p> <p>Accordingly, without undertaking a substantial amount of additional work, for which we don't have available resources, we are not in a position to provide a definitive estimate in response to this query. However, a preliminary assessment suggests a cost in the range of €150 million to €200 million per annum.</p> <p>I know that the above response is not as definitive as you would have wished, but I do hope that it is of some assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | Pa Daly, T.D |
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| 11/06/2025 | 62 | <p>PQ Referred: 31016/25, for answer 11/06/2025, Written from - Grace Boland</p> | <p>Dail Question No: 62</p> <p>To ask the Minister for Transport the estimated cost to the State of making all public transport free for persons aged under 18, under 25 and under 30 years; 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 regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In 2022, the NTA commissioned a report with Ernst & Young Business Advisory Services which examined the impacts of free fares on public transport. That report concluded that to fund a fully free public transport system at the time, without accounting for the likely increased passenger demand, would have required an additional €540m in Exchequer funding per annum at a minimum, on top of the existing annual PSO subvention. Given the increase in costs in the intervening period, this figure increased to closer to c. €786m for 2024.</p> <p>The report also found that any increase in public transport demand due to free fares would largely be achieved by reductions in walking (7%) and cycling (13%), resulting in just a 1% reduction in car travel.</p> <p>My Department's funding for public transport services is therefore focussed on existing fare initiatives and service improvements such as BusConnects in the five cities, expanding town services in the larger towns, and rolling out Connecting Ireland in rural Ireland. These improvements are delivering real benefits for citizens across the country.</p> <p>I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens, including children. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children.</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. 62 of 11 June last, which has been referred to the National Transport Authority (NTA) for reply. Your question sought “the estimated cost to the State of making all public transport free for persons aged under 18, under 25 and under 30 years”.</p> <p>The estimated cost (Fare Foregone) to extend free public transport for all over 9 and up to 18 years old range from €25.6m to €28.3m.</p> <p>The estimated cost (Fare Foregone) to extend free public transport for all over 9 and up to 25 years old range from €111.1m to €122.8m.</p> <p>The estimated cost (Fare Foregone) to extend free public transport for all over 9 and up to 30 years old range from €153.2m to €169.3m.</p> <p>The Assumptions and Constraints of the above figures are as follows:</p> <ol style="list-style-type: none"> 1. The above are incremental amounts i.e. these are the additional cost on top of any discounts which are currently being given. 2. It is not possible to accurately quantify how many additional journeys may be taken due to free travel being offered. 3. The above figures relates to fare foregone only and does not include the cost of running any additional services across the modes that may be required to meet the additional demand generated by the introduction of free travel. 4. The above estimated cost (Fare Foregone) is only provided for State provided services and excludes commercial services as we would not have these figures readily available and would ordinarily need to ask each individual commercial operator. 5. It is assumed that the current fare structures are to remain as is. <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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| 10/06/2025 | 327 | <p>PQ Referred: 29627/25, for answer 10/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 327</p> <p>To ask the Minister for Transport the estimated annual revenue that would be earned by eliminating the 20% fare reduction in 2026.</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>The Department of Transport secured €658.442 million in Budget 2025 for funding for Public Service Obligation (PSO) and TFI Local Link services (an increase from €613.813 million in 2024). 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.</p> <p>Budget 2025 also included the measure to extend free child fares on PSO services to children aged 5 to 8 years old. I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens, including children. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children.</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. 327 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply. Your query sought “<i>the estimated annual revenue that would be earned by eliminating the 20% fare reduction in 2026</i>”.</p> <p>Our estimate is that an additional revenue of between €111m and €123m would be generated in 2026 if the 20% fare reduction was eliminated.</p> <p>The assumptions and constraints of the above figures are as follows:</p> <ol style="list-style-type: none"> 1. The above figures relates to additional fare revenue generated on current patronage levels and would not include any reduction in demand that may arise as a result of fare increases. 2. The above figures do not take account of any fare increases that may be required in relation to the Young Adult Card (YAC) scheme i.e. to bring YAC fares back up to 50% of adult fare. 3. It is assumed that there will be a 3% increase in revenue in 2026 above the 2025 forecasted levels. <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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| 27/05/202 | 175 | <p>PQ Referred: 26882/25, for answer 27/05/2025, Written from - Pa Daly</p> | <p>Dail Question No: 175</p> <p>To ask the Minister for Transport the estimated cost of introducing a €50 monthly travel pass for unlimited journeys on all bus routes serviced by the PSO, all Luas routes and on all Dart routes, in tabular form.</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 April 2023, the NTA published a new National Fares Strategy, aiming to deliver a more consistent, equitable, and transparent fare structure for all passengers. Following this, the NTA commenced a phased rollout of revised fare zones and structures. Phase 1 of this Fares Determination was implemented in June 2024, focusing on fare changes for towns and shorter journeys within Dublin.</p> <p>As the Deputy may be aware, the second part of this Determination is being implemented in two phases: Phase 2A (commenced from Monday, 28 April 2025) introduced new multi-modal fare caps in Dublin and revised commuter rail fares; and Phase 2B (is due to be introduced in June) for revised commuter bus fares.</p> <p>It is the NTA's intention to roll out further changes in future determinations during 2025, designed to deliver a fares approach that is easier for customers to understand. Alongside this, Budget 2025 includes funding for the continuation of popular 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 in Q3 of this year. My Department supports these measures in line with the recent commitment in the Programme for Government to keeping fares low and affordable.</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 am writing to you concerning the matter you raised in Parliamentary Question No. 175 of 27 May 2025, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Your query sought the estimated cost of the introduction of a €50 monthly travel pass for unlimited journeys on all bus routes serviced by PSO (Public Service Obligation), all Luas routes and DART routes.</p> <p>These assessments are exceedingly difficult to undertake with certainty. There are a large number of variables involved, exacerbated by the hybrid working patterns of many commuters, together with many unknown factors. The 90-minute fare arrangement, coupled with the capping mechanism available under the Leap system, along with recently introduced revised TaxSaver fares, all make an accurate assessment of the revenue impacts, and the costs, very challenging. A large amount of work would be also required to evaluate the likely transfers from other modes of transport.</p> <p>Accordingly, without undertaking a substantial amount of additional work, for which we don't have available resources, we are not in a position to provide a definitive estimate in response to this query. However, a preliminary assessment suggests a cost in the range of €20 to €50 million per annum.</p> <p>I know that the above response is not as definitive as you would have wished, but I do hope that it is of some assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p> | Pa Daly, T.D |
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| 10/06/2025 | 346 | <p>PQ Referred: 29961/25, for answer 10/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 346</p> <p>To ask the Minister for Transport the estimated cost of reducing the weekly leap card from €24 to €20, 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 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 April 2023, the NTA published a new National Fares Strategy, aiming to deliver a more consistent, equitable, and transparent fare structure for all passengers. Following this, the NTA commenced a phased rollout of revised fare zones and structures. Phase 1 of this Fares Determination was implemented in June 2024, focusing on fare changes for towns and shorter journeys within Dublin.</p> <p>As the Deputy may be aware, the second part of this Determination is being implemented in two phases: Phase 2A (commenced from Monday, 28 April 2025) introduced new multi-modal fare caps in Dublin and revised commuter rail fares; and Phase 2B (is due to be introduced in June) for revised commuter bus fares.</p> <p>It is the NTA's intention to roll out further changes in future determinations during 2025, designed to deliver a fares approach that is easier for customers to understand.</p> <p>Alongside this, Budget 2025 includes funding for the continuation of popular 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 in Q3 of this year. My Department supports these measures in line with the recent commitment in the Programme for Government to keeping fares low and affordable.</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. 346 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>This type of fare product was launched at the end of April. At this point, we do not yet have sufficient data available to allow us to make such an estimated cost of reducing the weekly Leap Card cap from €24 to €20. We will be in a better position to estimate this cost later 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> | Pa Daly, T.D |
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| 10/06/2025 | 377 | <p>PQ Referred: 30499/25, for answer 10/06/2025, Written from - Grace Boland</p> | <p>Dail Question No: 377</p> <p>To ask the Minister for Transport if he is considering reviewing the tax saver tickets with a view to changing the scheme to suit the needs of hybrid workers; 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>The Department of Transport secured €658.442 million in Budget 2025 for 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. Budget 2025 also included the measure to extend free child fares on PSO services to children aged 5 to 8 years old.</p> <p>Furthermore, the NTA has recently introduced a new, distance-based, zonal fare structure in the Greater Dublin Area. This move, aims to makes fares equitable, more consistent, and easier to understand, with significant reductions for many commuting from outer areas, aligning prices more closely with distance travelled.</p> <p>I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children. I am committed to making public transport as accessible and affordable as possible, while also ensuring that our system remains financially sustainable in the long term. 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. 377 of 10 June 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 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 NTA has implemented the most recent Fares Determination 2024. Those changes included revisions to Tax saver tickets and the creation of new products to address the needs of hybrid workers.</p> <p>The TaxSaver scheme has traditionally offered excellent value for regular commuters who, when purchasing monthly or annual tickets via their employer, received a significant tax based incentive to use public transport, thus encouraging more people to use public transport at a reduced cost to them. The NTA recognises that post pandemic work patterns have resulted in changed trip patterns involving hybrid working which reduce the benefit of Tax saver tickets in many circumstances. Due to significant technical challenges with legacy ticketing systems, the NTA has been unable to progress an attractive alternative to existing Tax saver arrangements which would accommodate the more flexible hybrid working arrangements that now operate widely. However, the following items from the 2024 Fares Determination has assisted to meet the evolving needs of commuters;</p> <ul style="list-style-type: none"> • The continued availability of the TFI 90 minute Leap fare in Dublin enabling free interchange across modes in Dublin City; • The continued availability of the 20% cost of living reduction in fares on all PSO services and 50% reduction for Young Adult Leap Card holders has helped to address the most immediate cost concerns of commuters; • The creation of a new Dublin City Zone and three commuter zones which extend to approximately 50km from Dublin City Centre as far as Drogheda to the north, Kildare to the south west and Rathdrum to the south and associated rollout of daily, weekly, monthly, annual tickets which enable hybrid commuters to select a more appropriate period ticket tailored to their trip patterns. These tickets enable unlimited multimodal travel in Dublin City and either unlimited rail only or multimodal travel in the commuter zones; • A 17% reduction in cost for monthly / annual Dublin City multimodal tickets (Adult €96 Weekly / €960 Annual); and • The availability of the TFI 90 minute leap fare for rail users from these new commuter zones in the Dublin City Zone if their interchange is within 90 minutes of first tap-on. E.g. A leap card user who tags on at Drogheda Station, tags off at Dublin Connolly and tags on to a Luas within 90 minutes will not pay an onward fare. <p>It should also be noted that further savings could accrue to holders of Tax saver / period tickets as multimodal products also include travel on town bus services. For example, a person with a daily / weekly / monthly / annual ticket from Drogheda to Dublin, in addition to their trip to Dublin and unlimited multimodal travel in Dublin City, can also avail of travel on the Drogheda town bus service.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Grace Boland, T.D</p> |
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| 10/06/2025 | 379 | <p>PQ Referred: 30501/25, for answer 10/06/2025, Written from - Grace Boland</p> | <p>Dail Question No: 379</p> <p>To ask the Minister for Transport if his Department will undertake a review of the 33x bus service with a view to increasing the capacity and frequency of the route to meet local demand; 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 Dublin Bus.</p> <p>In light of the NTA and Dublin Bus'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. 379 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the new Dublin-area bus network, routes 33, 33a and 33x will be replaced during with the following routes introduced:</p> <ul style="list-style-type: none"> • New route L85 running every 30 minutes (with extra buses at peak times) between Balbriggan and Dublin Airport via Skerries, Lusk and Swords. • New route X76 providing a peak-time express link between Skerries / Lusk and the City Centre/ UCD via the M1 motorway. <p>The above changes are expected to commence implementation in 2026 subject to funding and resource availability.</p> <p>However, in the interim, additional capacity on route 33x is planned to be implemented in October 2025 subject to funding and resource availability.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Grace Boland, T.D |
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| 27/05/2025 | 200 | <p>PQ Referred: 27384/25, for answer 27/05/2025, Written from - Conor D. McGuinness</p> | <p>Dail Question No: 200</p> <p>To ask the Minister for Transport the status of the proposed new local link Waterford service connecting Ballyduff and Dungarvan.</p> <p>Answer</p> <p>As Minister of State at the Department of Transport with special responsibility for Rural Transport I recognise the importance of boosting connectivity in County Waterford, which I am reinforcing through my introductory interactions with Local Link offices nationwide, including in Co. Waterford. 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 has secured a funding package of €658.442 million 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, Connecting Ireland and new town services. As with all plans, any additional funding for Local Link services would be subject to the annual Budgetary and Estimates process.</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 Waterford, 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. 200 of 27 May 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 Transport for Ireland (TFI) Local Link route 667 operates between Ballyduff Lower and Dungarvan. See link below.</p> <p>https://www.transportforireland.ie/wp-content/uploads/2023/11/TFI-LL-Waterford-R667-Dungarvan-to-Waterford-Sept23.pdf</p> <p>We are also in the process of launching an enhancement to the route 363 service which will connect Ballyduff Upper to Dungarvan via Tallow, Lismore & Cappoquin. This enhancement is due to launch over the summer.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Conor D. McGuinness, T.D</p> |
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| 11/06/2025 | 49 | <p>PQ Referred: 30814/25, for answer 11/06/2025, Written from - Mairéad Farrell</p> | <p>Dail Question No: 49</p> <p>To ask the Minister for Transport if he will provide the list of capital projects for IT services, by his Department or bodies under its aegis, which had contracts valued in excess of €1million that failed to reach completion; the value that was written off, for the years 2022, 2023 and 2024, in tabular form; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>My Department has no capital projects for IT services in the years 2022, 2023 and 2024 with a value in excess of €1 million that failed to be completed and written off.</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. 49 on the 11th of June, which was referred to the National Transport Authority (NTA) for reply.</p> <p>In 2019 the NTA tendered for a service provider to design, develop, commission, operate, support and maintain a centralised TaxSaver service. The contract with the selected supplier was signed in early March 2020 with a contract value of approximately €4.9 million.</p> <p>The purpose of this project was to provide an improved experience to both employers and employees when participating in the TaxSaver scheme by delivering a centralised TaxSaver solution that would perform as a one stop shop for all TaxSaver needs. The ultimate aim was to increase the uptake of TaxSaver customers based on the improved attractiveness and ease of use of the new platform for prospective employers and employees.</p> <p>Subsequent to the award of the system contract, the global Covid-19 pandemic occurred. The pandemic initiated a seismic shift in travel patterns with the introduction of hybrid working arrangements on a widespread basis for many people. These altered travelling patterns meant that the majority of pre-existing TaxSaver customers no longer travelled 5 days per week and most prospective users had also moved to hybrid working models. Consequently, the value offered by the TaxSaver product has been reduced to a point where it is significantly less attractive for most of the target customer base and the level of take-up of TaxSaver tickets is now a fraction of what it was prior to the pandemic.</p> <p>As a result, the centralised TaxSaver solution planned under the original procurement was deemed unsuitable and unnecessary to meet the changed hybrid working/travel arrangements and the associated dramatic reduction in the take-up of Tax Saver products. Given those changed circumstances, the NTA decided to terminate the TaxSaver project in 2022. Payments to the system contractor totalled to €267,141 at termination. Together with other NTA costs, an overall €1.2m impairment was recorded in the NTA accounts for 2022 in relation to the termination of the TaxSaver project.</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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| 10/06/2025 | 334 | <p>PQ Referred: 29634/25, for answer 10/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 334</p> <p>To ask the Minister for Transport the estimated cost of extending the young adult card to 30-year-olds up to their 31st birthday, in tabular form.</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>The Department of Transport secured €658.442 million in Budget 2025 for funding for Public Service Obligation (PSO) and TFI Local Link services (an increase from €613.813 million in 2024). 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.</p> <p>Budget 2025 also included the measure to extend free child fares on PSO services to children aged 5 to 8 years old. Furthermore, the NTA has recently introduced a new, distance-based, zonal fare structure in the Greater Dublin Area. This move, aims to makes fares equitable, more consistent, and easier to understand, with significant reductions for many commuting from outer areas, aligning prices more closely with distance travelled.</p> <p>I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens, including children. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children.</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. 334 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The estimated cost of extending the young adult leap card to 30-year-olds for 2026 is in the range of €9.6m and €10.6m.</p> <p>The Assumptions and Constraints of the above figures are as follows;</p> <ul style="list-style-type: none"> • The above are incremental amounts i.e. these are the additional cost on top of the discount which is currently being given. • Not possible to quantify how many additional journeys may be taken due to additional discount being offered. • The above figures relates to fare foregone only and does not include the cost of running any additional services across the modes that maybe required to meet the additional demand generated by the introduction of additional discounts • The above estimated cost (Fare Foregone) is only provided for PSO and excludes CBO figures as we would not have these figures readily available and would ordinarily need to ask each CBO operator. • It is assumed that the current fare structures are to remain as is for all other age cohorts. • Census data has been used to calculate proportion of adults in each age group. It has been assumed that all age adults show equal propensity to travel on public transport. • 2026 revenues have been estimated at 3% above 2025 forecasted levels. <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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| 10/06/2025 | 321 | <p>PQ Referred: 29570/25, for answer 10/06/2025, Written from - Paul Murphy</p> | <p>Dail Question No: 321</p> <p>To ask the Minister for Transport the estimated cost of providing free public transport for 18–25-year-olds 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 statutory 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 2022, the NTA commissioned a report with Ernst & Young Business Advisory Services which examined the impacts of free fares on public transport. That report concluded that to fund a fully free public transport system at the time, without accounting for the likely increased passenger demand, would have required an additional €540m in Exchequer funding per annum at a minimum, on top of the existing annual PSO subvention. Given the increase in costs in the intervening period, this figure increased to closer to c. €786m for 2024.</p> <p>The report also found that any increase in public transport demand due to free fares would largely be achieved by reductions in walking (7%) and cycling (13%), resulting in just a 1% reduction in car travel.</p> <p>My Department’s funding for public transport services is therefore focussed on existing fare initiatives and service improvements such as BusConnects in the five cities, expanding town services in the larger towns, and rolling out Connecting Ireland in rural Ireland. These improvements are delivering real benefits for citizens across the country.</p> <p>I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children.</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. 321 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The estimated cost of providing free public transport for 18 -25 year olds in 2026 is estimated to be in the range of €85.3m and €94.2m.</p> <p>The assumptions and constraints underpinning the above figures are as follows:</p> <ul style="list-style-type: none"> • The above estimates are incremental amounts i.e. this is the additional fare foregone on top of discounts already been given; • It is not possible to quantify how many additional journeys will be taken due to free travel being offered, and these have not been included; • The above figures relate to fare foregone only and do not include the cost of running any additional services across the modes that may be required to meet the additional demand generated by the introduction of free travel; • The above estimate relates to PSO (Public Service Obligation) services only and does not include CBOs (Commercial Bus Operators); and • It is assumed that all other fare structures remains as is. <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Paul Murphy, T.D</p> |
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| 12/06/2025 | 278 | <p>PQ Referred: 31769/25, for answer 12/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 278</p> <p>To ask the Minister for Transport to provide a breakdown of the estimated / projected costs of all planned Luas and DART upgrades / expansions broken down by project.</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 proposed extensions to the current Luas network and to the DART+ Programme and its constituent projects.</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. 278 of 12 June, which was referred to the National Transport Authority (NTA) for reply. Your query sought “<i>a breakdown of the estimated / projected costs of all planned Luas and DART upgrades / expansions broken down by project</i>”.</p> <p>Given the uncertainties associated with cost forecasting of large scale “mega projects” that span over many years, an approach of using probability based costs ranges has been developed internationally. This provides a more informed understanding of the likely cost implications of a project and reflects the challenging uncertainties associated with forecasting future costs over a considerable timeframe. At the very early stage of a project the cost range can be very large given the multiplicity of uncertainties and unknowns at that point in the project lifecycle. As the project progresses further the level of uncertainties and unknowns reduce and the cost ranges become narrower.</p> <p>The cost estimate range provides forecasts of the likely outturn costs at different probability levels – P80 representing an 80% probability that the outturn cost will be less than or equal to this figure; P50 representing a 50% probability that the outturn cost will be less than or equal to this figure; and P30 representing a 30% probability that the outturn cost will be less than or equal to this figure.</p> <p>The cost ranges provided below represent the P30 to P80 cost range for each of the DART+ projects.</p> <p>Cost range for DART+ projects (P30 to P80):</p> <ul style="list-style-type: none"> • DART+ West – Cost range is €1,276m to €1,654m; • DART+ Southwest – Cost range is €866m to €1,189m; • DART+ Coastal North – Cost range is €555m to €807m; • DART+ Coastal South – Cost range is €159m to €236m; • BEMU Charging Infrastructure – Cost range is €66m to €81m; and • Rolling Stock (BEMU/EMU) – Cost range is €66m to €81m. <p>In relation to Luas projects, the two most advanced projects are Luas Finglas and Luas Cork. The cost range for these projects are set out below.</p> <ul style="list-style-type: none"> • Luas Finglas – Cost range is €421m to €759m; and • Luas Cork – Cost range is €1.5 billion to €2.2 billion. <p>I trust 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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| 17/06/2025 | 237 | <p>PQ Referred: 32466/25, for answer 17/06/2025, Written from - Cormac Devlin</p> | <p>Dail Question No: 237</p> <p>To ask the Minister for Transport the status of the East Coast Railway Infrastructure Protection Projects; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister of Transport, I have responsibility for policy and overall funding of public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure including, in consultation with Iarnród Éireann, the East Coast Railway Infrastructure Protection Projects (ECRIPP).</p> <p>Noting the NTA's responsibility in this 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. 237 of 17 June, which was referred to the National Transport Authority (NTA) for reply. Your query sought information on “<i>the status of the East Coast Railway Infrastructure Protection Projects</i>”.</p> <p>The East Coast Railway Infrastructure Protection Projects (ECRIPP) is one of the various on-going investments funded by NTA to deliver improvements to rail services along the Southeastern Line. ECRIPP comprises a range of projects to protect the existing railway line from coastal flooding and coastal erosion, providing coastal protection measures that will help to maintain the operational integrity of the Dublin to Rosslare Railway Line, which serves the area as a key sustainable transport artery. Iarnród Éireann is progressing the feasibility and optioneering processes.</p> <p>It is worth noting that a first non-statutory public consultation in respect of the proposed protection measures for the five coastal cell areas between Merrion and Wicklow was held at the end of 2024, and a second round, taking account of feedback received, will be held in the coming months. Once the second public consultation has been completed, Iarnród Éireann will review the feedback received from stakeholders and prepare for a planning consent submission which is anticipated to be made in Q3 of 2026.</p> <p>I trust the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Cormac Devlin, T.D |
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| 19/06/2025 | 216 | <p>PQ Referred: 33226/25, for answer 19/06/2025, Written from - Richard Boyd Barrett</p> | <p>Dail Question No: 216</p> <p>To ask the Minister for Transport if he will investigate two recent power line failures (details supplied) which caused significant disruption to the DART services and many commuters during peak rush hour travel; if he will accept and consider the modernisation of DART infrastructure, especially power systems, investment in contingency measures and intermodal planning to protect commuters during service disruptions, and increased and accelerated funding for public transport expansion to meet growing demand; and if he will make a statement on the matter.</p> <p>Details Supplied: Constituents have raised serious concerns about yet another major disruption to the DART service, which occurred on June 12, leaving many commuters stranded during peak rush-hour due to an issue with the overhead power lines between Lansdowne Road and Dalkey. This is not an isolated incident. Exactly three months earlier, on March 12, a similar power line failure also caused major delays and chaos for south side travelling passengers. The recurrence of this type of disruption highlights a worrying lack of reliability in what should be a backbone of Dublin's public transport system. On both occasions, passengers were left without sufficient alternatives. Bus services, already operating at maximum capacity, could not cope with the sudden surge in demand. As a result, people were forced to wait for hours, walk long distances, or abandon travel altogether. The fact that a single point of failure—such as a damaged overhead power line—can paralyse the city's primary rail service for hours on end is a clear sign that transport infrastructure is underfunded, outdated, and dangerously fragile. It is unacceptable that in a modern European country, the basic safeguards are lacking to prevent or quickly recover from such breakdowns. With Dublin's population and commuting demands increasing every year, this situation will only worsen without urgent and significant investment.</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 of those services in conjunction with the relevant transport operators. The NTA works closely with operators, in this case, Irish Rail, to ensure services are operated in a reliable and punctual manner. The daily operation of services is the responsibility of the operator.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 216 of 19 June, which was 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 and that it has been referred to both the NTA and Irish Rail for further detail. Irish Rail are best placed to provide you with information on the two incidents giving rise to power failures on part of the DART network.</p> <p>As identified in the Minister's response, there is considerable investment being made in the DART system under the DART+ Programme, which will enhance the overall performance of the network. However, any rail system will still have single points of failure and it is not possible to fully remove these risks. But measures to mitigate and reduce failure risk can, and are, being put in place. Again, Irish Rail are best placed to provide you with details of the relevant mitigation and system strengthening measures.</p> <p>I trust 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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| | | <p>The NTA also has responsibility for the planning and development of public transport infrastructure including, in consultation with Iarnród Éireann, the DART+ programme. The priority for rail capacity for the Greater Dublin Area is the DART+ Programme which will double rail capacity across the GDA network.</p> <p>Two fleet orders have been placed under the DART+ Fleet project. These comprise 185 carriages, largely battery-electric, with some electric units. Battery-electric carriages from the first order of 95 carriages have started arriving into Ireland, are now undergoing testing, and are expected to be deployed on the Northern Commuter Line serving Dublin to/from Drogheda from next year.</p> <p>The DART+ West project plans to extend DART services from the City Centre to the M3 Parkway and Maynooth. A Railway Order (planning application) was granted approval 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 and the NTA are currently engaging on the submission of a new Railway Order for a depot. A Railway Order was granted for the DART+ South West project by An Bord Pleanála in November 2024. This project will extend DART services from the City Centre to Hazelhatch, including four-tracking from Park West to Heuston. Work is ongoing to progress the preparation of procurement documents, with a view to moving this project into procurement and thereafter into the construction stage in the coming years.</p> <p>A Railway Order for DART+ Coastal North, which will extend DART overhead electrified wires to Drogheda, 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. The DART+ Coastal South project will improve DART services on the existing DART line south of Dublin city, with the current focus on enhancing services between Bray and Greystones.</p> <p>In light of Irish Rail and the NTA's responsibility in this area, I have forwarded 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> | | |
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| 19/06/2025 | 220 | <p>PQ Referred: 33293/25, for answer 19/06/2025, Written from - Colm Burke</p> | <p>Dail Question No: 220</p> <p>To ask the Minister for Transport to confirm when the new stations under the expanded commuter rail programme for Cork, such as Blackpool, Blarney, Monard and Tivoli are due to be constructed; if there is a confirmed timeline for same; 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 and is expected to be completed by the end of 2026.</p> <p>Phase 2 of the programme plans for the electrification of the Cork commuter rail network and the delivery of up to eight new stations in the following locations: Tivoli, Dunkettle, Water Rock, Carrigtwohill West, Ballynoe, Blackpool / Kilbarry, Monard and Blarney/Stoneview. A public consultation is expected this Summer on the matter.</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. This Phase provides for the new stations among other works.</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>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 Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 220 of 19 June, which was referred to the National Transport Authority (NTA) for reply.</p> <p>I note that the Minister provided a substantive response to this Parliamentary Question. Further to the Minister's response, a public consultation on Phase 2 of the Cork Area Commuter Rail (CACR) was launched by Irish Rail on 18 of June this year. The purpose of this public consultation is to gather feedback on the Emerging Preferred Option to ensure the design reflects the needs of the local communities, businesses, and passengers.</p> <p>It is anticipated that a second round of Public Consultation will take place later this year, and a Railway Order submission for the overall CACR Project is currently expected to be lodged in the first half of 2026. The timeline to start construction of Phase 2 of CACR is reliant on the receipt of an Enforceable Railway Order and the availability of funding. However, once construction commences it is expected that the project will take approximately five years to complete.</p> <p>I trust 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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| 18/06/2025 | 31 | <p>PQ Referred: 30608/25, for answer 18/06/2025, Written from - Shane Moynihan</p> | <p>Dail Question No: 31</p> <p>To ask the Minister for Transport for an update on the overall state of progress of the BusConnects scheme nationally; 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 services.</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 NTA. A summary of progress to date is as follows:</p> <ul style="list-style-type: none"> • Dublin: The first six phases of new bus routes as part of the bus Network in Dublin have rolled out since 2021. The NTA rolled out Phase 6A, the E-Spine (Ballymun and Santry to Bray and Dun Laoghaire) in January 2025. The rollout will continue, subject to sufficient budget and operational readiness. An Bord Pleanála has approved all 12 Core Bus Corridor schemes to date, though Judicial Reviews are ongoing in relation to six of these schemes. The Department expects the first of these Corridors to enter construction this year. Over 100 double-deck electric buses are in service in Dublin. • Cork: A third round of public consultation on what are now the Preferred Route Options for the 11 Sustainable Transport Corridors in Cork concluded in December 2023. Rollout of the network redesign will occur on a phased basis in the years ahead. The Preliminary Business Case is with Department of Transport for review. • Galway: The network redesign was finalised in December 2023. The NTA has received planning approval for the Cross City Link project (currently subject to Judicial Review) and the Dublin Road scheme. • Limerick: The redesigned network finalised in December 2023. 34 double-deck electric buses rolled out in 2024. The first phase of 30 charging guns at Bus Éireann's Roxboro depot is available for use. • Waterford: The NTA published the redesigned network for public consultation in July 2024. Following this, the final network was published in January 2025. | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 31 of 18 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I note that the Minister provided substantive response to this Parliamentary Question. To add to the Ministers response, I have provided an update below of the various BusConnects Network Redesign schemes in Dublin, Cork, Galway, Limerick and Waterford.</p> <ul style="list-style-type: none"> • Dublin: The first six phases of new bus routes as part of the bus Network in Dublin have been implemented. The NTA rolled out Phase 6A, the E-Spine (Ballymun and Santry to Bray and Dun Laoghaire) in January 2025. <p>The rollout will continue, subject to sufficient funding and operational readiness. F-Spine (Phase 7) is planned for introduction in September/October of this year. D-Spine (Phase 8) is planned for 2026 with full Network Redesign (NRD) rollout being completed in 2027.</p> <p>An Bord Pleanála has approved all 12 Core Bus Corridor schemes to date, though Judicial Reviews are ongoing in relation to six of these schemes. The construction contract for the first of these schemes – Liffey Valley to City Centre – will be signed in early July.</p> <p>About 119 double-deck electric buses are in service in Dublin with more to be added later this year.</p> <ul style="list-style-type: none"> • Cork: A third round of public consultation on what are now the Preferred Route Options for the 11 Sustainable Transport Corridors (STCs) in Cork concluded in December 2023. Work is now ongoing on preparing the planning consent applications to An Coimisiún Pleanála (formerly An Bord Pleanála) with the first application to be made at the end of 2025. <p>A new temporary bus depot is under construction at Tivoli. This will enable the introduction of the new bus network. Rollout of the network redesign will occur on a phased basis in the years ahead with the first phase currently expected to commence implementation in early 2026 subject to funding and resource availability.</p> <ul style="list-style-type: none"> • Galway: The network redesign was finalised in December 2023. The NTA has received planning approval for the Cross City Link project (currently subject to Judicial Review) and the Dublin Road scheme has been submitted to An Bord Pleanála for its determination. Implementation of the new bus network is currently expected to commence in 2027 subject to funding and resource availability. • Limerick: The network redesign was finalised in December 2023. The roll out of the new network is currently expected to commence in 2027 subject to funding and resource availability. <p>A total of 55 double deck electric buses have now been absorbed into the Limerick fleet, which will allow the Limerick bus service to transition to a fully electric service over the next few months.</p> | Shane Moynihan, T.D |
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| | | <p>Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably.</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. Please contact my private office if you do not receive a reply.</p> | <ul style="list-style-type: none">• Waterford: The network redesign was finalised in January 2025. Implementation of the new network is currently expected to commence in 2028 subject to funding and resource availability. <p>More information regarding the various BusConnects schemes can be found at the following website link below.</p> <p>https://busconnects.ie/</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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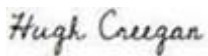
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| 10/06/2025 | 288 | <p>PQ Referred: 28937/25, for answer 10/06/2025, Written from - Pat Buckley</p> | <p>Dail Question No: 288</p> <p>To ask the Minister for Transport if he is aware of a situation affecting taxi drivers, in which newly purchased vehicles that are factory fitted to the European standard and come with tinted rear windows are deemed unacceptable to the taxi regulator, requiring taxi drivers to purchase replacements and undertake a lengthy modification process; and to make a statement on if will change the regulations to allow drivers to operate their vehicles until the new glass is fitted.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including SPSV licensing, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulations Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</p> <p>I am aware that the NTA's vehicle standards require that clear glass must be adjacent to every seat to enable passengers to see who is in the vehicle, front and rear, and this enables enforcement officers and the public to see what is happening inside the vehicle whilst passengers are on board. Before purchasing vehicles to be used in the SPSV sector, I would advise operators to consult the NTA's suitable vehicle list (available here: https://www.nationaltransport.ie/wp-content/uploads/2023/07/Suitable_Vehicle_List_13_07_2023.pdf) and the Initial Suitability Inspection Manual (available here: https://www.nationaltransport.ie/wp-content/uploads/2020/09/Initial_Suitability_Inspection_Manual.pdf) to satisfy themselves that the vehicle which is being considered for purchase is suitable to operate as an SPSV. In relation to window tint, I would urge operators to check the approval number on the glass. If the Roman numeral 'V' is next to the European approval number, the glass is too dark and will not pass the initial suitability inspection.</p> <p>Given the NTA's responsibility in this area, I have referred your question to them for further information. 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. 288 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The legislative requirement for taxis and hackneys to have “clear” glass has been in force since the end of 2012. The rationale for this requirement is that, from a safety perspective, intending passengers should be able to see into the rear of the vehicle before entering. It is not proposed to amend this requirement.</p> <p>As per the Minister’s response, NTA publishes a suitable vehicle list as well as a guide to vehicle licensing, and the Initial Suitability Inspection Manual (ISI manual) all of which are available on its website for consultation prior to purchase of any vehicle. These documents set out the licensing requirements for SPSVs including window tinting specifications. Should operators choose to purchase vehicles outside of the requirements set out in those documents, then they do so at risk of the vehicle being unsuitable for licensing as an SPSV.</p> <p>“Clear” glass means that at least 70% light transmission is evident. Automotive glass is tested in a laboratory as part of the vehicle type approval process and any glass darker than the above is marked with the Roman numeral “V” next to the glass approval number. Therefore, vehicles manufactured for the European market will have a “V” next to the European certification marking on the glass (‘E’) indicating the glass is more heavily tinted with a light transmission of less than 70% which is too dark to meet the SPSV Regulations. Vehicles manufactured for Asian markets, but imported into Ireland will have an ‘AS3’ marking which also indicates that the level of tint is too dark. It is an easy check and is outlined in the ISI manual.</p> <p>Please note that the Taxi Cost Index, which supports the economic determination of the actual taxi fare includes a cost which is calculated on an annual basis for the ongoing replacement of the required taxi equipment, i.e. taximeter, printer, roof sign, branding, safety equipment and the replacement of tinted windows with clear glass.</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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| 17/06/2025 | 233, 234, 235 and 236 | <p>PQ Referred: 32447/25, for answer 17/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 233</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 335 of 10 June 2025, to provide a breakdown of the funding provided to the Galway public bike sharing scheme in each of the years since its inception; and the number of bikes part of that scheme in each of the years since its inception, in tabular form.</p> <p>Dail Question No: 234</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 335 of 10 June 2025, to provide a breakdown of the funding provided to the Limerick public bike sharing scheme in each of the years since its inception; and the number of bikes part of that scheme in each of the years since its inception, in tabular form.</p> <p>Dail Question No: 235</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 335 of 10 June 2025, to provide a breakdown for the funding provided to the Cork public bike sharing scheme in each of the years since its inception; and the number of bikes part of that scheme in each of the years since its inception, in tabular form.</p> <p>Dail Question No: 236</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 335 of 10 June 2025, to provide a breakdown for the funding provided to the Waterford public bike sharing scheme in each of the years since its inception; and the number of bikes part of that scheme in each of the years since its inception, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to sustainable mobility, including the provision of funding to the National Transport Authority (NTA) in support of public bike-sharing schemes in Galway, Limerick, Cork and Waterford. Details related to the breakdown of annual funding for these schemes is a matter for 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 matters you raised in Parliamentary Question Nos. 233, 234, 235 & 236 of 17 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The regional bike scheme has been operated by the NTA since 2014, with schemes in Cork, Limerick and Galway. In 2022 a bike scheme was added in Waterford. While Covid-19 had a significant impact on bike usage in all locations, the significant rebound in 2023 continued in 2024, particularly in Limerick and Cork. In total, almost 223,000 trips were made on Public Bike Schemes in 2024 which was a 23% increase compared to 2023. Of particular note is that this growth has accelerated in 2025, with a 51% increase in the first 5 months of the year in comparison to the same period in 2024, again with most of this growth experienced in Limerick and Cork. Overall usage of the TFI Bikes has now returned to pre-covid period.</p> <p>Table 1 – Total bike trips for the TFI Bikes in the 4 Cities</p> <p>The number of bikes available in each location is as follows:</p> <table><tr><th>Location</th><th>Bikes</th></tr><tr><td>Cork</td><td>427</td></tr><tr><td>Galway</td><td>224</td></tr><tr><td>Limerick</td><td>196</td></tr><tr><td>Waterford</td><td>176</td></tr><tr><td><i>Total</i></td><td><i>1023</i></td></tr></table> <p>This has remained at similar levels throughout the contract period.</p> <p>Electric bikes are currently being introduced with 100 of them having being introduced in Cork over recent weeks, with further bikes to be introduced in the other 3 cities over the coming months.</p> <p>The TFI Contract is operated by Telfourth Ltd on behalf of the NTA. The contract is made up of the capital cost of infrastructure (bikes, bike stations, software), which remain in the ownership of the NTA, and an annual operating cost paid to the Operator. The costs of providing the bikes in the 4 cities are set out in Table 2 below. It is not possible to split this cost between the 4 cities as this was commissioned on a single basis and there are significant overlaps in terms of management, design and operation of the 4 schemes.</p> <p>Table 2 – Costs of providing TFI Bikes</p> <table><tr><th>Year</th><th>Capital and Operational Payments for TFI Bikes (€)</th></tr><tr><td>2014</td><td>8,785,228.00</td></tr><tr><td>2015</td><td>1,565,091.00</td></tr><tr><td>2016</td><td>2,077,236.00</td></tr><tr><td>2017</td><td>1,700,021.00</td></tr><tr><td>2018</td><td>1,750,270.00</td></tr><tr><td>2019</td><td>1,478,117.00</td></tr><tr><td>2020</td><td>3,526,157.00</td></tr><tr><td>2021</td><td>2,296,608.00</td></tr></table> | Location | Bikes | Cork | 427 | Galway | 224 | Limerick | 196 | Waterford | 176 | <i>Total</i> | <i>1023</i> | Year | Capital and Operational Payments for TFI Bikes (€) | 2014 | 8,785,228.00 | 2015 | 1,565,091.00 | 2016 | 2,077,236.00 | 2017 | 1,700,021.00 | 2018 | 1,750,270.00 | 2019 | 1,478,117.00 | 2020 | 3,526,157.00 | 2021 | 2,296,608.00 | Pa Daly, T.D |
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| Location | Bikes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cork | 427 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Galway | 224 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Limerick | 196 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waterford | 176 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>Total</i> | <i>1023</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Year | Capital and Operational Payments for TFI Bikes (€) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2014 | 8,785,228.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2015 | 1,565,091.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2016 | 2,077,236.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2017 | 1,700,021.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018 | 1,750,270.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2019 | 1,478,117.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2020 | 3,526,157.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021 | 2,296,608.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | 2022 | 2,791,615.00 | |
| | | | | 2023 | 3,380,900.00 | |
| | | | | 2024 | 3,683,160.00 | |
| | | | | <p>This funding has been provided initially from the Sustainable Transport Management Grants and subsequently the Active Travel Investment Fund. The higher annual costs relate to years where capital infrastructure upgrades were required, this could relate to renewal of bikes, upgrade of stations and in recent years upgrade of IT infrastructure due to new compliance requirements.</p> <p>The contract is currently being retendered with a view to changing the operating model to make bikes, both push and electric bikes, available over a much wider area in the 4 cities. This will see more bikes provided in each city and a more flexible approach to parking, where a combination of tethered parking and geofenced virtual stations to allow this to be provided at a reduced cost to the current model. This is possible due to advancement in technologies which reduces the necessity to have bespoke docking stations and kiosks and allows full functionality from an individual’s smart phone and geo location technology within the vehicle.</p> <p>The costs above do not include Dublin Bikes as this is not funded by the NTA. The Dublin Bikes scheme is operated by Dublin City Council with their current contract, with JCDecaux, to run until Q3 2027. The development of the tender process is underway with procurement expected to begin within 12 months. Consideration is being given to operating revised model to the current advertising linked contract.</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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| 17/06/2025 | 246 | <p>PQ Referred: 32649/25, for answer 17/06/2025, Written from - Mairéad Farrell</p> | <p>Dail Question No: 246</p> <p>To ask the Minister for Transport the costs incurred by his Department and bodies under its aegis from contracts awarded to communications and PR firms in 2024; the name of the contractor and a description of the work undertaken in each case; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>My officials are collating the information requested and will forward it to the deputy once ready. Additionally, I have requested that agencies under my aegis respond to you directly with details under their remit. If you do not receive a response within ten business days, please contact my private office.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 246 of 17 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has a contract with Q4 Public Relations (Q4) to provide the organisation with communications related services and advice. As part of those services, Q4 provides a dedicated, full-time in-house team of nine communications personnel to the NTA. This team manages all strategic communications for BusConnects Dublin, BusConnects Cork, Waterford, Galway and Limerick, including public consultations, stakeholder engagement, management of digital and social media, and supporting the design engineering teams. The team are currently responsible for delivering all communications services and public engagement for the construction phase of the BusConnects Dublin Infrastructural Project commencing in Autumn.</p> <p>The team also deliver all communications services for the Active Travel Programme in the NTA.</p> <p>The total spend in 2024 on Q4 services was just over €1.2million.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Mairéad Farrell, T.D</p> |
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| 17/06/2025 | 247 and 248 | <p>PQ Referred: 32684/25, for answer 17/06/2025, Written from - Peadar Tóibín</p> | <p>Dail Question No: 247</p> <p>To ask the Minister for Transport the number of WTE staff currently working on the route option selection and preliminary business case stage of the Navan to Dublin Rail line for each year of the necessary work.</p> <p>Dail Question No: 248</p> <p>To ask the Minister for Transport the number of WTE staff who will work on the railway order application stage of the Navan to Dublin Rail line in each year of its work.</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, has statutory responsibility for transport planning in the Greater Dublin Area, including County Meath. 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. 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. 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 any planning application.</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 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 matters you raised in Parliamentary Question Nos. 247 & 248 of 17 June last, which has been referred to the National Transport Authority (NTA) for reply. In your queries, you sought information on personnel working on the Navan Line project.</p> <p>PQ 247</p> <p>Currently there are 120 individuals from Iarnród Éireann and its Design Team (RPS) working on project phases 1 and 2 of the scheme approximating to a WTE/FTE (Whole Time Equivalent/Full Time Equivalent) of 16 persons.</p> <p>PQ 248</p> <p>For project phases 3 and 4 up to and including the submission of a Railway Order Application for the scheme it is estimated there will be 70 to 80 WTE/FTE (Whole Time Equivalent/Full Time Equivalent) staff working on the Navan Line.</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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| 17/06/2025 | 212 | <p>PQ Referred: 32165/25, for answer 17/06/2025, Written from - Tom Brabazon</p> | <p>Dail Question No: 212</p> <p>To ask the Minister for Transport to provide a report on the National Transport Authority 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.</p> <p>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. 212 of 17 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA and Dublin Bus conducted a review of capacity on route H1. The outcome of this review was that an increase in capacity is not deemed to be a requirement at this time.</p> <p>We will however continue to review patronage on this route and any potential future capacity enhancements would be subject to funding and resource availability.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p></p> <p>Hugh Creegan, Chief Executive (Interim).</p> | Tom Brabazon, T.D |
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| 25/06/2025 | 34 | <p>PQ Referred: 34788/25, for answer 25/06/2025, Written from - John Clendennen</p> | <p>Dail Question No: 34</p> <p>To ask the Minister for Transport to outline how schools might benefit from the active travel funding in the absence of access to the safer routes to schools programme; 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 provision of safe and connected walking and cycling infrastructure is at the forefront of my department's priorities, and funding for Active Travel infrastructure for schools is not confined to the Safe Routes to Schools Programme alone. It is important to note that all Active Travel funding looks to improve links to schools where possible.</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. However, some 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 in relation. 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. 34 of 25 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA have made enhancing safety and promoting active travel for school pupils a key priority and established the Safe Routes to School (SRTS) Programme in response to the hazardous conditions often found outside schools nationwide This initiative includes the development of a national School Zone design to improve awareness of and safety at school entrances, which is now being used widely even outside of NTA funding.</p> <p>In 2021 all schools across the state were invited to apply to the SRTS programme, and a total of 933 applications were received from every county. Currently, 421 schools are in the active SRTS programme nationally. The remaining schools will be brought into the active programme on a phased basis.</p> <p>The NTA understands that many schools faced significant challenges in 2021 due to Covid-19 and may have missed the opportunity to apply. At the same time, to be fair to the schools who are on the existing list, the current focus is on progressing the existing pipeline of projects nationwide. Consequently, additional application calls are not feasible. Given the extensive waiting list, even if exceptions were made for these school, it would be years before work could commence. With the rapid expansion of active travel initiatives in recent years, project demand now exceeds available funding, and local authorities must prioritise NTA funded projects within their allocated budgets and staffing resources.</p> <p>It is important to note that many schools' benefit from other NTA-funded active travel projects outside the SRTS programme. For example, In 2024, the NTA funded an Active Travel scheme in Kilcormac Village and in collaboration with Offaly County Council, we included the local national school (Scoil Mhuire & Chormaic) as part of the project delivery. The completed scheme can be seen here https://maps.app.goo.gl/NVshEpBh4WH5WJiSA.</p> <p>In total 362 schools outside of the programme have benefited from Active Travel infrastructure delivered under NTA funding since 2021.</p> <p>In addition, schools with specific safety or infrastructure concerns, local authorities—as the statutory roads authority—may explore additional funding options outside of NTA active travel grants and implement tailored interventions. To support these efforts, the NTA offers a range of resources. Detailed information on supporting active travel for schools is available in the NTA's Toolkit for School Travel while the SRTS Design Guide provides guidance on suitable infrastructure including school zones, 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.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | John Clendennen, T.D |
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| 25/06/2025 | 35 | <p>PQ Referred: 34789/25, for answer 25/06/2025, Written from - John Clendennen</p> | <p>Dail Question No: 35</p> <p>To ask the Minister for Transport of those schools that expressed an interest in the safer routes to school programme when it was introduced in 2021, the number that are yet to receive funding through the programme expressed an interest in the safer routes to school programme when it was introduced in 2021, the number that are yet to receive funding through the programme; and if he will make a statement on the matter.</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 further 108 schools were announced for Round 2 in December 2022. Round 3 of the SRTS Programme was launched in November 2024 with a further 141 schools entering the programme. 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. 35 of 25 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School (SRTS) Programme was developed 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 16 April 2021, 932 schools applied for the programme, of those 421 are engaged in the active programme brought into it successively the past 3.5 years (170 in Round 1, 109 in Round 2 and 142 in Round 3 which includes 67 schools on higher speed rural roads). The remaining schools will be incorporated into the active programme in future rounds on a rolling basis and will not have to reapply to the programme.</p> <p>Infrastructure plans are done by the Safe Routes to School team in collaboration with schools and local authorities, and the NTA funds local authorities to progress 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>Schedule for delivery of SRTS schemes depend on several factors, including timelines for public engagement, securing planning consent, and timing construction periods to reduce school disturbance.</p> <p>As of end May 2025:</p> <ul style="list-style-type: none"> • 114 SRTS schemes are completed incorporating front of school 'School Zone' measures; • 19 SRTS schemes are under construction; • 39 SRTS schemes are at detail design stage (post statutory consent approval); • 16 SRTS schemes are currently undergoing Statutory Process with public consultation; • 93 SRTS scheme are at Preliminary Design stage; • 123 SRTS schemes are at options development including stakeholder meeting with principals boards of management and parents representatives; • The remaining are in the initial stages of contact which will involve site visits, site audits, meetings with the principal and local authority engineers; • Cycle/scooter parking has been installed at 822 schools who applied for SRTS; and • An additional 77 schools who applied to the SRTS programme and 362 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> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | John Clendennen, T.D |
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| 25/06/2025 | 37 | <p>PQ Referred: 34791/25, for answer 25/06/2025, Written from - John Clendennen</p> | <p>Dail Question No: 37</p> <p>To ask the Minister for Transport the number of the schools active in the safer routes to school programme that have benefited from the reduced speed limit on rural roads introduced in February 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 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 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>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. 37 of 25 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Approximately 90 schools that applied to the Safe Routes to School (SRTS) programme are located on local roads where the default speed limit has recently been reduced from 80 km/h to 60 km/h. These schools represent around 15 percent of all applicants to the programme.</p> <p>Even in cases where periodic speed limit reductions were already in place during school times, school principals frequently cited speeding as a key concern and a primary reason for applying to the SRTS scheme.</p> <p>In response, the NTA has placed a particular focus on Higher Speed Rural Roads (HSRR), with 67 such schools included in the programme as of December 2024.</p> <p>For these schools, a tailored rural 'School Zone' design approach has been adopted. The emphasis is on creating a road environment that alerts drivers to the presence of a school and encourages lower speeds. This supports compliance with regular or periodic speed limits and promotes more attentive driving, in line with the road safety and design principle of self-regulating streets.</p> <p>This approach includes the use of specific signage and distinctive road markings at the front of each school. These interventions were developed by the NTA in collaboration with Transport Infrastructure Ireland (TII). At three trial sites, these measures resulted in an average speed reduction of 9 percent.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | John Clendennen, T.D |
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| 25/06/2025 | 39 | <p>PQ Referred: 34802/25, for answer 25/06/2025, Written from - Robert O'Donoghue</p> | <p>Dail Question No: 39</p> <p>To ask the Minister for Transport if toilets will be provided on the new DART+ North trains being procured as part of the DART+ programme; 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 first of the new DART rolling stock carriages, ordered under the DART+ Fleet project, have started arriving, for testing and commissioning before deployment. The first batch of battery-electric train carriages are expected to enter service on the Dublin to Drogheda line, in 2026. In advance of the rollout of overhead electrified wires under DART+ Coastal North, 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.</p> <p>There are no toilets fitted to these vehicles, in line with the existing DART fleet. The interiors are designed to provide for additional passenger capacity. This also improves train accessibility for those with mobility impairments.</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. 39 of 25 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>At present, suburban rail services, such as Drogheda to Dublin, are operated by a mixture of diesel commuter units and InterCity railcars. This is an inherited situation as the diesel commuter units were specified to be multi-purpose trains capable of undertaking longer journeys than this and the InterCity railcars are purpose-built for long-distance intercity services, such as Galway to Dublin (as opposed to suburban services like the DART).</p> <p>This results in a situation whereby a DART train with no toilets 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 toilets (and tables) carries commuters from Dublin City Centre to Drogheda even though that journey is also currently timetabled to take about 60 minutes.</p> <p>Internationally, urban type train services do not generally have on-board toilets and, instead, in-station facilities are often available. The main reason for not having toilets on the train fleet is the comparatively shorter journeys undertaken by these modes and the need to maximise passenger capacity of these busy services.</p> <p>DART+ is the extension of an existing electrified suburban rail service (the DART) to other routes within the Greater Dublin Area. The new DART vehicles reflect the urban nature of the service and as a result, on board toilet facilities are not provided in the new DART fleet.</p> <p>Recognising that this may be a significant change for some people, an alternative approach has been developed. It is intended that, following the introduction of the new trains, in case of necessity, passengers would be able to disembark to use toilets provided at stations enroute, and to board the following train to their final destination without any fare penalty. To do so, some of the currently closed existing station toilets will have to be reopened, and some new facilities installed.</p> <p>The NTA with Irish Rail has reviewed the provision of toilets at stations along the Northern Line. Toilet facilities currently exist at Drogheda and Connolly stations. It is intended to install toilets at the intermediate stations of Balbriggan, Rush/Lusk and Malahide, which will be accessible from the platform, allowing passengers to disembark if they need to use the facilities and reboard the next DART without any additional charge. With higher frequency DARTs to be introduced over time, the wait between DARTs will be reduced.</p> <p>We believe that this provision of additional toilets at regular station points along the Northern Line route, is an appropriate approach to the introduction of the new DART fleet on this line.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Robert O'Donoghue, T.D</p> |
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| 10/06/2025 | 325 | <p>PQ Referred: 29625/25, for answer 10/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 325</p> <p>To ask the Minister for Transport the estimated annual cost of maintaining the 20% fare reduction until 2030 broken down by years one to five, in tabular form.</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>The Department of Transport secured €658.442 million in Budget 2025 for funding for Public Service Obligation (PSO) and TFI Local Link services (an increase from €613.813 million in 2024). 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.</p> <p>Budget 2025 also included the measure to extend free child fares on PSO services to children aged 5 to 8 years old. I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens, including children. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children.</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. 325 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The estimated cost of maintaining the 20% fare reduction until 2030 is outlined in the table below.</p> <table><tr><th>Year</th><th>Low Range</th><th>High Range</th></tr><tr><td>2026</td><td>€111M</td><td>€123M</td></tr><tr><td>2027</td><td>€114M</td><td>€126M</td></tr><tr><td>2028</td><td>€118M</td><td>€130M</td></tr><tr><td>2029</td><td>€121M</td><td>€134M</td></tr><tr><td>2030</td><td>€125M</td><td>€138M</td></tr></table> <p>The assumptions and constraints of the above figures are as follows:</p> <ul style="list-style-type: none">• The above figures relates to fare foregone only and would not include any additional costs associated with extending the fare reduction such as administration costs and provision of additional services to cover any increase in demand.• It is assumed that there will be a 3% increase in demand each year after 2025.• It is assumed that fare structure remains in its current state. <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Year | Low Range | High Range | 2026 | €111M | €123M | 2027 | €114M | €126M | 2028 | €118M | €130M | 2029 | €121M | €134M | 2030 | €125M | €138M | <p>Pa Daly, T.D</p> |
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| Year | Low Range | High Range | | | | | | | | | | | | | | | | | | | | | |
| 2026 | €111M | €123M | | | | | | | | | | | | | | | | | | | | | |
| 2027 | €114M | €126M | | | | | | | | | | | | | | | | | | | | | |
| 2028 | €118M | €130M | | | | | | | | | | | | | | | | | | | | | |
| 2029 | €121M | €134M | | | | | | | | | | | | | | | | | | | | | |
| 2030 | €125M | €138M | | | | | | | | | | | | | | | | | | | | | |

| 10/06/2025 | 333 | <p>PQ Referred: 29633/25, for answer 10/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 333</p> <p>To ask the Minister for Transport the estimated full and first year cost of expanding the young adult card from 19 to 25 years up to their 26th birthday; and the estimated cost of extending this to their 27th, 28th, 29th, 30th and 31st birthday, respectively, in tabular form.</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>The Department of Transport secured €658.442 million in Budget 2025 for funding for Public Service Obligation (PSO) and TFI Local Link services (an increase from €613.813 million in 2024). 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.</p> <p>Budget 2025 also included the measure to extend free child fares on PSO services to children aged 5 to 8 years old. Furthermore, the NTA has recently introduced a new, distance-based, zonal fare structure in the Greater Dublin Area. This move, aims to makes fares equitable, more consistent, and easier to understand, with significant reductions for many commuting from outer areas, aligning prices more closely with distance travelled.</p> <p>I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens, including children. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children.</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. 333 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The estimated cost of expanding the young adult card from 19 to 25 years up to their 26th birthday; and the estimated cost of extending this to their 27th, 28th, 29th, 30th and 31st birthday is outlined in the table below. This table is based on existing level of usage – it does not take account of additional journeys that may be taken due to the lower fares as this assessment is difficult and uncertain. Accordingly, the overall cost is likely to be higher than the amounts stated in the table.</p> <table><tr><th>Age</th><th>Low Range</th><th>High Range</th></tr><tr><td>Up tp 26 years</td><td>Already included in Young Adult Card scheme</td><td>Already included in You Card scheme</td></tr><tr><td>Additional year - 26 years i.e. up to 27th birthday</td><td>€1.9m</td><td>€2.1m</td></tr><tr><td>Additional year - 27 years i.e. up to 28th birthday</td><td>€1.9m</td><td>€2.1m</td></tr><tr><td>Additional year - 28 years i.e. up to 29th birthday</td><td>€1.9m</td><td>€2.1m</td></tr><tr><td>Additional year - 29 years i.e. up to 30th birthday</td><td>€1.9m</td><td>€2.1m</td></tr><tr><td>Additional year - 30 years i.e. up to 31st birthday</td><td>€1.9m</td><td>€2.1m</td></tr></table> <p>The assumptions and constraints of the above figures are as follows:</p> <ul style="list-style-type: none">• The above amounts are incremental amounts i.e. these are the additional costs on top of discounts currently being given;• It is not possible to quantify how many additional journeys may be taken due to additional discounts being offered;• The above figures relate to fare foregone only and does not include the cost of running any additional services across the modes that may be required to meet any additional demand generated by the introduction of additional discounts;• The above amounts include PSO services only as we would not have data available for CBO services;• It is assumed that the current fare structures are to remain as is for all other age cohorts;• Census data has been used to calculate proportion of adults in each age group. It has been assumed that all ages show equal propensity to travel on public transport; and• 2026 revenues have been estimated at 3% above 2025 forecasted levels. <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>Hugh Creegan, Chief Executive (Interim).</p> | Age | Low Range | High Range | Up tp 26 years | Already included in Young Adult Card scheme | Already included in You Card scheme | Additional year - 26 years i.e. up to 27 th birthday | €1.9m | €2.1m | Additional year - 27 years i.e. up to 28 th birthday | €1.9m | €2.1m | Additional year - 28 years i.e. up to 29 th birthday | €1.9m | €2.1m | Additional year - 29 years i.e. up to 30 th birthday | €1.9m | €2.1m | Additional year - 30 years i.e. up to 31 st birthday | €1.9m | €2.1m | <p>Pa Daly, T.D</p> |
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| Age | Low Range | High Range | | | | | | | | | | | | | | | | | | | | | | | | |
| Up tp 26 years | Already included in Young Adult Card scheme | Already included in You Card scheme | | | | | | | | | | | | | | | | | | | | | | | | |
| Additional year - 26 years i.e. up to 27 th birthday | €1.9m | €2.1m | | | | | | | | | | | | | | | | | | | | | | | | |
| Additional year - 27 years i.e. up to 28 th birthday | €1.9m | €2.1m | | | | | | | | | | | | | | | | | | | | | | | | |
| Additional year - 28 years i.e. up to 29 th birthday | €1.9m | €2.1m | | | | | | | | | | | | | | | | | | | | | | | | |
| Additional year - 29 years i.e. up to 30 th birthday | €1.9m | €2.1m | | | | | | | | | | | | | | | | | | | | | | | | |
| Additional year - 30 years i.e. up to 31 st birthday | €1.9m | €2.1m | | | | | | | | | | | | | | | | | | | | | | | | |

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| 10/06/2025 | 326 | <p>PQ Referred: 29626/25, for answer 10/06/2025, Written from - Pa Daly</p> | <p>Dail Question No: 326</p> <p>To ask the Minister for Transport the estimated annual cost of maintaining the 20% fare reduction until 2030 in 2026.</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>The Department of Transport secured €658.442 million in Budget 2025 for funding for Public Service Obligation (PSO) and TFI Local Link services (an increase from €613.813 million in 2024). 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.</p> <p>Budget 2025 also included the measure to extend free child fares on PSO services to children aged 5 to 8 years old. I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens, including children. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children.</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. 326 of 10 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The estimated cost of maintaining the 20% fare reduction until 2030 (2026 – 2030) would be in the range of €590m - €652m.</p> <p>The assumptions and constraints of the above figures are as follows:</p> <ul style="list-style-type: none"> • The above figures relate to fare foregone only and would not include any additional costs associated with extending the fare reduction such as administration costs and provision of additional services to cover any increase in demand; • It is assumed that there will be a 3% increase in demand each year after 2025; and • It is assumed that current fare structure remains in place. <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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| 17/06/2025 | 252 | <p>PQ Referred: 32765/25, for answer 17/06/2025, Written from - William Aird</p> | <p>Dail Question No: 252</p> <p>To ask the Minister for Transport the number of local area hackney licences currently active in Ireland, by county, in tabular form; 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 collection of statistics regarding local area hackney licences, 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 reply within 10 working days.</p> | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 252 of 17 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A local area hackney licence is a particular small public service vehicle (SPSV) licence introduced to address transport deficits in certain rural areas which cannot support a full-time taxi or hackney operation. The NTA can only issue such licences where it is satisfied that:</p> <p>(a) there is a demand for local area hackney services in the area in respect of which the licence is sought; and</p> <p>(b) the public transport needs of the area in respect of which the licence is sought are not being adequately met by existing public transport services.</p> <p>An analysis of the need for a local area hackney licence carried out by the relevant local authority together with confirmation of the need from the local authority are required in support of any application, and an essential feature of this special limited licence is that no local area hackney service may replace or displace any standard taxi or hackney service already operating and providing services in any area. The impact of issuing such a special licence may have on existing, conventionally licensed taxis or hackneys is considered as part of any local area hackney application assessment .</p> <p>The key element of this service is that it will benefit the community by providing licenced, insured, economic transport by Garda vetted drivers in local areas. To apply for a Local Area Hackney licence a rural area must be proposed for operation. If a licence is granted the licence holder may only pick up passengers within a 7 – 10km radius of that approved designated area. The drop off point has no restrictions, with trips to healthcare facilities and transport hubs further afield anticipated. However, the local area hackney may not pick up a new fare at the drop off point or any other point outside its designated area. A new application for a local area hackney licence does not require the applicant to sit the SPSV Driver Entry Test. This is because the licence holder can only operate in the agreed rural area. Further information on local area hackneys can be found in the NTA’s Guidelines for obtaining a local area hackney licence.</p> <p>The table below lists the local area vehicle licences (22) currently active by reference to county and the area within that county for which the licence was granted.</p> <table><tr><th>COUNTY</th><th>AREA(S)</th></tr><tr><td>Clare</td><td>Whitegate/Mountshannon</td></tr><tr><td>Cavan</td><td>Crosserlough</td></tr><tr><td>Cavan</td><td>Belturbet</td></tr><tr><td>Donegal</td><td>Glenties</td></tr><tr><td>Donegal</td><td>Clonmany</td></tr><tr><td>Donegal</td><td>Convoy</td></tr><tr><td>Galway</td><td>Kilconnell</td></tr><tr><td>Kerry</td><td>Brosna</td></tr><tr><td>Laois</td><td>Rathdowney</td></tr><tr><td>Limerick</td><td>Askeaton</td></tr></table> | COUNTY | AREA(S) | Clare | Whitegate/Mountshannon | Cavan | Crosserlough | Cavan | Belturbet | Donegal | Glenties | Donegal | Clonmany | Donegal | Convoy | Galway | Kilconnell | Kerry | Brosna | Laois | Rathdowney | Limerick | Askeaton | William Aird, T.D |
|------------|------------------------|---|--|--|--------|---------|-------|------------------------|-------|--------------|-------|-----------|---------|----------|---------|----------|---------|--------|--------|------------|-------|--------|-------|------------|----------|----------|-------------------|
| COUNTY | AREA(S) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clare | Whitegate/Mountshannon | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cavan | Crosserlough | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cavan | Belturbet | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Donegal | Glenties | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Donegal | Clonmany | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Donegal | Convoy | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Galway | Kilconnell | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kerry | Brosna | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Laois | Rathdowney | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Limerick | Askeaton | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | <table><tr><td>Longford</td><td>Lanesborough</td></tr><tr><td>Longford</td><td>Ballinalee</td></tr><tr><td>Louth</td><td>Slane</td></tr><tr><td>Mayo</td><td>Belmullet</td></tr><tr><td>Meath</td><td>Seller</td></tr><tr><td>Meath</td><td>Summerhill</td></tr><tr><td>Monaghan</td><td>Clontibret</td></tr><tr><td>Monaghan</td><td>Emyvale</td></tr><tr><td>Tipperary</td><td>Ballinlough</td></tr><tr><td>Tipperary</td><td>Thomastown/Golden</td></tr><tr><td>Westmeath</td><td>Castlepollard</td></tr><tr><td>Wexford</td><td>Rosslare Strand</td></tr></table> | Longford | Lanesborough | Longford | Ballinalee | Louth | Slane | Mayo | Belmullet | Meath | Seller | Meath | Summerhill | Monaghan | Clontibret | Monaghan | Emyvale | Tipperary | Ballinlough | Tipperary | Thomastown/Golden | Westmeath | Castlepollard | Wexford | Rosslare Strand | |
| Longford | Lanesborough | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Longford | Ballinalee | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Louth | Slane | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mayo | Belmullet | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Meath | Seller | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Meath | Summerhill | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Monaghan | Clontibret | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Monaghan | Emyvale | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tipperary | Ballinlough | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tipperary | Thomastown/Golden | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Westmeath | Castlepollard | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wexford | Rosslare Strand | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 17/06/2025 | 200 | <p>PQ Referred: 31914/25, for answer 17/06/2025, Written from - Emer Currie</p> | <p>Dail Question No: 200</p> <p>To ask the Minister for Transport to outline the amount of the €15million allocated to the National Transport Authority under Budget 2025 for the provision of new services across the State that was allocated towards the rollout of the B-Spine under BusConnects; 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>Budget 2025 provided a €658.44m funding package for the PSO programme, with €15 million included to support new bus and rail services in 2025, including the continuation of the BusConnects and the Connecting Ireland programmes, and the planned introduction of further new town services.</p> <p>A number of enhancements were introduced across the PSO network throughout 2024 and the initial stage of Phase 6a of the BusConnects Network Redesign rollout in Dublin commenced service in late September. The implementation of the Dublin Redesign Network has been delivered in phases over a number of years, rolling out incrementally since 2021. The first of these Spines – the H-Spine and C-Spines– launched in 2021. Phase 3 and Phase 4 launched in 2022. Phase 5a and 5b launched in 2023. Most recently Phase 6a E-spine of the BusConnects Network Redesign commenced service on January 26th, 2025.</p> <p>I can assure the Deputy that this Government is committed to delivering an accessible, reliable and affordable public transport system for all our citizens, including children. Under the Programme for Government, our commitments include the rollout of contactless payments, keeping fares affordable, and examining the further expansion of free public transport for children.</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. 200 of 17 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The rollout of B Spine of the Dublin BusConnects Network Redesign is currently planned for late 2026 subject to funding and resource availability. As such, no allocation for this phase of the Network Redesign is included in the new services budget for 2025.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | <p>Emer Currie, T.D</p> |
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| 11/06/2025 | 67 | <p>PQ Referred: 31021/25, for answer 11/06/2025, Written from - Grace Boland</p> | <p>Dail Question No: 67</p> <p>To ask the Minister for Transport to provide a list of all framework agreements used by his Department or its agencies since 2022, by name and description of framework; if it was established by his Department, Office of Procurement or another central, sectoral body; if it is a single-supplier or multi-supplier framework; if drawdowns required mini-competitions; and the total number of contracts and aggregate value of payments made under each framework agreement, by year in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>My Department does not hold any current framework agreements however it is my Department's policy to use Office of Government Procurement (OGP) Frameworks where they are available and suitable to the requirement for the provision of goods/services.</p> <p>In compliance with Circular 9/24 my Department is currently engaged in a review of its use of OGP Frameworks and will be reporting on same in respect of 2024 by the deadline of 1 July 2025.</p> <p>On the basis of information provided by the OGP regarding the use of Frameworks by my Department, the attached tables are in respect of the period 2022 - 2025. The tables provide a breakdown by year, source (direct drawdown, mini-competition), the sector, the framework including framework description and the value per year. Due to the file size, my office will send this information directly to the Deputy.</p> <p>A summary is set out below:</p> <table><tr><th>Year</th><th>Number of Frameworks used</th><th>Value ex-VAT</th></tr><tr><td>2022</td><td>37</td><td>€11,101,207</td></tr><tr><td>2023</td><td>50</td><td>€27,194,485</td></tr><tr><td>2024</td><td>49</td><td>€9,923,931</td></tr><tr><td>2025</td><td>25 to date</td><td>€1,349,500</td></tr></table> <p>Procurement by the bodies/agencies under the aegis of my Department is a matter for them directly and I have referred the Deputy's question to them for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> | Year | Number of Frameworks used | Value ex-VAT | 2022 | 37 | €11,101,207 | 2023 | 50 | €27,194,485 | 2024 | 49 | €9,923,931 | 2025 | 25 to date | €1,349,500 | <p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 67 of 11 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find attached details regarding framework agreement call offs from 2022 to 2025, by name/ description of framework including details of the framework Contracting Authority, details as to whether the contract was drawn-down from a single-supplier or multi-supplier framework and the total number of contracts and aggregate value of payments made under each framework agreement, by year in tabular form.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | Grace Boland, T.D |
|------------|---------------------------|---|---|------|---------------------------|--------------|------|----|-------------|------|----|-------------|------|----|------------|------|------------|------------|--|-------------------|
| Year | Number of Frameworks used | Value ex-VAT | | | | | | | | | | | | | | | | | | |
| 2022 | 37 | €11,101,207 | | | | | | | | | | | | | | | | | | |
| 2023 | 50 | €27,194,485 | | | | | | | | | | | | | | | | | | |
| 2024 | 49 | €9,923,931 | | | | | | | | | | | | | | | | | | |
| 2025 | 25 to date | €1,349,500 | | | | | | | | | | | | | | | | | | |

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|----------------------------------|---------------------|--|---|---|----------------------------------|---------------------|------|-------|------|-------|------|-------|------|---------|--------------|
| 27/05/2025 | 195 and 196 | <p>PQ Referred: 27130/25, for answer 27/05/2025, Written from - Pa Daly</p> | <p>Dail Question No: 195</p> <p>To ask the Minister for Transport to outline all capital projects under his Department under the National Development Plan; the money they have been allocated; their progress to date; the expected delivery date, in tabular form; and if he will make a statement on the matter.</p> <p>Dail Question No: 196</p> <p>To ask the Minister for Transport the amount of capital allocation his Department has been allocated under the National Development Plan; the amount that has not yet been spent; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The information requested by the Deputy is available in the attached table.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding across the Department’s remit.</p> <p>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 operation and management 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 regarding capital national road projects under the National Development Plan. Noting the above position, I have referred the Deputy’s question to TII for a direct reply</p> <p>I have responsibility for policy and overall funding of public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure. Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for direct reply. The operation, maintenance and renewal of the rail network and stations on the network is a matter for Iarnród Éireann in the first instance. In view of Iarnród Éireann's responsibility in this matter, I have referred the Deputy's question to the company for direct reply.</p> <p>The National Development Plan (NDP) significantly invests in active travel, allocating €360 million annually to support walking and cycling infrastructure. This funding, primarily managed by the National Transport Authority (NTA) through the Department of Transport, aims to create safer and more accessible routes</p> | <p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 195 & 196 of 27 May last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The National Development Plan (NDP) 2021-2030 sets out transport related requirements and funding of circa €35 billion in total over 2021-2030. Funding to each agency under the NDP falls within the remit of the Department of Transport.</p> <p>The NTA receives an annual capital funding allocation via the Exchequer’s Revised Estimates for Public Services (REV) for the NTAs capital investment programme which includes Public Transport Infrastructure, Accessibility and Active Travel programme. Funding under this allocation supports a wide range of infrastructure and transport initiatives identified in the National Development Plan (2021-2030).</p> <p>Total outturn under NTAs capital investment programme for the years 2021-2024 are as follows:</p> <table><tr><td>NTA Capital Investment Programme</td><td>Total Outturn (€’m)</td></tr><tr><td>2021</td><td>719.3</td></tr><tr><td>2022</td><td>805.1</td></tr><tr><td>2023</td><td>894.3</td></tr><tr><td>2024</td><td>1,006.4</td></tr></table> <p>Further details on projects and programmes funded in these years can be seen here: 2021: NTA-PTI-Report-2021-Final-August-2022.pdf and NTA-Active-Travel-and-STMG-Annual-Bulletin-2021.pdf 2022: NTA-Capital-Investment-Programme-2022-Final-Web-2.pdf 2023: NTA-Capital-Investment-Programme-2023-Final.pdf</p> <p>The 2024 Capital Investment Programme Annual Report is currently under development and due to be published in due course.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Chief Executive (Interim).</p> | NTA Capital Investment Programme | Total Outturn (€’m) | 2021 | 719.3 | 2022 | 805.1 | 2023 | 894.3 | 2024 | 1,006.4 | Pa Daly, T.D |
| NTA Capital Investment Programme | Total Outturn (€’m) | | | | | | | | | | | | | | |
| 2021 | 719.3 | | | | | | | | | | | | | | |
| 2022 | 805.1 | | | | | | | | | | | | | | |
| 2023 | 894.3 | | | | | | | | | | | | | | |
| 2024 | 1,006.4 | | | | | | | | | | | | | | |

for pedestrians and cyclists. 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 operates a multi-annual Active Travel Investment Programme to fund and support the development of walking and cycling infrastructure across the country.

Please contact my private office if you do not receive a reply from the agencies involved within 10 working days.

| Capital Project Name under NDP | Capital Allocation in € | Capital Allocation Remaining in € | Expected Delivery Date | Progress to Date |
|--|-------------------------|-----------------------------------|------------------------|---|
| New Bunmahon IRCG station | 5.04m | 0 | Dec-23 | Completed |
| New Westport IRCG station | 6.87m | 4.71M | Q4 2025 | On track |
| Public Transport Accessibility Retrofit Programme | 50 | 43 | | This is an ongoing multi-annual programme of works to make public transport accessible for all. As its a programme rather than a 'project' there is no specific overall 'delivery date'. |
| Regional and Local Roads Maintenance and Improvement Programme | 2.92bn | | | Multi-annual programme, with approved projects delivered in each funding year. Funding is secured each year as part of the Estimates process. |
| Regional Airports Programme | 73.987m | | | Multi-annual programme, with approved projects delivered in each funding year. Funding is secured each year as part of the Estimates process. |
| Capacity Extension Works - Shannon Foynes Port Company | Nil | Nil | Q4 2023 | Completed |
| Ringaskiddy Redevelopment - Port of Cork | Nil | Nil | Q3 2021 | Completed |
| Dublin Port Masterplan 2040 | Nil | Nil | Q4 2040 | Approximately 25% of the DPC Masterplan 2040 has been completed. The Alexandra Basin Redevelopment, the first Strategic Infrastructure Development project, is substantively complete. Works are also ongoing on the MP2 Project. DPC is also progressing the third and final Masterplan project, the 3FM project. DPC lodged their planning permission application with An Bord Pleanála on Monday 22 July 2024. |
| SEAI Purchase Grant Scheme | 45m | 21,641,000 | 31/12/2025 | As of end April, 6,553 paid, 39.4% increase from last year |
| SEAI Home Charger Grant | 9m | 7,426,000 | 31/12/2025 | As of end April, 3,957 applications approved |

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| 29/04/2025 | 514 | Update on PQ | <p>Dail Question No: 514</p> <p>To ask the Minister for Transport if he will consider adding an additional bus stop to the 821 bus route (details supplied).</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. 514 of 29 April last, which has been referred to the National Transport Authority (NTA) for reply. Apologies for the delay in receiving a response.</p> <p>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 National Transport Authority supports the provision of a bus stop at Donore Cross (near the first gate at Mondello Park) from a service planning perspective. As such, a pair of stops at this location will be considered within the wider programme of works in Kildare. 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. Please note, however, that Kildare County Council has previously refused stop approval for a stop at this location. They are statutorily responsible for approving new stop pick up/ set down locations on regular bus services.</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 |
|------------|-----|--------------|---|--|----------------|

| 20/05/2025 | 266 | <p>PQ Referred: 25221/25, for answer 20/05/2025, Written from - Louis O'Hara</p> | <p>Dail Question No: 266</p> <p>To ask the Minister for Transport the number of registered taxi and hackney vehicles in operation in each county in each of the years 2019, 2022, 2023 and 2024, in tabular form; 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 collection and publication of statistics in relation to SPSV vehicles, 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 reply within 10 working days.</p> | <p>ear Deputy O’Hara,</p> <p>I refer to the matter you raised in Parliamentary Question No. 266 on the 20th of May, which was referred to the National Transport Authority (NTA) for reply.</p> <p>By way of context and background, it is worth noting that two licences are required to operate in the Small Public Service Vehicle (SPSV) industry – a driver’s licence, which is issued by An Garda Síochána, and a vehicle licence issued by NTA.</p> <p>SPSV driver licences, and the ability to stand and ply for hire on the street, are restricted to a geographical area namely the county in which the driver is licenced to operate.</p> <p>In contrast, vehicle licences, which include taxis, hackneys and limousines, are not restricted to a geographical area i.e. the licensed vehicles can be operated anywhere throughout Ireland. Therefore, in responding to your question, NTA is providing the following:</p> <p>(i) The number of SPSVs by vehicle category for the years requested, see table below:</p> <table><tr><th rowspan="2">Year</th><th colspan="2">Taxis</th><th colspan="3">Hackneys</th></tr><tr><th>Standard</th><th>Wheelchair Accessible (WAT)</th><th>Standard</th><th>Wheelchair Accessible (WAH)</th><th>Local Area (LA)</th></tr><tr><td>2019</td><td>14,863</td><td>2,951</td><td>1,349</td><td>119</td><td>19</td></tr><tr><td>2022</td><td>13,014</td><td>3,206</td><td>949</td><td>141</td><td>23</td></tr><tr><td>2023</td><td>13,028</td><td>3,506</td><td>861</td><td>155</td><td>26</td></tr><tr><td>2024</td><td>12,984</td><td>4,055</td><td>825</td><td>158</td><td>24</td></tr></table> <p>(ii) The numbers of active SPSV driver licences on 31st December in the years concerned, 2019 and 2022 – 2024. These are set out by the county which is the driver’s primary area of operation. Drivers are entitled to be licenced in more than one area subject to passing the Area Knowledge Test for the area concerned. See table below:</p> <table><tr><th>County</th><th>2019</th><th>2022</th><th>2023</th><th>2024</th></tr><tr><td>Carlow</td><td>209</td><td>180</td><td>181</td><td>183</td></tr><tr><td>Cavan</td><td>165</td><td>147</td><td>141</td><td>138</td></tr><tr><td>Clare</td><td>430</td><td>390</td><td>409</td><td>419</td></tr><tr><td>Cork</td><td>2,370</td><td>2,186</td><td>2,202</td><td>2,276</td></tr><tr><td>Donegal</td><td>564</td><td>470</td><td>461</td><td>461</td></tr><tr><td>Dublin</td><td>15,318</td><td>14,665</td><td>15,465</td><td>16,395</td></tr><tr><td>Galway</td><td>1,332</td><td>1,215</td><td>1,271</td><td>1,325</td></tr><tr><td>Kerry</td><td>994</td><td>966</td><td>1,017</td><td>1,080</td></tr><tr><td>Kildare</td><td>495</td><td>386</td><td>382</td><td>401</td></tr><tr><td>Kilkenny</td><td>253</td><td>204</td><td>217</td><td>228</td></tr><tr><td>Laois</td><td>239</td><td>206</td><td>207</td><td>210</td></tr><tr><td>Leitrim</td><td>87</td><td>77</td><td>71</td><td>71</td></tr></table> | Year | Taxis | | Hackneys | | | Standard | Wheelchair Accessible (WAT) | Standard | Wheelchair Accessible (WAH) | Local Area (LA) | 2019 | 14,863 | 2,951 | 1,349 | 119 | 19 | 2022 | 13,014 | 3,206 | 949 | 141 | 23 | 2023 | 13,028 | 3,506 | 861 | 155 | 26 | 2024 | 12,984 | 4,055 | 825 | 158 | 24 | County | 2019 | 2022 | 2023 | 2024 | Carlow | 209 | 180 | 181 | 183 | Cavan | 165 | 147 | 141 | 138 | Clare | 430 | 390 | 409 | 419 | Cork | 2,370 | 2,186 | 2,202 | 2,276 | Donegal | 564 | 470 | 461 | 461 | Dublin | 15,318 | 14,665 | 15,465 | 16,395 | Galway | 1,332 | 1,215 | 1,271 | 1,325 | Kerry | 994 | 966 | 1,017 | 1,080 | Kildare | 495 | 386 | 382 | 401 | Kilkenny | 253 | 204 | 217 | 228 | Laois | 239 | 206 | 207 | 210 | Leitrim | 87 | 77 | 71 | 71 | Louis O'Hara, T.D |
|------------|----------|---|--|---|-----------------|-------|--|----------|--|--|----------|-----------------------------|----------|-----------------------------|-----------------|------|--------|-------|-------|-----|----|------|--------|-------|-----|-----|----|------|--------|-------|-----|-----|----|------|--------|-------|-----|-----|----|--------|------|------|------|------|--------|-----|-----|-----|-----|-------|-----|-----|-----|-----|-------|-----|-----|-----|-----|------|-------|-------|-------|-------|---------|-----|-----|-----|-----|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-----|-----|-------|-------|---------|-----|-----|-----|-----|----------|-----|-----|-----|-----|-------|-----|-----|-----|-----|---------|----|----|----|----|-------------------|
| Year | Taxis | | Hackneys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Standard | Wheelchair Accessible (WAT) | Standard | Wheelchair Accessible (WAH) | Local Area (LA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2019 | 14,863 | 2,951 | 1,349 | 119 | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2022 | 13,014 | 3,206 | 949 | 141 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023 | 13,028 | 3,506 | 861 | 155 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2024 | 12,984 | 4,055 | 825 | 158 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| County | 2019 | 2022 | 2023 | 2024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carlow | 209 | 180 | 181 | 183 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cavan | 165 | 147 | 141 | 138 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clare | 430 | 390 | 409 | 419 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cork | 2,370 | 2,186 | 2,202 | 2,276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Donegal | 564 | 470 | 461 | 461 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dublin | 15,318 | 14,665 | 15,465 | 16,395 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Galway | 1,332 | 1,215 | 1,271 | 1,325 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kerry | 994 | 966 | 1,017 | 1,080 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kildare | 495 | 386 | 382 | 401 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kilkenny | 253 | 204 | 217 | 228 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Laois | 239 | 206 | 207 | 210 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Leitrim | 87 | 77 | 71 | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | |
|--------------------|--------|--------|--------|--------|
| Limerick | 937 | 917 | 1,000 | 1,052 |
| Longford | 129 | 100 | 104 | 102 |
| Louth | 697 | 607 | 586 | 618 |
| Mayo | 453 | 378 | 371 | 367 |
| Meath | 421 | 356 | 346 | 358 |
| Monaghan | 147 | 114 | 108 | 105 |
| Offaly | 184 | 155 | 151 | 147 |
| Roscommon | 108 | 94 | 87 | 101 |
| Sligo | 230 | 204 | 207 | 207 |
| Tipperary | 316 | 293 | 302 | 309 |
| Waterford | 401 | 374 | 373 | 373 |
| Westmeath | 332 | 277 | 277 | 293 |
| Wexford | 299 | 244 | 233 | 226 |
| Wicklow | 201 | 175 | 173 | 178 |
| Local Hackney Area | 15 | 13 | 18 | 20 |
| Total | 27,326 | 25,393 | 26,360 | 27,643 |

Finally, the NTA publishes statistics on driver licences and vehicle licences each month on the [Statistics and legislation page](#) of NTA's website, as well as its annual [Statistics Bulletin](#) which focuses on statistics for all SPSV categories (taxis, hackneys and limousines) and SPSV drivers.

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Chief Executive (Interim).