Údarás Náisiúnta Iompair
National Transport Authority

NTA Responses to Parliamentary Questions Report – Q1 2026

Bulletin 8 – 2026

Prepared by the Public Affairs Unit

Data Classification: Public

Introduction

This bulletin provides a report of the Parliamentary Question (PQ) responses issued by the NTA to members of Dáil Éireann during Q1 of 2026.

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

Data Classification: Public

PQ Date	PQ Number	Subject	Description	Response	Representative Name
18/09/2025	250	**PQ Referred: 48960/25, for answer 17/09/2025 , Written from - Denise Mitchell**	Dail Question No: 250 To ask the Minister for Transport if he is satisfied with the Transport for Ireland decision to not allow third level students to renew their student Leap cards if they have less than six months left in their college or third level term; if he accepts this can disproportionately affect final year students at a time when they are already facing increased living costs; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 250 of 17 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Regarding the renewal of Student Leap Cards for third-level students, I can confirm that under current Transport for Ireland (TFI) Leap Card policy, students can only renew their Student Leap Card if they are enrolled in a full-time course lasting at least six months (25 weeks) with 15 or more hours per week of lectures or training. This policy is designed to ensure that eligibility for the Student Leap Card reflects its intended purpose for full-time students. I trust that the above information is of assistance. Yours Sincerely,	**Denise Mitchell, T.D.**

18/09/2025	234	**PQ Referred: 48505/25, for answer 17/09/2025 , Written from - James Geoghegan**	Details Supplied to be forwarded Instructing Bus Eireann to provide more stops on the Number 2 route between Arklow and the airport so the Dubliners can avail of the service (See below) Dear James Geoghegan, As you may know, in recent months the amount of Aircoach 700 services have been halved along the route from the airport to Leopardstown, via the city centre and Donnybrook - from once every 15 minutes to twice an hour during the daytime. This 'rare coach' service seems a poor proposition for Dublin 4's inhabitants, as it is infrequent, slow, and expensive. Regarding cost, the price of a ticket from the airport to Leopardstown Clayton Hotel costs €12.60. In contrast, a ticket to Belfast from the airport by the same company costs less than a fiver more at €17. This is despite that Belfast is circa 158 kilometres distant - whereas the trip to Leopardstown is only 22 kilometres. Thus, Dublin south side residents are being charged just over a euro for every two kilometres travelled - whereas the euro paid by the Belfast bound passenger covers almost 10 kilometres of travel. There seems to be comparable prices for airport passengers going to other destinations around the island, such as Cork and Derry, as that to Belfast. As Dublin's south side inhabitants are being charged five times the price per kilometre travelled, it could be helpful to understand why this is so? Separately, the Aircoach 700 service is demonstrably slower compared to other public buses that travel through the south side. For example, both the Aircoach 700 and Bus Éireann Route 2 both stop at U.C.D. Belfield. The Bus Éireann Route 2 that stops there at 9.15 arrives at Dublin Airport Terminal 2 at 9.55, thus taking 40 minutes - yet the Aircoach 700 that stops at UCD at 9.19 only reaches Terminal 2 at 10.24. In other words the Aircoach is taking 62.5% more time than the Bus Éireann service between UCD Belfield and Dublin Airport. Given the choice, any rational person heading to the airport from UCD might look at going on the Bus Éireann service. However, for reasons that are not obvious, Dubliners are denied access to the Route 2 services, which only drop off passengers between Arklow and the airport. This is very puzzling as there are seven stops between Foxrock Church and Dublin Airport, from where airport-bound passengers could board. Surely if passengers alight at these stops, this creates more space on board to carry others to the airport? This all seems quite baffling: 1. E.U. policy directs that public transport should enable people to avoid car-	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 234 of 17 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query concerns the possibility of introducing additional stops on commercial services, specifically Bus Éireann Route 2 between Arklow and Dublin Airport. Bus Éireann and Aircoach operate these services as commercial routes, under licence from the NTA. Any changes to stopping patterns, including the addition of new stops, would be decisions for the relevant operator in the first instance – they would then have to submit an application the NTA to amend their licence. The NTA would then assess the application in line with regulatory requirements before making a determination. At present, the NTA cannot instruct operators to make such changes - these decisions rest with the commercial operator, who may apply if they wish to alter their service. I trust that the above information is of assistance. Yours sincerely,	**James Geoghegan, T.D**

			borne journeys - which access to passing buses could provide. 2. National planning decisions have restricted airport use on the new runways because of the lack of public transport provision. 3. The state-owned Bus Éireann company is not collecting fares where there seems an obvious opportunity to increase revenue. 4. Most crucially, your constituents are denied access to faster buses to the airport - and instead are left with a slow and costly option. As both Bus Éireann Route 2 and the Aircoach 702 services operate hourly in daytime, if passengers could board at the restricted stops,it would double the frequency of public transport to the airport from Vincent's Hospital and Ballsbridge. Meanwhile this would also increase service frequency to and from UCD by 50%, where Route 2 intersects with the 700 service, which operates twice hourly. In view of the above, is it in anyway possible that Dublin 4 residents could be allowed use the state-owned bus service that passes us by? Respectfully yours, References: https://www.buseireann.ie/routes-and-timetables/2 https://www.aircoach.ie/timetables/700 https://www.aircoach.ie/timetables/702 Dail Question No: 234 To ask the Minister for Transport his views on a matter regarding public transport (details supplied); and if he will make a statement on the matter. Details Supplied: Detail forwarded to dpt. 14:57 09/09/2025 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 query raised by the Deputy is an operational matter for AirCoach and Bus Éireann Expressway. AirCoachis a commercial bus operator and responsibility for the operation of the service is a matter for the company.Bus Éireann also operates commercial services under the Expressway brand. As the NTA are the licencing authority for commercial bus operators, 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.		

18/09/2025	196	**PQ Referred: 49505/25, for answer 18/09/2025 , Written from - Ken O'Flynn**	Dail Question No: 196 To ask the Minister for Transport the current capacity and frequency of public transport services bus and rail between Cork City and commuter satellite towns such as Mallow, Blarney and Glanmire; the investment scheduled over the next two years to expand frequency, accessibility, and active travel connections; and the Government's plan to ensure congestion is mitigated during periods of growth. Answer There is significant investment and development planned for the Cork City and County region over the next few years to both address existing demand and to prepare for future potential growth. BusConnects BusConnects is a transformative programme of investment in the bus system, providing better bus services across five 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). BusConnects is a key intervention to reduce congestion in our cities. In Cork, following a public consultation, the new BusConnects network was published in June 2022, and it aims to provide an increase of over 50% in bus services across the city. Planning for the implementation of the new bus network has commenced and it is expected that the new network will be implemented on a phased basis in the coming years. Another key component of the BusConnects Cork programme is the implementation of bus priority measures, generally bus lanes, on key bus corridors serving the city. A third round of non-statutory public consultation on the 11 Sustainable Transport Corridors ran from November to December 2023. The NTA submitted the Preliminary Business Case for Cork BusConnects to the Department of Transport in January 2025. In line with the Infrastructure Guidelines, the business case has been reviewed by the officials of Department of Transport and by the Major Projects Advisory Group (MPAG). The MPAG's final report on the business case is expected in the coming weeks, after which it	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 196 of 18 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA has published a Regional Public Transport Map, which shows the current public transport network outside of and connecting the major metropolitan areas. This map can be accessed here: https://www.transportforireland.ie/wp-content/uploads/2025/03/TFI-Regional-Public-Transport-Map.pdf Further to this, timetables for all PSO and commercial public transport services are available on TFI Live, which provides timetables, route maps, real-time information, and integrated journey planning. The data behind TFI Live is also published by the Authority and can be viewed on various online mapping platforms such as Google Maps: https://www.transportforireland.ie/plan-a-journey/live-departures/ Looking ahead, Phase 1 of the Cork Area Commuter Rail Project will continue through 2026 and 2027, with twin-tracking between Glounthaune and Midleton and an upgrade of signalling and communication systems expected to be completed. BusConnects Network Redesign in Cork is planned for implementaiton, subject to operational readiness and funding. The Connecting Ireland Rural Mobility Plan is also progressing. This is a five-phase programme of investment in new and improved public transport services for rural areas, including Cork. To date, under this programme: Upwards of 600,000 people now have access to useful daily public transport services for the first time; 177 new and improved rural regular public transport services have been provided; and Passenger numbers on rural public transport services have increased fivefold. It is anticipated that the Connecting Ireland Rural Mobility Plan will be substantially complete in 2027, subject to funding availability. Details on the Connecting Ireland Rural Mobility Plan, including an existing network map, are available here: https://www.nationaltransport.ie/connecting-ireland/ I trust that the above information is of assistance. Yours sincerely,	**Ken O'Flynn, T.D**

			is intended to bring BusConnects Cork to Government. If approved by Cabinet at Approval Gate 1 of the Infrastructure Guidelines, this will allow the programme to enter the planning process. Park and Ride Sites Currently, the NTA is leading the development and rollout of strategic park and ride sites nationwide. The NTA established the Park and Ride Development Office in February 2020, which had been included as an action in the Climate Action Plan 2019. The function of the Office is to enable the delivery of park and ride sites by the NTA in collaboration with Local Authorities and transport operators such as Iarnród Éireann, across the country. Through the Park and Ride Development Office, full-time specialist resources are now employed on such projects. Cork Area Commuter Rail Programme 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. Phase 1 of the Programme consists of a signalling upgrade, construction of a through-platform at Kent Station which launched in April, 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. Phase 2 of the programme plans for the electrification of the Cork commuter rail network and the delivery of up to eight new stations including Blarney/Stoneview and upgrades to existing stations including Mallow. In 2024, Iarnród Éireann (IÉ) awarded a contract to TYPSA and Roughan O'Donovan appointing them as multi-disciplinary consultants for the design of Phase 2 of the Programme. A public consultation for Phase 2 of the Programme was completed in July. Subject to securing funding and achieving the		

			relevant approvals, Phase 2 of the Programme will progress after Phase 1 works have been completed. Cork Metropolitan Area Transport Strategy With regard to addressing potential congestion associated with growth, I also would like draw the Deputy's attention to the Cork Metropolitan Area Transport Strategy (CMATS) which was developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland, Cork City Council and Cork County Council. The strategy sets out a framework for the planning and delivery of transport infrastructure and services in the Cork Metropolitan Area up to 2040. CMATS provides an evidence-based framework to support the development of individual projects and is consistent with the spatial planning objectives in the National Planning Framework and the relevant Regional Spatial and Economic Strategy. Since its publication in 2020, there has been good progress on key elements of CMATS, including the Cork Area Commuter Rail Programme, BusConnects Cork, Cork Light Rail and the Active Travel Programme.It is currently anticipated that the NTA will commence the review process of CMATS in 2027. Specific matters such as the capacity and frequency of the public transport services in Cork and commuter towns are best addressed by the NTA and so I have referred your question to the NTA for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.		

23/09/2025	182	**PQ Referred: 50171/25, for answer 23/09/2025 , Written from - Michael Healy-Rae**	Dail Question No: 182 To ask the Minister for Transport if a bus stop (details supplied) will be moved to a safer location; and if he will make a statement on the matter. Details Supplied: [Minister the bus travelling from Tralee-Castlegregory-Dingle passes this man's premises. The official bus stop on this route is Curraheen Church which is 500metres from the above business. Many visitors/guests staying here get the bus out and are dropped off at the church. The evenings are getting darker now, there is no footpath. Would it be possible to allow the bus to stop at this location to ensure visitors arrive safely to their lodgings. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. 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.	Dear Minister, I refer to the matter you raised in Parliamentary Question No. 182 of 23 September last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding but I was awaiting additional information before issuing the reply. We have discussed the proposed new bus stop location with the Local Link team who are managing the current bus services along this route. As you will be aware, the location at Keane's Restaurant / B&B in Curraheen, Tralee, Co. Kerry is on the N86 national secondary road. The speed limit on the road at this location is 100km/hr and there is a solid white centre line, prohibiting overtaking along this section. There isn't a good pull-in areas for buses, which would mean that stopped buses would block all following traffic on what is a high speed road. Ultimately, the approval of bus stops on a public road rests with the relevant local authority under the provisions of the Road Traffic Act 1961 (Section 85). The relevant officials do have to consider the safety implications, in addition to the convenience implications, of placing stops at a particular location. In this case, because it is also a national road, they would need to consult with, and get agreement from, Transport Infrastructure Ireland (TII). TII are likely to have safety concerns in relation to the placement of stops along this section of national road. Given all of the above, I think that it is unlikely that the local authority would be able to sanction the provision of bus stops at the particular location proposed in the query. I trust that the above information is of assistance. Yours sincerely,	**Michael Healy-Rae, T.D.**

25/09/2025	199	**PQ Referred: 50955/25, for answer 25/09/2025 , Written from - Shane Moynihan**	Dail Question No: 199 To ask the Minister for Transport his views on whether weekend bus timetables should differ from weekday schedules; if more frequent services should operate on Saturdays to reflect higher passenger demand on certain routes; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 199 of 25 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. In general, when reviewing timetables and service frequencies, we assess demand patterns across different days, including Saturdays and weekdays, on a regular basis. This process aims to bring services more in line with actual passenger demand. If you have specific routes or locations of concern, please email oireachtasliaison@nationaltransport.ie and we would be happy to provide more detail. I trust that the above information is of assistance. Yours sincerely, Hugh Creegan, Deputy Chief Executive.	**Shane Moynihan, T.D**

25/09/2025	192	**PQ Referred: 50916/25, for answer 25/09/2025 , Written from - Michael Murphy**	Dail Question No: 192 To ask the Minister for Transport the plans for investment in railway stations and bus stations in 2026, by county, of the proposed investment levels; and if he will make a statement on the matter. Answer As the Deputy may be aware, the Ministerfor Transport has responsibility for policy and overall funding of public transport. The operation, maintenance and renewal of the rail network and stations on the network, is a matter for Iarnród Éireann in the first instance. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including bus stations. The recently concluded Review of the National Development Plan has confirmed the Department of Transport's annual capital allocations from 2026 to 2030. The Department is currently reviewing key programmes and projects in the transport sector in the context of that capital funding envelope, including plans for investment in the rail network, and a decision on a programme of delivery within the available funding will be made in the coming months. In view of Iarnród Éireann and the NTA's responsibility in the matters raised, I am referring your letter for direct reply.Please contact my private office if you do not receive a reply within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 192 of 25 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in replying to some queries. In that context, please accept our apologies for the delay in responding to this correspondence. However, we were not in a position to provide the requested information in September as the capital funding provision to the NTA for 2026 was only finalised just before Christmas and the subsequent allocations to Irish Rail were only concluded this month. The following tables break down the investment in 2026 by station/project, by county, and by rail/bus: **By Station:** **By County:** **By Rail/Bus:** In addition to the above investments, major programmes such as DART+, MetroLink, Wicklow Capacity Enhancement, Cork Area Commuter Rail, and Navan Rail, all of which have received funding in 2026, will see investment in new and upgraded rail stations in Dublin, Wicklow, Kildare, Meath, Louth and Cork. We hope that the above information is of assistance and again apologise for the delay in issuing this	**Michael Murphy, T.D**

Station/Project	Rail/Bus	County	2026 Capital Allocation	Description of Investment
DART Station Enhancement Study	Rail	Dublin/Wicklow	100,000	Assessing improvements required to accommodate future demand associated with the expansion of DART services
Woodbrook DART Station	Rail	Dublin	500,000	New DART station (opened 2025), covering contract closeout and retention payments
Kylemore Station	Rail	Dublin	1,000,000	New train station – progress through planning
Cabra Station	Rail	Dublin	1,000,000	New train station – progress through planning
Moyross Station	Rail	Limerick	1,500,000	New train station – commence construction
Station Toilets Upgrades	Rail	National	475,000	Provision of station toilet facilities at some locations between Drogheda and Connolly
Railway Station Roofing renewals	Rail	National	8,300	Close out payment for roof replacement works at Carrick On Shannon
Galway Ceannt Station upgrade	Rail	Galway	19,522,000	Upgrade and expansion of the Ceannt Railway Station
Limerick Junction Station Capacity Enhancement Study	Rail	Tipperary	180,000	Study to enhance platform / train capacity at Limerick Junction
Oranmore Station Enhancements	Rail	Galway	4,000,000	Commence construction of new platform and passing loop at Oranmore
Limerick to Athenry Platform Extensions	Rail	National	2,500,000	Design, planning and commencement of delivery of extended platform between Limerick and Athenry to facilitate longer trains on the route enhancing capacity
Heuston Masterplan WS3 - Customer and Intermodal Enhancements	Rail	Dublin	685,000	Masterplan study for the transport integration at Heuston Station
City Edge Luas Stop	Light Rail	Dublin	500,000	Design and Planning of new Luas stop on the Luas Red Line service the planned City Edge development
Bus Station Accessibility Enhancements	Bus	National	3,165,000	On-going programme of accessibility enhances at bus station nationally
IE Station Accessibility Programme	Rail	National	10,335,000	On-going programme of provision of lifts and bridges and other accessibility upgrades
DART Platform Accessibility	Bus	Dublin/Wicklow	3,450,000	Platform and track modifications at existing DART stations to improve level boarding to new DART fleet
Station Customer Service Systems Enabling Works	Rail	National	3,000,000	Improved customer information systems including passenger displays and public announcement systems at train stations nationally
Irish Rail National Car Park Programme	Rail	National	2,000,000	On-going programme of upgrade and expansion of car parks including enhance bus, cycle, and pedestrian access to train stations nationally
Total			**53,920,300**	

County	2026 Capital Allocation
National	21,483,300
Galway	23,522,000
Dublin	3,685,000
Dublin/Wicklow	3,550,000
Limerick	1,500,000
Tipperary	180,000
Total	**53,920,300**

Rail/Bus	2026 Capital Allocation
Rail	46,805,300
Bus	6,615,000
Light Rail	500,000
Total	**53,920,300**

				response. Yours sincerely,	

25/09/2025	206	**PQ Referred: 50977/25, for answer 25/09/2025 , Written from - Michael Murphy**	Dail Question No: 206 To ask the Minister for Transport the means by which he will ensure that Local Link services are expanded to guarantee equitable access to public transport for rural communities, particularly in counties such as Tipperary; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport I recognise the importance of boosting connectivity in County Tipperary, 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. 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 rural public transport services would be subject to the annual Estimates process. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services. In light of the NTA's responsibilities for the rollout of new and enhanced services, including in County Tipperary, I have referred your question to the NTA for direct reply to you. Please advise my private	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 206 of 25 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA is committed to ensuring equitable access to public transport for rural communities, including those in County Tipperary. The primary mechanism for achieving this is through the Connecting Ireland Rural Mobility Plan, which is a national strategy designed to significantly improve public transport connectivity across rural Ireland. Details about the plan, including maps showing the plans by county, are on the Connecting Ireland website at https://www.nationaltransport.ie/connecting-ireland/ The Connecting Ireland Plan aims to: • Expand Local Link services to provide better access to towns, villages, and essential services. • Increase service frequency and coverage, ensuring that rural residents have reliable options for commuting, shopping, healthcare, and social activities. • Reduce car dependency, supporting environmental sustainability and social inclusion. Phase 4 of the programme began implementation in 2025, which included the launch of a new enhanced 854 service in Co. Tipperary connecting Nenagh to Roscrea via Cloughjordan, Toomevara and Moneygall in March 2025. This enhancement included a 100% increase in the number of daily weekday return services from four to eight services; the route was also extended at each end to serve Silvermines and Ballybrophy train station. In addition Route 856 from Dungarvan to Clonmel was enhanced from five to eight return services a day in June 2025. Planning continues for new and enhanced routes in Tipperary and throughout the country under Connecting Ireland, working with Local Link, Bus Éireann and commercial operators (where they have a current licence to operate a service on a corridor targeted for improvements). Any future new or enhanced services is dependent on funding under the PSO (Public Service Obligation) programme, and the availability of drivers and buses. I trust that the above information is of assistance. Yours sincerely,	**Michael Murphy, T.D**

			office if you do not receive a reply within ten working days.		

25/09/2025	205	**PQ Referred: 50976/25, for answer 25/09/2025 , Written from - Michael Murphy**	Dail Question No: 205 To ask the Minister for Transport the level of investment planned in the Local Link network for 2026, the means by which this will support the expansion of rural bus services under the Connecting Ireland Programme; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport I recognise the importance of boosting connectivity in rural Ireland. 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. 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 such measures, further expansion will be considered in the upcoming Annual Estimates Process. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services. In light of the NTA's responsibilities for the TFI Local Link network, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 205 of 25 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA is committed to expanding Local Link services as part of the Connecting Ireland Rural Mobility Plan, a national strategy designed to improve public transport connectivity across rural Ireland. This plan seeks to provide more frequent and reliable services, reduce car dependency, and ensure equitable access to public transport for all communities, including those in counties such as Tipperary. Since its introduction in 2022, the Connecting Ireland Rural Mobility Plan has delivered significant improvements, including the introduction of new routes and enhanced timetables, resulting in increased passenger numbers and improved connectivity. The Authority will continue to implement this programme to further strengthen rural transport networks. In relation to further investment in the Local Link network in 2026, discussions are ongoing with the Department of Transport regarding funding for new bus services during this year. We expect to be able to clarify the availability of funding and the implementation arrangements for new bus routes in due course. I trust that the above information is of assistance. Yours sincerely,	**Michael Murphy, T.D**

30/09/2025	180	**PQ Referred: 51420/25, for answer 30/09/2025 , Oral from - Tony McCormack**	Dail Question No: 180 To ask the Minister for Transport his plans to improve public transport services in County Offaly; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport I recognise the importance of boosting connectivity in County Offaly.In the new Programme for Government, Securing Ireland's Future, this Government has committed to continue the roll-out of Connecting Ireland Rural Mobility Plan. 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 of new and enhanced bus services under programmes such as Connecting Ireland. As with all plans, any additional funding for rural public transport services would be subject to the upcoming annual Budgetary and Estimates process. 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. In light of the NTA responsibilities for public transport services 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 180 of 30 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA is committed to improving public transport services in rural areas, including County Offaly. The primary mechanism for achieving this is through the Connecting Ireland Rural Mobility Plan, a national strategy designed to significantly enhance public transport connectivity across rural Ireland. The Connecting Ireland Rural Mobility Plan aims to: • Expand TFI Local Link services to provide better access to towns, villages, and essential services. • Increase service frequency and coverage, ensuring that rural residents have reliable options for commuting, shopping, healthcare, and social activities. • Support environmental sustainability by reducing car dependency and promoting public transport use. More information on the Connecting Ireland Rural Mobility Plan can be found on our website: Connecting Ireland - National Transport Since its introduction in 2022, the plan has delivered substantial improvements nationwide, including the introduction of new routes and enhanced timetables, resulting in increased passenger numbers and improved connectivity. County Offaly has already benefited from these enhancements, and further improvements are planned as part of the continued rollout of the strategy. Future expansions will be subject to the availability of funding and resources, but the NTA remains committed to delivering on the objectives of the Connecting Ireland Rural Mobility Plan. I trust that the above information is of assistance. Yours sincerely,	**Tony McCormack, T.D**

30/09/2025	160	**PQ Referred: 51603/25, for answer 30/09/2025 , Oral from - Maeve O'Connell**	Dail Question No: 160 To ask the Minister for Transport the increase in passenger numbers on the new routes on the BusConnects stages that have been introduced compared to before their introduction; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 160 of 30 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Regarding the increase in passenger numbers on the new routes introduced under BusConnects compared to before their introduction, I can confirm that this comparison is included in the BusConnects Progress Report, which we publish twice a year. The most recent BusConnects Dublin report was issued in December 2025, and it contains detailed data on passenger growth and performance across the new stages of the network rollout. You can access the report at the following link: Progress Report December 2025 for BusConnects Dublin | Busconnects or BusConnects-Programme-Progress-Report-Dec-2025.pdf I trust that the above information is of assistance. Yours sincerely,	**Maeve O'Connell, T.D**

30/09/2025	159	**PQ Referred: 51684/25, for answer 30/09/2025 , Oral from - Paul Murphy**	Dail Question No: 159 To ask the Minister for Transport if additional services will be provided on the 15b bus route during the morning peak, as buses are routinely full in the mornings since the schools went back; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 159 of 30 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. In recent months, the NTA has developed a data-driven tool that uses ticketing and Leap Card information to identify and prioritise bus routes operating above normal capacity. Using this tool, we have created a prioritised list of routes with the greatest challenges. The three routes identified as having the most significant capacity issues were Route 39A, Route 15, and Route E1. Additional capacity was added to Route 39A earlier in October, and further enhancements were made to Routes 15 and E1 in November. Routes such as the 15B are being reviewed as part of the next round of service improvements planned for early 2026, subject to driver, vehicle, and funding availability. I trust that the above information is of assistance. Yours sincerely,	**Paul Murphy, T.D.**

30/09/2025	313	**PQ Referred: 52146/25, for answer 30/09/2025 , Written from - Darren O'Rourke**	Dail Question No: 313 To ask the Minister for Transport the measures he is taking to ensure that international students are given access to the student (young adult) Leap Card following recent changes to the scheme. 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 313 of 30 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. In response to your query regarding measures to ensure international students are given access to the Student (Young Adult) Leap Card following recent changes to the scheme, I can confirm that in December 2025, the National Transport Authority (NTA) amended the eligibility criteria for the Student Leap Card scheme. These changes were introduced to facilitate better access for language school students, who typically attend approximately 15 hours of coursework per week. This adjustment ensures that international students enrolled in such programs will qualify for the Student (Young Adult) Leap Card under the revised scheme. I trust that the above information is of assistance. Yours sincerely,	**Darren O'Rourke, T.D.**

Data Classification: Public

30/09/2025	310	**PQ Referred: 52100/25, for answer 30/09/2025 , Written from - Shane Moynihan**	Dail Question No: 310 To ask the Minister for Transport when international English language students will be granted eligibility for the young adult and student leap card. 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 operation of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 310 of 30 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. In response to your query regarding when international English language students will be granted eligibility for the Young Adult and Student Leap Card, I can confirm that in December 2025, the National Transport Authority (NTA) amended the eligibility criteria for the Student Leap Card scheme. These changes were introduced to facilitate better access for language school students, who typically attend approximately 15 hours of coursework per week. This adjustment ensures that international students enrolled in such programs will qualify for the Student (Young Adult) Leap Card under the revised scheme. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

30/09/2025	272	**PQ Referred: 51492/25, for answer 30/09/2025 , Written from - Emer Currie**	Dail Question No: 272 To ask the Minister for Transport the additional services on the Intercity rail routes, per year from 2016 to date in 2025; and if he will make a statement on the matter. Answer As Minister of State, I have responsibility for International and Road Transport, Logistics, Rail and Ports. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 272 of 30 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA and Iarnród Éireann – Irish Rail have established a working group to jointly plan and implement changes and enhancements to the rail timetable. Since 2016, a number of new or expanded services have been introduced on the Intercity rail network, including: • A doubling of the frequency on the Dublin–Belfast Enterprise service (now hourly). • New Dublin–Galway Intercity services, including early morning, later evening, and weekend departures. • Extended Dublin–Waterford services, including later evening services. • An earlier morning Dublin–Cork service. During 2024, 41 new Intercity Rail Carriages were also added to the fleet. These were deployed both to provide new services, strengthen capacity, and standardise fleet consists on existing services. Looking ahead, following the introduction of the new Battery Electric DART fleet during 2027, the NTA and Irish Rail will have an opportunity to 'cascade' some additional carriages onto other areas of the network. Planning for this cascade is now underway, and any new or enhanced services will be subject to funding, track capacity, and operational readiness. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

30/09/2025	262	**PQ Referred: 51482/25, for answer 30/09/2025 , Written from - Emer Currie**	Dail Question No: 262 To ask the Minister for Transport the number of bus stops in Dublin currently and from 2016 to 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. As the Deputy may be aware, the BusConnects Dublin Programme includes the construction of enhanced bus stops and shelters across Dublin to align with the redesigned network and Core Bus Corridors. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 262 of 30 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Data from previous years is not readily available; however, there are currently approximately 4,900 active bus stops within County Dublin. As part of the BusConnects Network Redesign programme, a refresh and upgrade of bus stop infrastructure is underway. This includes a detailed review of bus stop information and passenger information systems. This process will improve the accuracy and usefulness of bus stop data in TFI Live, which provides real-time information, timetables, and integrated journey planning. BusConnects Network Redesign remains a priority programme to add capacity to urban bus networks, which we anticipate will continue to roll out in 2026, subject to the availability of funding and operational readiness. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

30/09/2025	257	**PQ Referred: 51459/25, for answer 30/09/2025 , Written from - Michael Healy-Rae**	Dail Question No: 257 To ask the Minister for Transport if a bus timetable can be reviewed (details supplied); and if he will make a statement on the matter. Details Supplied: Minister a bus leaves Killorglin at 06.38am and arrives in Killarney at 7.05am. A bus leaves Killarney to go to Cork at 6.55am. Would the department look at linking up these buses? This would suit a lot of students travelling to College in Cork and more people would be able to travel by bus for hospital appointments also. 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 theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Minister, I refer to the matter you raised in Parliamentary Question No. 257 of 30 September 2026, which was referred to the National Transport Authority (NTA) for reply. We received a record number of queries and Parliamentary Questions in 2025 which led to a delay in responding to some queries. In that context, I apologise for the delay in responding to this particular question. The NTA has requested Bus Éireann to assess the operational and cost impacts of the proposal to operate the first morning service ex. Tralee approximately 15 minutes earlier, to facilitate the connection at Killarney. Assuming no significant costs or operational issues are identified, we will ask Bus Éireann to publish a passenger notice informing them of the proposal to amend timetables. This will provide an opportunity for existing passengers to comment on the proposal in advance of implementation. I trust that the above information is of assistance. Yours sincerely, _____ Hugh Creegan, Deputy Chief Executive	**Michael Healy-Rae, T.D.**

30/09/2025	150	**PQ Referred: 51765/25, for answer 30/09/2025 , Oral from - Albert Dolan**	Dail Question No: 150 To ask the Minister for Transport the status of the promised bus service linking Athenry to Galway city, which was schedule to commence in Q2 of 2025; the reason for the delay; a timeline for the introduction of this vital service to Athenry, which is currently lacking any public bus service. Identical Question(s): 51764/25 Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I recognise the importance of boosting connectivity in rural Ireland, including in Galway. In the new Programme for Government, Securing Ireland's Future, this Government has committed to continuing the roll-out of the Connecting Ireland Rural Mobility Plan. 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. My Department supports the expansion of rural transport in line with the recent commitment in the Programme for Government to continue the roll-out of Connecting Ireland. As with all such measures, an increase on funding for all public transport services, including Rural Transport, will be considered in the upcoming Budget 2026 discussions, which is an annual process. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 150 of 30 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. As you will be aware, a public consultation has been undertaken in relation to a proposed new bus service linking Athenry to Galway City. We are currently reviewing the feedback from that consultation and will be able to advise on the outcome in due course. I trust that the above information is of assistance. Yours sincerely,	**Albert Dolan, T.D**

			Ireland Rural Mobility Plan. In light of the NTA's responsibilities for public transport service in rural areas I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.		

30/09/2025	127	**PQ Referred: 51711/25, for answer 30/09/2025 , Oral from - William Aird**	Dail Question No: 127 To ask the Minister for Transport whether consideration has been given to extending the timetables on rural transport/local link networks for the Christmas period; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport I recognise the importance of increasing public transport connectivity in rural Ireland. 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. 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. 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. In light of the NTA's responsibilities for public transport service in rural areas I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 127 of 30 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA liaises with TFI Local Link offices across the country regarding service capacity during the Christmas period and other peak times. These discussions ensure that, where possible, adjustments can be made to meet increased demand and maintain connectivity for rural communities. I trust that the above information is of assistance. Yours sincerely,	**William Aird, T.D**

01/10/2025	178	**PQ Referred: 51614/25, for answer 30/09/2025 , Oral from - Joe Cooney**	Dail Question No: 178 To ask the Minister for Transport if public consultation is carried out in identifying local link routes or routes under the Connecting Ireland plan; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport I recognise the importance of public transport connectivity in rural Ireland. 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. 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. 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. In light of the NTA's responsibilities for public transport service in rural areas, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 178 of 30 September last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Public consultation was a key component in the development of the Connecting Ireland Rural Mobility Plan, which aims to significantly improve public transport connectivity across rural Ireland. Prior to the rollout of the plan, the NTA undertook an extensive national consultation process, engaging with local authorities, community groups, transport operators, and members of the public. This process ensured that the proposals reflected local needs and priorities. In addition to the initial national consultation, the NTA carries out more detailed or targeted consultations for certain routes or areas where specific changes are proposed. This approach allows us to incorporate feedback from local communities and stakeholders before final decisions are made on service design and implementation. Public input continues to play an important role in shaping rural transport services, and we remain committed to maintaining this engagement as the plan is further developed and expanded. I trust that the above information is of assistance. Yours sincerely,	**Joe Cooney, T.D**

01/10/2025	30	**PQ Referred: 52453/25, for answer 01/10/2025 , Written from - Mark Ward**	Dail Question No: 30 To ask the Minister for Transport if there will be an increase in the number of C-spine buses for major events in Dublin; the policy of transport operators around frequency of services for major events; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 30 of 01 October last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA engages with bus operators in advance of major events in Dublin to assess expected demand and determine what additional services can be provided. Where possible, extra buses are deployed to support capacity requirements; however, this is subject to the availability of drivers, vehicles, and funding, and this can often be very difficult to achieve given the high level of demand and limited resources available. It is important to note that the provision of dedicated transport for major events is primarily a matter for event organisers. Operators work within contractual and operational constraints to provide additional services where feasible, and the NTA continues to liaise with them to ensure the best possible arrangements for passengers. I trust that the above information is of assistance. Yours sincerely	**Mark Ward, T.D.**

07/10/2025	114	**PQ Referred: 53683/25, for answer 07/10/2025 , Written from - Charles Ward**	Dail Question No: 114 To ask the Minister for Transport if he will provide a 2024 end-of-year report on the Connecting Ireland plan for County Donegal; the funding that was allocated and spent; the services that have been delivered; the funding that was allocated in 2025; the services that will be delivered in 2025 in County Donegal; and if he will make a statement on the matter. Answer I think the Deputy will agree with me when I say that the Connecting Ireland Rural Mobility Plan has been a huge success, with over 175 new or enhanced services introduced since 2022. This means that over 240 towns and villages have been connected to the public transport network, and approximately 600,000 people have access to new and enhanced bus services. 61 new connections have been provided to healthcare facilities, 41 new connections to higher education facilities and 71 of the new and enhanced services provide connections with existing rail services. In 2024, nearly 8 million passenger journeys were made on Connecting Ireland bus routes. There has been considerable investment in services throughout the country under Connecting Ireland, including in County Donegal, with the commencement of the enhanced Route 966 between Falcaragh and Magheroarty, and the new Route 959 from Buncranny to Greencastle, which now operates four daily return services Monday to Friday, and three daily return services on Saturdays and Sundays. This new route offers connectivity to Greencastle, Moville, Carndonagh and Bucrana providing these areas with improved and more regular bus services. 2025 is the fourth year of the five-year Connecting Ireland plan and more new and enhanced bus services are planned throughout rural Ireland. However, I must add that future funding for public transport expansion will be considered through the upcoming Annual Estimates process. The NTA also publish implementation reviews of	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 114 of 7 October last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought “a 2024 end-of-year report on the Connecting Ireland plan for County Donegal” and details of “the services that will be delivered in 2025”. The NTA doesn’t prepare annual reports on a county basis, as many services cross county boundaries making such analysis difficult. Instead, we report on an overall national basis. Our 2024 Annual Report is available at on our website, at the following link: https://www.nationaltransport.ie/publications/annual-report-and-financial-statements-2024/ . Details of the Connecting Ireland programme, and the overall rural transport provision for 2024 are provided in the report. Preparation of the 2025 report will commence shortly. I trust that the above information is of assistance. Yours sincerely,	**Charles Ward, T.D**

			each phase of Connecting Ireland. The reviews of Phases 1, 2 and 3 are available on the NTA website. The NTA also publish quarterly bulletins with the bulletin for Q1 of 2025 now also available on the NTA website. My Department supports the continued expansion of rural transport in line with the recent commitment in the Programme for Government to continue the roll-out of Connecting Ireland, which will be considered in the upcoming Budget 2026 discussions as well. 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. In light of the NTA responsibilities, 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.		

Data Classification: Public

07/10/2025	71	**PQ Referred: 52954/25, for answer 07/10/2025 , Written from - John Paul O'Shea**	Dail Question No: 71 To ask the Minister for Transport for an update on bus route 243B from Mallow to Charleville as part of the Connecting Ireland Rural Mobility Plan; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport I recognise the importance of boosting connectivity in County Cork.In the new Programme for Government, Securing Ireland's Future, this Government has committed to continue the roll-out of the Connecting Ireland Rural Mobility Plan. 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. In light of the NTA responsibilities, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 71 of 7 October last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought "an update on bus route 243B from Mallow to Charleville as part of the Connecting Ireland Rural Mobility Plan". I confirm that the 243B alignment has now been fully implemented, following discussions with Local Link, Cork and reflective of local demand patterns the alignment has split between 522 Charleville – Mallow and 523 Mitchelstown – Mallow. I trust that the above information is of assistance. Yours sincerely,	**John Paul O'Shea, T.D**

07/10/2025	68	**PQ Referred: 52950/25, for answer 07/10/2025 , Written from - Rory Hearne**	Dail Question No: 68 To ask the Minister for Transport if his Department has, in collaboration with other stakeholders including the Department of Health, carried out analyses of the capacity of public transport connections to Beaumont hospital; the other work, if any, his Department has carried out to explore the way in which demand for parking and private car access to the hospital may be reduced; 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.I n 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 68 of 7 October last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought information in relation to increased public transport capacity at Beaumont Hospital. A major review of public transport access to Beaumount Hospital was under as part of the bus network redesign process under BusConnects. As a result of that analysis, the BusConnects proposals, when fully implemented, provide a significantly increased level of connectivity to/from the Hospital, with the overall number of buses per hour in each direction (inter-peak) increasing from 7 to 18.5 as a result of the BusConnects interventions - there will be a higher level of service at peak times. The number of terminating services in Beaumont Hospital will increase from 0 to 3. Amongst the direct benefits of the redesigned network for Beaumont Hospital are: - New orbital connectivity with Route N6 operating at 6 Buses Per Hour (now in place); - New link along Drumcondra Road with Route A2 operating at 5 Buses Per Hour; - New direct links to Swords, Clongriffin DART, Rathmines, Knocklyon, Finglas, Charlestown and Collins Avenue; - Free Transfer to other services with 90-min Fare; and - Increased service to City Centre (Current 3 Buses Per Hour to Proposed 10 Buses Per Hour). I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Rory Hearne, T.D**

07/10/2025	119	**PQ Referred: 53764/25, for answer 07/10/2025 , Written from - Robert O'Donoghue**	Dail Question No: 119 To ask the Minister for Transport if he will address the ongoing capacity issues on the 101x commuter bus service, which is frequently full before reaching the final stops in Balbriggan, and often bypasses Balrothery without stopping, leaving commuters unable to board; if he will consider increasing the frequency of the service or providing additional capacity to ensure that residents in Balbriggan and Balrothery have reliable access to public transport during peak times; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 119 of 7 October last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought information in relation to increasing capacity on the 101X commuter bus service. I confirm that additional capacity, through sub-contracted buses, was added to Route 101X, both in the morning and afternoon, on 10th November 2025. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Robert O'Donoghue T.D**

09/10/2025	115	**PQ Referred: 54349/25, for answer 09/10/2025 , Written from - Ciarán Ahern**	Dail Question No: 115 To ask the Minister for Transport if he is aware that international English language students over the age of 25 are being told that they no longer qualify for a student LEAP card; if he is aware that the denial of access to a student LEAP Card has meant that the cost for monthly public transport use has doubled for those affected; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 115 of 9 October last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought information in relation to international English language students over the age of 25 and their qualification for a student LEAP card. We recently (December last) changed the requirements for the obtaining of student Leap Cards. Prior to the change the qualification requirement was that the student would be in full time education/training for at least 16 hours per week on a course with a duration of at least 6 months/25 weeks. We became aware that many of the international English language courses are for 15 hours per week. Accordingly, we have amended the previous requirement of 16 hours per week to 15 hours per week, which should address this issue for many people. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Ciaran Ahern, T.D**

09/10/2025	133	**PQ Referred: 54532/25, for answer 09/10/2025 , Written from - Ciarán Ahern**	Dail Question No: 133 To ask the Minister for Transport if he is aware that students at the King's Inn have been excluded from the student Leap card scheme despite having been eligible in previous years and despite students in similar institutions such as the Law Society being eligible; the reasons for their exclusion; if he will ensure that students at the King's Inn are included in the scheme; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 133 of 9 October last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought information in relation to eligibility of students over the age of 25 for a student LEAP card. We recently (December last) changed the requirements for the obtaining of student Leap Cards for students older than 25 (students under 25 are automatically eligible for a Young Adult Card which has the same fare levels as the Student Card). Prior to the change the qualification requirement was that the student would be in full time education/training for at least 16 hours per week on a course with a duration of at least 6 months/25 weeks. We have now altered the requirement to 15 hours per week, which aligns with other public sector guidance on full time education and addresses the issue for many people. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Ciaran Ahern, T.D**

14/10/2025		**PQ Referred: 55413/25, for answer 14/10/2025 , Written from - Barry Heneghan**	Dail Question No: 314 To ask the Minister for Transport the reason official communications regarding Leap Card applications are being issued from UK-based email domains, raising concerns about data protection and the outsourcing of public services; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 314 of 14 October last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought information in relation to the issuing of "official communications regarding Leap Card applications are being issued from UK-based email domains". The operator engaged by the NTA to manage Child 5-8 card issuance uses a cloud-based email delivery system headquartered in the UK to deliver application emails. The service is fully compliant with the EU General Data Protection Regulation (GDPR). This email service is used to deliver emails on behalf of the Irish service provider. The use of a UK domain in email communications does not indicate that personal data is processed or stored in the UK. It is a technical routing detail and does not affect the location or legal framework under which data is handled. The service operates under both EU and UK GDPR, ensuring consistent protection regardless of domain origin. All data is transmitted using TLS (Transport Layer Security) and is encrypted at rest using AES encryption. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Barry Heneghan, T.D**

15/10/2025	240	**PQ Referred: 54637/25, for answer 14/10/2025 , Written from - Roderic O'Gorman**	Dail Question No: 240 To ask the Minister for Transport when the B spine BusConnects route will be implemented; if it will be implemented in advance of the infrastructural works on the Blanchardstown to city centre corridor being completed; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the BusConnects routes in Dublin. As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, with the aim to provide better bus services across five cities. It is the largest investment in the bus system in the history of the State and is managed by the NTA. Following on from three rounds of public consultation which concluded in 2020, new bus services in Dublin are already being delivered, with the first six phases of the Network Redesign rolled out in recent years. The next phase, Phase 7, which is due to commence in October 2025, will see the roll out of the F Spine connecting Finglas to Tallaght. Matters relating to bus service delivery and planning fall under the remit of the National Transport Authority, in co-operation with the relevant transport operator, and are subject to funding and/or resource availability. Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 240 of 14 October last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought information in relation to "when the B spine BusConnects route will be implemented" and whether "it will be implemented in advance of the infrastructural works on the Blanchardstown to city centre corridor being completed". It is currently intended that the B-Spine set of bus services will be implemented in 2027. This will be in advance of the completion of the construction of the Blanchardstown to City Centre Core Bus Corridor, which is currently the subject of judicial review proceedings. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Roderic O'Gorman, T.D.**

Data Classification: Public

15/10/2025	234	**PQ Referred: 54578/25, for answer 14/10/2025 , Written from - Jennifer Whitmore**	Dail Question No: 234 To ask the Minister for Transport if the L3 bus terminus is being relocated back to the Nurseries following the completion of the roadworks in County Wicklow; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 234 of 14 October last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought information on whether "the L3 bus terminus is being relocated back to the Nurseries following the completion of the roadworks in County Wicklow ". The intention is that upon the completion of the road scheme by Wicklow County Council, the bus terminus will relocate back to the Nurseries. However, it is not intended that the bus will layover (park for a prolonged period) at this location, as was the case previously, and that should avoid the issues that the prior bus parking arrangement had given rise to. I understand that the road scheme will not be complete for a few months, and the relocation will only occur upon the completion of the roadworks. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Jennifer Whitmore, T.D.**

16/10/2025	189	**PQ Referred: 56459/25, for answer 16/10/2025 , Written from - Pearse Doherty**	Dail Question No: 189 To ask the Minister for Transport the EU funding opportunities that will be open for application for schemes under his Department and at agencies under his aegis in the next six months and in the next 12 months; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The Department of Transport and its agencies seek to leverage appropriate EU funding opportunities, to complement exchequer funds and to help ensure that we deliver a significant investment in public transport in the years and decades to come. The Irish Ports of National Significance are our key international maritime gateways, handling approximately 90% of all tonnage. As an island nation, we recognise that we must be capable of delivering additional ports capacity and the importance of ports in connecting Ireland to the rest of the world in terms of trade and transport. The Connecting Europe Facility (CEF) is a key driving factor in supporting Irish Ports to deliver on their capital investment projects in order to facilitate this development and expansion. In July 2024 two Irish port projects were selected to receive more than €112m in funding from the CEF Funding for Transport fund- Dublin Port MP2 Project and Port of Cork Expansion Project. In addition, it was announced in July 2025 that Rosslare Europort has been selected to receive €19.2 million towards their Green Drift project. The Department continues to monitor and engage with the ports regarding their future plans and will remain proactive in exploring any funding opportunities that may become available to them. Details of such plans can be provided directly by the ports. The National Transport Authority (NTA) has statutory	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 189 of 16 October last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought information on "the EU funding opportunities that will be open for application for schemes under his Department and at agencies under his aegis in the next six months and in the next 12 months ". The NTA engages with the EU funding programmes through the Department of Transport. Where potential funding opportunities are identified, these are assessed and pursued as appropriate. Certain rail projects have received funding under the CEF funding stream and under the Recovery and Resilience Facility. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely, _____ Hugh Creegan, Deputy Chief Executive	**Pearse Doherty, T.D.**

			responsibility for the planning and development of public transport infrastructure, including in relation to rail, together with Iarnród Éireann (IÉ). The operation, maintenance and renewal of the rail network is a matter for IÉ in the first instance. Noting the NTA and IÉ's responsibility in this matter, as well as TII's responsibility in relation to wider transport infrastructure projects, I have referred the Deputy's question to the NTA, to TII and to IÉ for a more direct reply. Please contact my private office if you do not receive a reply within 10 days.		

15/10/2025	97	**PQ Referred: 56017/25, for answer 15/10/2025 , Written from - Eoin Hayes**	Dail Question No: 97 To ask the Minister for Transport the reasons or justification for the collection of birth certificates or passports of minors and their guardians as part of the application process for the Child (5-8) TFI Leap card; 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 operation of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 97 of 15 October last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. The requirement to collect birth certificates or passports for minors and their guardians as part of the Child (5–8) TFI Leap Card application process is necessary to ensure the integrity and fairness of the scheme. The primary purpose of this documentation is to verify the child's age, as eligibility for the discounted or free travel is strictly age-based. Without reliable verification, there is a significant risk of misuse, which could undermine the financial sustainability of the program and lead to inequitable access. Public transport operators cannot reasonably be expected to determine a child's age visually, as this would create inconsistency, disputes, and potential conflict at the point of travel. By requiring official documentation during the application process, the NTA ensures that only those who meet the age criteria benefit from the scheme, thereby protecting public funds and maintaining fairness for all users. Additionally, the guardian's identification is collected to confirm legal responsibility and to safeguard against fraudulent applications. All personal data is handled securely, used solely for verification purposes, and retained only for the minimum period required. I trust that the above information is of assistance. Yours sincerely,	**Eoin Hayes, T.D**

Data Classification: Public

21/10/2025	250	**PQ Referred: 56701/25, for answer 21/10/2025 , Written from - Eoghan Kenny**	Dail Question No: 250 To ask the Minister for Transport the amount that has been spent by his Department to conduct tendering processes for public infrastructure projects in 2020, 2021, 2022, 2023 and 2024; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer My Department does not conduct the tendering process for public infrastructure projects. Rather, this is a matter for the relevant state body/agency under the aegis of my Department. I have referred the Deputy's question to the state bodies concerned. Please notify my office if you have not received a response within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 250 of 21 October last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. In your query, you sought details of the amounts expended "to conduct tendering processes for public infrastructure projects in 2020, 2021, 2022, 2023 and 2024". The NTA is not in a position at present to provide the detailed information sought in this request. The NTA's capital portfolio currently comprises approximately 1,200 live projects and programmes. Within our cost management system, tendering costs are not recorded as a separate cost item and, accordingly, analysing and abstracting this information across such a large portfolio would require an extensive and disproportionate effort. This would adversely impact our day-to-day operations, and, consequentially, we are unable to provide this information at the present time. I trust that the above information is of assistance. Yours sincerely, _____ Hugh Creegan, Deputy Chief Executive	**Eoghan Kenny, T.D**

04/11/2025	340	**PQ Referred: 58965/25, for answer 04/11/2025 , Written from - Réada Cronin**	Dail Question No: 340 To ask the Minister for Transport if he will consider the expansion of the 125 and 126 services due to the growing population in North Kildare; 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 Go Ahead. In light of the above, I have forwarded the Deputy's question to the NTA and Go Ahead for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 340 of 04 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Go-Ahead Ireland began operating bus services on the Kildare Commuter corridor on behalf of the NTA in November 2019. Since then, the NTA, working with Go-Ahead, have expanded service levels and coverage significantly to meet the needs of a growing population and evolving travel patterns along the corridor. As part of our ongoing service monitoring and review process, the NTA has carried out a review of the Kildare Commuter bus services. We are now planning a number of small revisions to the network to increase capacity and improve punctuality and reliability and provide a better service for all users. Further details about these changes can be found at following link: https://consult.nationaltransport.ie/en/content/kildare-commuter-bus-service-revisions. Observations on the new network can be made on or before Saturday, January 10, 2026. It is intended that those changes, subject to consultation, will be introduced towards the end of 2026. In the interim, we are in the process of reviewing fleet and driver availability to address the current capacity issues. I trust that the above information is of assistance. Yours sincerely,	**Reada Cronin, T.D**

04/11/2025	341	**PQ Referred: 58966/25, for answer 04/11/2025 , Written from - Réada Cronin**	Dail Question No: 341 To ask the Minister for Transport if a new proposed station (details supplied) will replace the existing station as part of the Dart+ extension; the engagement his Department has had with local stakeholders on this new station; and if he will make a statement on the matter. Details Supplied: Sallins West. Sallins Village. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme and the development of new rail stations. The DART+ South West project will involve the extension of DART services from the City Centre to Hazelhatch, including four-tracking from Park West to Heuston, and will increase train capacity from 12 to 23 trains per hour per direction. A Railway Order for DART+ South West was approved by An Coimisiún Pleanála in November 2024. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 341 of 04 November last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. The National Transport Authority Greater Dublin Area Transport Strategy 2022-2042 sets out a number of interventions relating to rail in the Sallins area. These include “Measure Rail 3 – DART Extension” which states that “[t]he NTA and Irish Rail, will over the lifetime of the strategy, extend the DART to deliver electrified rail services to the following towns: Sallins / Naas, Kilcock, and Wicklow” and “Measure Rail 6 - New Rail Stations” which provides for the development of a new station west of Sallins. As stated in Section 12.4.12 of the transport strategy, the provision of a new rail station west of Sallins is related to the provision of a strategic Park & Ride site. In this regard it is currently intended that the new station west of Sallins would be an additional station, complementing the existing Sallins and Naas train station. Both stations would combine to provide services to a wide catchment of users along the N7 corridor via the strategic Park & Ride site in addition to the local catchment around Sallins and Naas, and the existing station would remain operational into the future. I trust that the above information is of assistance. Yours sincerely,	**Reada Cronin, T.D**

04/11/2025	257	**PQ Referred: 57841/25, for answer 04/11/2025 , Written from - Ruth Coppinger**	Dail Question No: 257 To ask the Minister for Transport to consider increasing the number of buses being offered in the morning for the 70 and 270 bus routes; 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 Dublin Bus and Go Ahead. In light of the above, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 257 of 04 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions this year which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA utilises a number of measures to assess the efficacy of both the existing and planned public transport network to meet the transport needs of the area. Reviews may take into account the following: 1. Direct feedback from the relevant Transport Operators through regular operational review meetings; 2. demand, boardings and patronage on existing services (derived from ticketing systems data); 3. customer feedback (derived from analysis of CRM); 4. 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); 5. Recent housing completions, commencements, and approvals; and 6. Local area plans The review of such information is used to identify gaps in the existing network in terms of both spatial and temporal coverage, but also to analyse how areas have changed, where new demand may be being generated and where levels of demand have increased or are likely to increase in the near future. Further, the NTA has recently undertaken capacity surveys on a series of routes in Dublin, which will further inform any decision on the allocation of additional resources in that area. In certain circumstances on Go Ahead Ireland routes where timetabled services experience excessive surge capacity loadings, augmented capacity in the form of outsourced auxiliary contracted buses may be deployed where immediate and sustained capacity demand is required. This solution is generally a temporary measure until/unless the demand eases or if there is a permanent intervention identified through the review process outlined above. Similarly, Dublin Bus may on occasion respond to short term excess loadings through the use of “floating” universals/auxiliaries, as an interim measure in advance of undertaking a more detailed capacity review. In all cases, any new service implementations are subject to the availability of fleet, drivers and PSO (Public Service Obligation) funding and may require prioritisation based on greatest need. In relation to route 70 operated by Dublin Bus and route 270 operated by Go-Ahead, our analysis work has indicated that other routes have more acute needs for immediate capacity enhancements and, accordingly, we have no plans to add extra services to these two routes at the present time. However, we will continue to monitor the position on routes 70 and 270. I trust that the above information is of assistance. Yours sincerely,	**Ruth Coppinger, T.D.**

04/11/2025	361	**PQ Referred: 59060/25, for answer 04/11/2025 , Written from - Pa Daly**	Dail Question No: 361 To ask the Minister for Transport the number of small public service vehicles currently licensed which are due to reach the ten-year maximum permissible age limit in each of the next three years; and if he will indicate the number of active drivers this will affect; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including the collection and publication of statistics regarding the SPSV sector, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector. Accordingly, I have referred your question to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 361 of 4 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. By way of background, please be advised of the maximum permissible age rules for each SPSV licence category. For your information, it is worth noting that between 2020 and 2025 there were some temporary, emergency regulatory changes, following public consultation, that allowed for extensions to these. Taxi (standard) - 10 years Hackney (standard) - 10 years Wheelchair Accessible Vehicles (taxi and hackney) - 15 years Local area hackney – 10 years Limousine – no age restrictions The below table shows the year that standard taxis and hackneys, who fall under the 10 year age rule, will meet their ten year final operation date in the timeline you requested. Please note, the vehicles listed below have not benefitted from any extensions. **Year** | **Hackney** | **Taxi** | **Total** 2026 | 70 | 751 | 821 2027 | 94 | 1,109 | 1,203 2028 | 77 | 1,010 | 1,087 I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

04/11/2025	305	**PQ Referred: 58466/25, for answer 04/11/2025 , Written from - Aidan Farrelly**	Dail Question No: 305 To ask the Minister for Transport if his Department and bodies under his aegis have made tax settlements with the Revenue Commissioners in the past five years to date; and if so, the amount in each case. Identical Question(s): to all Depts. Answer I wish to advise the Deputy that no tax settlements have been made by the Department with the Revenue Commissioners in the past five years to date. As this question also relates to agencies under the remit of the Department of Transport, I have referred the Deputy's question to these agencies to reply to him directly. If the Deputy does not receive a response within ten working days, please contact my Private Office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 305 of 04 November last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. I can confirm that NTA has not made any settlements with Revenue in the past 5 years. I trust that the above information is of assistance. Yours sincerely,	**Aidan Farrelly, T.D**

12/11/2025	363	**PQ Referred: 62233/25, for answer 12/11/2025 , Written from - Réada Cronin**	Dail Question No: 363 To ask the Minister for Transport if he has engaged with Dublin Bus on the number of 'ghost busses' appearing on their real-time service in 2025; whether a record of complaints by customers are kept by Dublin Bus regarding same; 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, Dublin Bus. 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 The query raised by the Deputy is an operational matter for Dublin Bus in conjunction with the NTA. I have, therefore, referred the Deputy's question to Dublin Bus and the NTA for direct reply. Please advise my private office if you do not receive a reply within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 363 of 12 November last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Bus cancellations do occur for a variety of reasons, 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, roadworks or bus breakdown. A common reason for bus cancellations in recent times has been related to traffic congestion / traffic delays. Buses that are meant to reach the end of an outbound trip in sufficient time to make the return journey, frequently get held up in heavier than usual traffic congestion such that they are not in position to undertake the scheduled return journey. That journey then has to be cancelled, impacting passengers. Unfortunately, this is a frequent occurrence as traffic congestion increases. Where staff availability issues have been a persistent reason for cancellations, the NTA work with the operators to develop mitigation plans aimed at resolving this staff shortfall. This has included expanding the recruitment of key staff to overseas markets, or introducing new rostering arrangements aimed at encouraging others into the sector. I confirm that where a bus service doesn't operate due to circumstances within the operator's control, a deduction is made from the amount due to the operator, equivalent to the cost of operating the cancelled services. The operator contracts also provide for deductions to be made when punctuality and reliability targets are not met. The NTA regularly meets with each transport operator, including Dublin Bus, to review performance of the routes under contract with the NTA and agree necessary interventions aimed at improving performance, which are implemented subject to operational readiness and the availability of resources, including buses, drivers and funding. With regards to ghost buses, when a service is cancelled, the operator is required to cancel the service on the system that monitors bus locations and which feeds the real time information system. While that generally does happen, there have been some occurrences where the relevant operator personnel did not input the cancellation in a timely manner. That meant that the information was not available on the TFI Live app or on the on-street real time information signs. The NTA continues to monitor this item and continues to stress to Operators the need for timely inputs of cancellations where they occur. I trust that the above information is of assistance. Yours sincerely,	**Reada Cronin, T.D**

12/11/2025	338	**PQ Referred: 61798/25, for answer 12/11/2025 , Written from - Barry Heneghan**	Dail Question No: 338 To ask the Minister for Transport the current plans to expand or strengthen bus priority measures along corridors (details supplied), including the introduction of additional bus lanes or enhanced enforcement of existing bus lane restrictions, to improve journey time reliability for passengers; and if he will make a statement on the matter. Details Supplied: the H3 and 6 corridors Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure. As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, with the aim to provide better bus services across five cities. It is the largest investment in the bus system in the history of the State and is managed by the NTA. In Dublin, the major infrastructure element of BusConnects comprises Core Bus Corridor schemes. An Coimisiún Pleanála has approved all 12 Core Bus Corridor schemes. However, legal proceedings are ongoing in relation to seven: Clongriffin, Belfield/Blackrock, Blanchardstown, Kimmage, Swords, Templeogue/Rathfarnham and Bray schemes. Collectively, these schemes will see the construction of approximately 230km of designated bus lanes once complete. The success of these schemes is essential in expanding and strengthening bus priority infrastructure across Dublin. The matter of enforcement as it relates to bus lanes and Core Bus Corridors is one under consideration by the NTA and officials in my Department. Noting the NTA's responsibility in these matters, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Dail Question No: 338 of 12 November last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. While there are no further bus priority projects proposed along this alignment, the NTA, through Dublin City Council, recently invested in the completion Clontarf to City Centre Cycle scheme which provides high-quality bus priority along this alignment. Please note that the Department of Transport is currently finalising a national strategy for the future rollout and expanded use of safety cameras for traffic enforcement purposes. It is understood that this strategy will address the need for camera provision at junctions and bus lanes and in other locations to detect safety related offences. Under the proposed strategy, it is likely that another entity, in addition to An Garda Siochána, will be empowered to operate safety related cameras in these locations. It is anticipated that the Department of Transport will make a determination on that overall national strategy shortly. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

12/11/2025	321	**PQ Referred: 61535/25, for answer 12/11/2025 , Written from - John Paul O'Shea**	Dail Question No: 321 To ask the Minister for Transport the measures in place to support an independent community and voluntary transport provider (details supplied); if he will consider the continuation of funding support to assist with essential operating costs such as fuel, to ensure the continuation of these services; and if he will make a statement on the matter. Details Supplied: Carriganima Cart Association, Co Cork. Until recently, their fuel costs were covered by Local Link. who deliver vital rural transport services for people without access to private vehicles Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 321 of 12 November, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions this year which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The Transport For Ireland (TFI) Local Link Manager in Cork has liaised with the Chair of the Carriganima Community Group regarding the service they presently provide. While Carriganima Community Group previously operated a Rural Transport service into Macroom on a Tuesday, they no longer operate such a service. This was the service that was supported by TFI previously. The current services undertaken are not open public transport services, they are closed / private hire services and therefore cannot be supported by Local Link PSO funding. I trust that the above information is of assistance. Yours sincerely,	**John Paul O'Shea, T.D**

13/11/2025	200	**PQ Referred: 62540/25, for answer 13/11/2025 , Written from - John Brady**	Dail Question No: 200 To ask the Minister for Transport to provide details of park and ride facilities that are being developed in County Wicklow; the locations; at what stage the plans are at regarding planning/construction; a timeframe for delivery; the total cost; 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. 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). The Programme for Government commits to working with local authorities and relevant agencies to develop affordable Park and Ride facilities on the outskirts of major towns and cities. The NTA established the PRDO in February 2020. The function of the PRDO is to enable and advance the delivery of strategic Park Ride sites in collaboration with Local Authorities and transport agencies across all regions of the State by providing full time specialist resources on these projects. The PRDO published a Park Ride Strategy for the Greater Dublin Area as part of the NTA Transport Strategy for the Greater Dublin Area 2022-2027. The Strategy sets out the vision and objectives for Park Ride and identified the zones for strategic Park Ride sites in the region. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 200 of 13 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions this year which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The National Transport Authority (NTA) established the Park and Ride Development Office (PRDO) in February 2020. The primary objective of the PRDO is to enable the NTA to deliver Strategic Park and Ride facilities in collaboration with all Local Authorities and transport agencies across the State, by providing full time specialist resources for such projects. A Strategic Park and Ride facility is typically located where national roads or major transport corridors intersect with high-quality public transport services, enabling people to change from car to public transport. This approach is designed to attract commuters through journey time certainty and time savings, thus encouraging modal shift with corresponding reduction in congestion and carbon emissions. The Greater Dublin Area (GDA) Transport Strategy 2022-2042 sets out a comprehensive plan to reduce car dependency and improve sustainable travel options across the region. Following detailed demand analysis, the PRDO worked closely with the NTA's Planning Team and Local Authorities to shape the Park and Ride Strategy for the Greater Dublin Area, which forms part of the GDA Transport Strategy 2022-2042 and identifies the best locations to intercept car trips before they reach congested urban areas, and thus for successful Park and Ride. It proposed 13 new Strategic Park and Ride facilities along five corridors, of which 3 facilities were proposed to be provided along the N11/M11 corridor in County Wicklow. Delivery of all 3 of these facilities is currently expected to cost in the region of €27m; their current status is as follows: Fassaroe Strategic P&R facility • Located west of N11 Junction 6 in the townland of Fassaroe outside Bray, County Wicklow • Intended to be serviced by bus/coach services • 388 parking spaces, including 26 spaces for mobility impaired users and facilities to support active travel • Construction well advanced • Programmed to become operational during 2026 Kilpedder Strategic P & R facility • Located east of N11 Junction 11 in Kilpedder, County Wicklow • Intended to be serviced by bus/coach services • 380 parking spaces, including c.19 spaces for mobility impaired users and facilities to support active travel • Currently at preliminary design stage • It is expected that a planning application will be able to be submitted to An Coimisiún Pleanála during 2026 • Subject to receipt of planning approval, and availability of funding, construction could commence during 2027 Ashford Strategic P & R facility • Located west of M11 Junction 16 between Ashford and Rathnew, County Wicklow	**John Brady, T.D.**

				• Intended to be serviced by coach services • 210 parking spaces, including c.10 spaces for mobility impaired users and facilities to support active travel • Planning consent obtained • Currently at detailed design stage • Sufficient funding unlikely to be available to commence construction during 2026, but procurement of construction works contract will be progressed during 2026 to enable works to commence in 2027 if funding is available I trust that the above is of assistance. Yours sincerely,	

14/11/2025	206	**PQ Referred: 62546/25, for answer 13/11/2025 , Written from - John Brady**	Dail Question No: 206 To ask the Minister for Transport the plans to extend the LUAS to Bray; the planning completed on the project to date; the cost of the project to date; for a timeframe for delivery; 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. 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. As the Deputy may be aware, the Transport Strategy for the GDA 2022-2042 was published by the NTA in January 2023. The strategy sets out a statutory framework for transport investment across the region over a twenty-year period and provides a clear statement of transport planning policy for the GDA. Implementation of the strategy has been divided into three phases – short-term up to 2030, medium-term from 2031 to 2036, and longer-term from 2037 to 2042. An extension of the Luas Green line to Bray is part of the strategy's medium-term proposals for development and delivery within 2031-2036 and is part of a number of proposed expansions to the Luas network over the lifetime of the strategy. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 206 of 13 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The Greater Dublin Area (GDA) Transport Strategy, 2022-2042 sets out the objective for an extension of the Luas Green Line to Bray. Measure LRT5 of the Transport Strategy states: "It is intended to extend the Luas Green Line southwards in order to serve the Bray and Environs area." The GDA Transport Strategy phases the delivery of projects between short, medium and long term projects. The delivery of the Luas Green line extension to Bray is proposed in the medium term between 2031-2036. 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. 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 TII will begin this capacity enhancement study in 2026. Subsequent to this enabling study being completed, an options assessment process can then begin to determine the most suitable alignment and stop locations. 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. There is currently no funding allocated to the Green Line extension to Bray in the current year 2026. I trust that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

Data Classification: Public

14/11/2025	201	**PQ Referred: 62541/25, for answer 13/11/2025 , Written from - John Brady**	Dail Question No: 201 To ask the Minister for Transport to provide an update on plans to extend the DART to Wicklow Town; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. 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 have started arriving in Ireland and are currently undergoing certification and safety testing. The new battery-electric DART carriages will first be deployed from Dublin to Drogheda from 2027. As more carriages arrive, it is intended to also deploy them to extend DART services to and from Wicklow. The NTA is currently examining this issue with a view to progressing the extension around 2029. The recently concluded Review of the National Development Plan has confirmed the Department of Transport's annual capital allocations from 2026 to 2030. The Department is currently reviewing key programmes and projects in the transport sector in the context of that capital funding envelope, including elements of the DART+ Programme, and a decision on a programme of delivery within the available funding will be made in the coming months. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 201 of 13 November last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. The Minister has provided a thorough response. NTA would like to add that funds have been allocated for this year to Irish Rail to continue the work on the project. The focus is now on developing design proposals for the railway section between Greystones and Wicklow, and it is currently anticipated that a planning application will be made to Wicklow County Council in 2026 for the necessary planning consent to develop the project subject of funding availability. I trust that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

17/11/2025		**PQ Referred: 62627/25, for answer 13/11/2025 , Written from - William Aird**	Dail Question No: 214 To ask the Minister for Transport the measures being taken under the Connecting Ireland Rural Mobility Plan to expand and improve public transport options in rural and regional areas; if he will provide details of the funding allocated in 2025; the number of new routes planned; the measures in place to ensure reliability and affordability of Local Link services; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. 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. Connecting Ireland is a major 5-year public transport initiative developed by the NTA to increase connectivity outside our major cities and towns, which commenced in mid-2022. Over 180 new and enhanced services have commenced since then connecting 240 towns and villages to the public transport network. These services have provided connections to 61 healthcare facilities, 41 higher education facilities and 71 rail services. Funding of €51 million was provided for Rural Regular Services in 2025 and a further €15 million was provided for new services which includes Connecting Ireland, new town services, and Bus Connects. More than 30 new and enhanced services have been implemented to date in 2025. The NTA has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No.214 of 13 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions this year which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. NTA regularly publishes updates on the Connecting Ireland Rural Mobility Plan at the following location https://www.nationaltransport.ie/connecting-ireland/. Please note that we plan to publish an updated Connecting Ireland plan map over the next two months. This map takes into account discussions with the Transport Coordination Units, stakeholders, operators, members of the public and public representatives. This will outline rural services implemented to date and future planned services to be implemented in the programme. NTA currently estimates that there are a further c.86 route enhancements/ new services to be implemented under the plan, subject to availability of funding and resources. NTA regularly liaises with Transport Coordination Units on ensuring that the services operate punctually and effectively at every stage of the operation of the route. In the event that a route is not operating effectively, we look to amend or restructure the service. I trust that the above information is of assistance. Yours sincerely,	**William Aird, T.D**

17/11/2025	207	**PQ Referred: 62547/25, for answer 13/11/2025 , Written from - John Brady**	Dail Question No: 207 To ask the Minister for Transport for an update on the planned new Local Link service between Bray and Glendalough in County Wicklow, including when the service is due to commence; to provide details of the schedule; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 207 of 13 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Route 199 is proposed to connect Glendalough to Bray via the settlements of Laragh, Roundwood, and Kilmacanogue, providing 5 return services 7 days a week. The Department of Transport and the National Transport Authority (NTA) are currently engaging in relation to funding of the PSO (Public Service Obligation) programme generally. The commencement date is subject to confirmation of funding so a precise date cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

18/11/2025		**PQ Referred: 62852/25, for answer 18/11/2025 , Written from - Emer Currie**	Dail Question No: 253 To ask the Minister for Transport the timeline on when Iarnród Éireann's deployment of a traffic management system within the new national train control centre will be completed and commissioned; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the National Train Control Centre or NTCC. As the Deputy may be aware, the NTCC project is designed to deliver a modern, safe and efficient national train control system that can effectively meet the needs of a growing railway over the coming decades. The NTCC building was completed in November 2022, but bringing it into operation has been delayed due to complexities associated with the roll-out of the Traffic Management System or TMS, which is the software system that integrates a range of railway systems such as signalling and communications. As a result, I recently met with the NTA and the contractor, Indra Sistemas, who are responsible for the TMS project. At the meeting, I noted my dissatisfaction at the rate of progress with the TMS and emphasised the importance of project delivery. More broadly, I will continue have the NTA keep the NTCC project under close review, with a view to it bringing its benefits to railways users as soon as feasible. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No.253 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The National Train Control Centre (NTCC) is a key national transport infrastructure project aimed at replacing Iarnród Éireann's ageing and increasingly difficult-to-maintain train control system. It will deliver a modern, safety critical Traffic Management System (TMS), which will act as the "brain of the railway," integrating signalling, communications, and operational systems from one centralised facility. The TMS will enable real-time optimisation of train movements, improve incident management and enhance the accuracy of passenger information by providing a single, authoritative data source. The overall NTCC facility incorporates a number of co-located control centres – the train control centre, An Garda Síochána Dublin Metropolitan Region (DMR) Control Centre and a regional traffic control centre to be operated by Dublin City Council. Located at Heuston Station, the building construction works for the NTCC are fully complete and An Garda Síochána's Dublin Metropolitan Regional Control Centre is fully operational, accommodating in the region of 100 garda personnel. Dublin City Council is currently in the process of equipping the Regional Traffic Control Centre to manage road traffic, which is expected to become operational later this year. On the rail side, some aspects of existing train operations and control have already transitioned to the NTCC. The existing signalling control system for the Clonsilla area (on the Sligo Line) was migrated into the NTCC by Iarnród Éireann in September 2025, followed in December 2025 by the Electrical Control Operators (ECO) for the DART overhead power lines. It is further planned to migrate the existing control system for the Waterford and Tralee lines into the NTCC in early 2026. The location of An Garda Síochána, Iarnród Éireann and Dublin City Council control centres in the same building will allow a more streamlined and coordinated response during emergencies and special events, in addition to fostering stronger collaboration on an on-going basis. The NTCC will, therefore, serve as a hub for integrated national and regional transport management, bringing together rail, road, and emergency response operations under one roof. While all major infrastructure works are completed, including associated upgrades of existing signalling and communication systems across the Iarnród Éireann rail network, the final critical component — delivery of the railway's new Traffic Management System — remains in progress and is essential to achieving the full operational and customer benefits of the programme. The delivery of the new Traffic Management System will take longer than originally anticipated. Part of the reason is a longer software development and software testing period than initially envisaged. But a further part of the reason for the longer delivery period is a significant risk reduction measure which is now being implemented on the project. Rather than implement this full national system in one singular installation, it is now intended to introduce the new system in a number of discrete installation phases. So instead of transitioning the full railway network to the new system in one massive switch-over on a single day, the transition will occur on a more gradual basis, allowing a more manageable change-over. This incremental deployment approach significantly reduces the transition and safety risks on the project and is, therefore, a safer approach. But that phased delivery does mean that it will take longer to deliver the overall system. However, given the safety critical nature of the train control system, it is	**Emer Currie T.D**

				accepted by the NTA that this slower approach is the better, and more prudent, option. Accordingly, the new system is now being delivered and commissioned on an incremental basis, allowing modules/sections to become operational on a phased basis starting later this year. That incremental delivery approach will see additional modules/sections being added on a phased basis over the subsequent two years, with a targeted completion in 2028, all managed to ensure the safe continued operation of the network and in sufficient time to accommodate service uplifts. Overall while the project will take longer to be fully complete, the NTA is satisfied that the revised phased delivery approach significantly reduces the transition and safety risks on the project and is, therefore, a safer and more prudent approach. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	

Data Classification: Public

18/11/2025	263	**PQ Referred: 62979/25, for answer 18/11/2025 , Written from - Pa Daly**	Dail Question No: 263 To ask the Minister for Transport to provide an account of the time it took to issue the Leap Card for five to eight-year-olds from inception to delivery; the breakdown of the associated cost, in tabular form; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No.263 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA project to enable Leap Card for five to eight-year-olds took approximately 6 months. The cost information requested relates to the production and delivery of Leap cards for five to eight-year-olds. At present, the card personalisation service is subject to an ongoing procurement process. As such, the financial details associated with printing and issuing these cards are considered commercially sensitive. Releasing these figures at this stage could: Undermine the integrity of the procurement process by disclosing cost expectations to potential bidders. Impact value for money for the State by influencing competitive pricing. Create an uneven playing field among suppliers, which would be contrary to public procurement rules and best practice. For these reasons, it would not be appropriate to provide a breakdown of capital and current costs at this time. Once the procurement process is complete and contracts are in place, relevant cost information may be shared in line with transparency requirements. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

Data Classification: Public

18/11/2025	281	**PQ Referred: 63240/25, for answer 18/11/2025 , Written from - Pádraig O'Sullivan**	Dail Question No: 281 To ask the Minister for Transport for an update on the rapid deployment pedestrian scheme 2024-Northwest LEA in Cork; the estimated timeline for completion; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 281 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. In that context, please accept our apologies for the delay in responding to this correspondence. This project comprises of three locations which were selected in consultation with local councillors: Monacnappa, Blarney: Junction upgrade, new uncontrolled crossing, 100m footpath, public lighting. The Fairfield, Upper Fairhill: New perimeter lighting to strengthen local walking connections. John F Connolly Road, Churchfield: Removal of 395 concrete bollards (~1,000 tonnes), 1.5km of new/upgraded footpaths, 60m retaining wall, public lighting. Procurement was completed in 2024, with works substantially complete across all sites. Minor snagging and ESB connections remain outstanding. Final completion is expected by February 2026. I trust the above information is of assistance. Yours sincerely,	**Padraig O'Sullivan, T.D.**

18/11/2025	279	**PQ Referred: 63186/25, for answer 18/11/2025 , Written from - Ciarán Ahern**	Dail Question No: 279 To ask the Minister for Transport his engagements with the NTA concerning the awarding of a new contract to a public transport service operator (details supplied) for service provision in the outer Dublin metropolitan area; and if he will make a statement on the matter. Details Supplied: GoAhead Ireland 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, GoAhead. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 279 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA is responsible for the procurement of PSO (subsidised) public transport services in Ireland, including the competitive tendering and award of contracts for the provision of certain bus services. The NTA specifies the service to be provided, including routes, timetables and fares. The NTA held a tender competition for a contract to operate bus services in the outer Dublin metropolitan area in 2024. Following evaluation of tenders received, a recommendation to award the contract to Go-Ahead Ireland was made to the September 2024 NTA Board. The Board approved the award, and services commenced under the new contract in November 2025. NTA confirms that it has had no specific engagement with the Minister as regards the awarding of a new contract to Go-Ahead Ireland, other than in preparation for the public announcement of the contract signing in November 2025, and any routine engagement in the ordinary course of providing updates on matters of the NTA to the Minister and his Department. I trust that the above information is of assistance. Yours Sincerely,	**Ciaran Ahern, T.D**

18/11/2025	304	**PQ Referred: 63676/25, for answer 18/11/2025 , Written from - Pearse Doherty**	Dail Question No: 304 To ask the Minister for Transport if he will review an ongoing issue for a student Leap card applicant (details supplied); and if he will make a statement on the matter. Details Supplied: [Details removed] Student at Ulster University Derry being denied a student leapcard. 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 304 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The application concerned was rejected due to process failure in the verification team. I would like to sincerely apologise for the error that occurred during the manual verification process of this Student Leap Card application. We regret any inconvenience it may have caused. Please note that the issue was corrected, and the card was subsequently issued on 26 November. Yours sincerely,	**Pearse Doherty, T.D.**

18/11/2025	315	**PQ Referred: 63802/25, for answer 18/11/2025 , Written from - Ruth Coppinger**	Dail Question No: 315 To ask the Minister for Transport to consider an initiative to improve elevator access at train stations given the issues that have arisen (details supplied); and if he will make a statement on the matter. Details Supplied: It has been noted repeatedly that elevators in trains stations are regularly out of order in particular Drumcondra station Answer 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, in consultation with Iarnród Éireann, the Big Lift Improvement programme. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 315 of 18 of November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in replying to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought information on efforts “to improve elevator access at train stations”. Since 2020, the NTA has provided funding of €22 million to Irish Rail for the renewal and upgrade of lifts and escalators at 66 railway stations nationwide. In addition, a “Lift Call” system, which uses CCTV to enable lift access as a means to reduce vandalism, has been installed at 147 lifts to date, including 11 escalators. These initiatives are increasing lift/escalator availability at the relevant stations and further enhancements will continue at other stations. It is worth noting that vandalism is the primary cause of lifts/escalators being taken out of use. I trust that the above information is of assistance. Yours sincerely,	**Ruth Coppinger, T.D.**

18/11/2025	328	**PQ Referred: 63865/25, for answer 18/11/2025 , Written from - Ken O'Flynn**	Dail Question No: 328 To ask the Minister for Transport the expected public transport capacity gain for Cork arising from all projects scheduled for 2026; and how this will support projected housing growth. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in Cork, including the proposed Cork Light Rail (or Luas Cork) project, BusConnects Cork and the Cork Area Commuter Rail programme. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 328 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The Department of Transport and the National Transport Authority (NTA) are currently engaging in relation to funding of the PSO (Public Service Obligation) programme generally. The commencement date is subject to confirmation of funding so a precise date cannot be provided at this time. Separately the NTA is continuously reviewing the existing network in Cork in terms of capacity, reliability and punctuality and will implement measures to address on a prioritised basis, where demand dictates and resource allow, including the availability of funding. I trust that the above information is of assistance. Yours sincerely,	**Ken O'Flynn, T.D**

18/11/2025	327	**PQ Referred: 63864/25, for answer 18/11/2025 , Written from - Ken O'Flynn**	Dail Question No: 327 To ask the Minister for Transport to provide all planned transport upgrades for the Blarney, Glanmire and Ballyvolane growth corridors to 2030, including timelines for each scheme. Answer As 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 and the Cork Area Commuter Rail Programme. In October, the Government approved the Preliminary Business Case for BusConnects Cork which will allow the programme to move ahead and the Sustainable Transport Corridors within it to enter the planning process. The Cork Area Commuter Rail Programme is being delivered on a phased basis. Phase 1 of the Programme consists of a signalling upgrade, construction of a through-platform at Kent Station, which opened in April, 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 next year. 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, includingBlarney/Stoneview, as well as the upgrade of existing stations including Mallow. The first public consultation on Phase 2 of the Programme concluded in July. Phase 2 will be progressed following the completion of Phase 1, subject to funding and relevant approvals. Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply.Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 327 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The bus network in Cork, including the areas itemised in the correspondence, will be significantly improved through the BusConnects Programme. This includes an investment in new and enhanced services and the rollout of Sustainable Transport Corridors that will introduce more bus priority across the city. More information on BusConnects Cork is available at: https://busconnects.ie/cities/cork/ The Cork Area Commuter Rail project envisages an up to 10-minute service frequency between Cork, Mallow, Cobh and Midleton throughout the day provided by a new electric rail fleet. The first of two non-statutory public consultations on the Emerging Preferred Option for the Cork Area Commuter Rail project took place from 18th June to 23rd July, last year. This Emerging Preferred Option makes provision for 8 new stations on the commuter rail network. Further studies and assessments will be presented during a second Non-Statutory Public Consultation planned for later this year. Following the second Non-Statutory Public Consultation a Railway Order Application will be submitted to An Coimisiún Pleanála which will lead to a statutory consultation period. I trust that the above information is of assistance. Yours sincerely,	**Ken O'Flynn, T.D**

Data Classification: Public

18/11/2025	165	**PQ Referred: 62689/25, for answer 18/11/2025 , Oral from - William Aird**	Dail Question No: 165 To ask the Minister for Transport the plans in place to expand public transport options including bus and rail services and Local Link services in rural areas such as County Laois to reduce car dependency and improve social inclusion; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 165 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The Connecting Ireland Rural mobility plan is a 5-phase programme of investment in new and improved public transport services for rural areas, including in County Laois. The programme is now in its final phase and to date under the programme upwards of 600,000 people now have access to useful daily public transport services for the first time, 180 new and improved rural regular public transport services have been provided resulting in a 5 fold increase in passenger numbers on rural public transport services. The final phase of the programme is expected to continue in 2026 and it is anticipated that the Connecting Ireland Rural mobility plan will be substantially complete in 2027, subject to funding availability. Details on the Connecting Ireland Rural mobility plan including an existing and planned network map are available here: Connecting Ireland - National Transport I trust that the above information is of assistance. Yours sincerely,	**William Aird, T.D**

18/11/2025	120	**PQ Referred: 63457/25, for answer 18/11/2025 , Oral from - Mark Ward**	Dail Question No: 120 To ask the Minister for Transport his views on the number of cancellations by a bus company (details supplied) and Dublin Bus buses in the Dublin mid-west constituency; the efforts his Department is taking to address this level of cancelation; and if he will make a statement on the matter. Details Supplied: GoAhead. 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 Go Ahead and Dublin Bus. Under existing contractual arrangements, financial penalties are applied by NTA where performance falls below agreed standards, 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.They continue to engage with Go-Ahead to enhance service reliability and ensure continuous improvement. In light of their responsibility in this area, I have forwarded the Deputy's question to theNTA, Go Ahead and Dublin Bus for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 120 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Bus cancellations do occur for a variety of reasons, 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. The most frequent reason for bus cancellations in recent times has been related to traffic congestion / traffic delays. Buses that are meant to reach the end of an outbound trip in sufficient time to make the return journey, frequently get held up in heavier than usual traffic congestion such that they are not in position to undertake the scheduled return journey. That journey then has to be cancelled, impacting passengers. Unfortunately, this is a frequent occurrence as traffic congestion increases. Dublin Bus have also been recently experiencing a high number of cancellations due to driver availability issues. Dublin Bus are currently undertaking a recruitment campaign in South Africa, with a view to engaging about one hundred drivers. This is a very welcome initiative which will assist in addressing the current driver shortages and will ultimately improve performance to the benefit of the travelling public. Performance on services operated by GoAhead Ireland has also declined recently due to a combination of factors, including mechanical issues caused by delays in parts delivery, a shortage of mechanics, and coolant-related problems, as well as increased traffic congestion. To address these challenges, GAI has recruited 10 new mechanics who are due to start imminently. The NTA will continue to work with transport operators to identify any adjustments that may be required to the route timetable to address the impacts of such traffic congestion on route reliability. Any such changes will be introduced subject to the availability of resources, including buses and drivers, as well as funding. I confirm that where a bus service doesn’t operate due to circumstances within the Operator’s control, a deduction is made from the amount due to the Operator, equivalent to the cost of operating the cancelled services. The Operator contracts also provide for deductions to be made when punctuality and reliability targets are not met. I trust that the above information is of assistance. Yours sincerely,	**Mark Ward, T.D.**

18/11/2025	135	**PQ Referred: 63420/25, for answer 18/11/2025 , Oral from - Peter Roche**	Dail Question No: 135 To ask the Minister for Transport if consideration is being given to specific measures to support commuters travelling to city and town centres, particularly students travelling from east Galway into university in Galway city, whose bus and/or train services are at capacity before reaching their locality at peak times; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 135 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The Connecting Ireland Rural mobility plan is a 5-phase programme of investment in new and improved public transport services for rural areas, including in East Galway. The programme is now in its final phase and to date under the programme upwards of 600,000 people now have access to useful daily public transport services for the first time, 180 new and improved rural regular public transport services have been provided resulting in a 5 fold increase in passenger numbers on rural public transport services. The final phase of the programme will continue to be implemented and it is anticipated that the Connecting Ireland Rural mobility plan will be substantially complete in 2027, subject to funding availability. Details on the Connecting Ireland Rural mobility plan including, including the planned network for East Galway is available here: Connecting Ireland - National Transport Separately, The NTA is aware of increased passenger boardings across the public transport network, driven by a number of factors, and is monitoring capacity of services closely. Overall passenger numbers across the public transport network are now considerably in excess of numbers pre-COVID. To date much of the growth in passenger numbers has arisen during periods outside the traditional morning and evening weekday peak periods. Tuesdays, Wednesdays and Thursdays experience the heaviest morning peak loadings. We engage with all operators including Bus Éireann on a regular basis to assess capacity constraints and identify where additional resources may be required. Additional trips have been added on some routes based on need and where resources and funding permits. We anticipate this will continue in 2026 subject to the availability of funding and operational readiness. I trust that the above information is of assistance. Yours sincerely,	**Peter Roche, T.D**

18/11/2025	112	**PQ Referred: 63445/25, for answer 18/11/2025 , Oral from - Barry Heneghan**	Dail Question No: 112 To ask the Minister for Transport the communication and public engagement measures that have been undertaken by Iarnród Éireann in the Donaghmede area in relation to the DART+ Coastal North project, particularly around a station (details supplied), in view of reports from an organisation and local residents that no direct updates or correspondence have been received; and if he will make a statement on the matter. Details Supplied: Howth Junction and Donaghmede Station; The Donaghmede Residents Association. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified rail network from circa 50km to 150km and double city centre rail capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high-capacity public transport across the GDA. As part of the DART+ Programme, DART+ Costal North provides for the extension of overhead wires from Malahide to Drogheda, among other works. Non-statutory consultations on DART+ Costal North were held in Quarter 1 2022 and Quarter 2 2023. Planning approval for DART+ Costal North was granted by An Coimisiún Pleanála in August 2025. The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 112 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Planning approval for DART+ Coastal North was granted by An Coimisiún Pleanála in August 2025, following two rounds of non-statutory public consultation in Quarter 1 2022 and Quarter 2 2023, and statutory public consultations during the application for the Railway Order (RO). Since the RO was granted for DART+ Coastal North, no additional public consultations have taken place. It is intended that Irish Rail will appoint a dedicated public liaison representative for the areas along the Dart+ Coastal North before construction starts. However, the timeline for construction has not yet been defined due to funding. Should the residents' association referenced in your query wish to get further information, they can contact the project team via email at the following address: DARTCoastalNorth@irishrail.ie. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			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 within10 days.		

18/11/2025	118	**PQ Referred: 63405/25, for answer 18/11/2025 , Oral from - John Clendennen**	Dail Question No: 118 To ask the Minister for Transport the total investment in bus services in each county in each of the years since 2016; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Dail Question No: 118 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. The NTA does not record bus operations and funding amounts on a county basis, as many services operate across county boundaries, making such analysis difficult. Instead, we report expenditure on an overall national basis and that information can be obtained through our annual reports published on our website www.nationaltransport.ie. I trust that the above information is of assistance. Yours sincerely,	**John Clendennen, T.D**

Data Classification: Public

18/11/2025	291	**PQ Referred: 63448/25, for answer 18/11/2025 , Written from - Aindrias Moynihan**	Dail Question No: 291 To ask the Minister for Transport to provide the up-to-date position on commencement of the new 256 bus route to service Macroom, Inchigeelagh, Ballingeary, Kealkill and Bantry; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 291 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Your query sought “the up-to-date position on commencement of the new 256 bus route to service Macroom, Inchigeelagh, Ballingeary, Kealkill and Bantry”. The service planning process for the Transport for Ireland (TFI) route 256 Bantry-Macroom is complete. The NTA is currently in discussions with the Department of Transport in relation to the funding of new PSO (Public Service Obligation) services during 2026. As the implementation process for this service is subject to confirmation of funding, we are not in a position to confirm a commencement date at the present time. I trust that the above information is of assistance. Yours sincerely,	**Aindrias Moynihan, T.D.**

18/11/2025	129	**PQ Referred: 63322/25, for answer 18/11/2025 , Oral from - Darren O'Rourke**	Dail Question No: 129 To ask the Minister for Transport for an update on the rollout of Connecting Ireland in County Meath; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 129 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. The Connecting Ireland Rural mobility plan is a five-phase programme of investment in new and improved public transport services for rural areas including in Laois. The programme is now in its 4th phase and to date under the programme upwards of 600,000 people now have access to useful daily public transport services for the first time, 177 new and improved rural regular public transport services have been provided resulting in a five-fold increase in passenger numbers on rural public transport services. Connecting Ireland has so far delivered 8 new and enhanced routes in Meath including routes 163 Brú na Bóinne - Drogheda Station, 167 Dundalk – Ardee - Mullingar, 177 Kells - Ardee, 186 Baile Ghib – Kells - Cavan, 187 Kells – Oldcastle - Ballyjamesduff - Virginia, 188 Athboy - Navan - Drogheda, 189 Navan – Trim - Enfield, 190 Drogheda - Navan - Trim, & 195 Ashbourne- Balbriggan. We also review all services in Meath on a periodic basis to ensure they are meeting the needs of passengers and make changes as required, for example, earlier in 2025, route 105 was amended to route all services through Dunboyne and extend the route to interchange with rail at Navan Road Parkway station. Further details on the Connecting Ireland Rural mobility plan including an existing network map are available here: Connecting Ireland - National Transport We have one remaining Meath route in the Connecting Ireland plan which is currently under consideration between Trim – Maynooth – Dunboyne. The Town Bus Programme is a complementary initiative focussed on providing new and improved public transport accessibility within large towns. The rollout of the current phase of the Towns Bus Programme for new towns is expected to conclude in late 2026. As part of the current phase, new town services for Navan were launched in 2020 and further enhanced this year. I trust that the above information is of assistance. Yours sincerely,	**Darren O'Rourke, T.D.**

18/11/2025	130	**PQ Referred: 63520/25, for answer 18/11/2025 , Oral from - Peadar Tóibín**	Dail Question No: 130 To ask the Minister for Transport the steps his Department is taking to improve public transport systems in County Meath; 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. 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 sets out a framework for transport investment across the region over a 20-year period from 2022 to 2042. 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 includes delivery of the line between 2031 and 2036, subject to planning and funding approvals. 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 RPS 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 next year. That process will ultimately recommend a defined route and support the development of a preliminary business case, which will need to be approved by Government, in line with the requirements of the Infrastructure Guidelines, before any planning application. The Navan Rail Line is being delivered by IÉ on behalf of the NTA, with funding for the project being	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 130 of 18 November last, which has been referred to the National Transport Authority (NTA) for reply. The Connecting Ireland Rural mobility plan is a five-phase programme of investment in new and improved public transport services for rural areas including in Laois. The programme is now in its 4th phase and to date under the programme upwards of 600,000 people now have access to useful daily public transport services for the first time, 177 new and improved rural regular public transport services have been provided resulting in a five-fold increase in passenger numbers on rural public transport services. Connecting Ireland has so far delivered 8 new and enhanced routes in Meath including routes 163 Brú na Bóinne - Drogheda Station, 167 Dundalk – Ardee - Mullingar, 177 Kells - Ardee, 186 Baile Ghib – Kells - Cavan, 187 Kells – Oldcastle - Ballyjamesduff - Virginia, 188 Athboy - Navan - Drogheda, 189 Navan – Trim - Enfield, 190 Drogheda - Navan - Trim, & 195 Ashbourne- Balbriggan. We also review all services in Meath on a periodic basis to ensure they are meeting the needs of passengers and make changes as required, for example, earlier in 2025, route 105 was amended to route all services through Dunboyne and extend the route to interchange with rail at Navan Road Parkway station. Further details on the Connecting Ireland Rural mobility plan including an existing network map are available here: Connecting Ireland - National Transport We have one remaining Meath route in the Connecting Ireland plan which is currently under consideration between Trim – Maynooth – Dunboyne. The Town Bus Programme is a complementary initiative focussed on providing new and improved public transport accessibility within large towns. The rollout of the current phase of the Towns Bus Programme for new towns is expected to conclude in late 2026. As part of the current phase, new town services for Navan were launched in 2020 and further enhanced this year. I trust that the above information is of assistance. Yours sincerely,	**Peadar Tóibín, T.D.**

			provided by my Department through the NTA. Meath is also served by a number of regional bus services, in relation to which the NTA has a role. In light of the NTA responsibilities in these matters, 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.		

25/11/2025	239	**PQ Referred: 66025/25, for answer 25/11/2025 , Written from - Barry Heneghan**	Dail Question No: 239 To ask the Minister for Transport the engagement that has taken place with the National Transport Authority and the contracted operator to identify the causes of repeated real time information failures on routes (details supplied); the expected timeline for technical and operational fixes; the measures being put in place to support all passengers, particularly disabled passengers who are disproportionately affected; and if he will make a statement on the matter. Details Supplied: Go Ahead and Go Connects 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. Further, the NTA also has statutory responsibility for promoting the development of integrated, accessible public transport networks and infrastructure. The NTA works with the relevant public transport operators, for example Go-Ahead, who have responsibility for day to day operational issues, to progressively make public transport more accessible. I want to reassure the Deputy that as part of my regular engagement, I met with the NTA recently to discuss a range of public transport matters, including the recent performance issues. I had also previously met with the NTA specifically on the 'real time information failures on routes', and they fully acknowledge that an inadequate level of service has been provided on certain routes in recent months, and they have been working closely with the operators to rectify the situation. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 239 of 25 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA is aware of occasional issues with the Real Time Passenger Information (RTPI) Displays where buses were not being tracked accurately or were identified as running when, in fact, they may have been cancelled. Following is a brief synopsis of how real times services can be impacted in a way that can cause these issues; If an operator is unable to fulfil a route due to driver resources, a fault with a bus etc., then the operators control centre staff are required to manually cancel this service on their central control system. However, if the service is not cancelled, or if the app and/or the on-street displays do not receive this update, the bus will continue to be displayed on the Real Time display screen. When a service is cancelled, the real time information should be updated by the operator so that the bus no longer appears on the RTPI Displays or the mobile app. However, on occasion the RTPI Displays or App do not receive, or do not correctly process the cancellation notification. In that scenario, because the Displays / App are not receiving real-time updates, they revert to the scheduled timetable for that bus, when in fact the bus is not operating. This results in the bus not appearing at a stop when the Displays say it should. There are also, from time to time, both planned and unplanned outages, which may impact the accuracy and reliability of the system, thus creating discrepancies. The NTA is constantly working with all relevant transport operators to ensure that where services need to be cancelled, they are done so on the real time system in a timely manner. The NTA runs quarterly on street surveys to detect real time accuracy issues across the bus network and works with the Transport Operators to resolve these faults in a timely manner. Finally, I would like to mention that the NTA has recently awarded a contract to a supplier after a successful tender process to provide Next Generation Automatic Vehicle Location (NGAVL). We expect that this will vastly improve both the accuracy and reliability of real time services for all the transport operators working with the NTA. Further details of the award can be found here: https://www.nationaltransport.ie/news/nta-awards-bus-avl-contract-to-trapeze-its-uk-ltd/ I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard. The NTA are also investing in a new vehicle location system for the fleet which will improve the reliability of the real time passenger information system. They continue to engage with operators to enhance service reliability and ensure continuous improvement. In light of the NTA's responsibilities for accessible public transport, including real-time passenger information, 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.		

26/11/2025	238	**PQ Referred: 66024/25, for answer 25/11/2025 , Written from - Barry Heneghan**	Dail Question No: 238 To ask the Minister for Transport the steps his Department is taking, in conjunction with the National Transport Authority, to address the ongoing problem of buses that fail to arrive despite appearing on real time passenger information for routes operated under contracts (details supplied),; and if he will make a statement on the matter. Details Supplied: the Go Ahead and Go Connects noting that these reliability failures disproportionately impact disabled passengers 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. Further, under the NTA also has statutory responsibility for promoting the development of integrated, accessible public transport networks and infrastructure. The NTA works with the relevant public transport operators, for example Go-Ahead, who have responsibility for day to day operational issues, to progressively make public transport more accessible. I want to reassure the Deputy that as part of my regular engagement, I met with the NTA recently to discuss a range of public transport matters, including the recent performance issues. I had also previously met with the NTA specifically regarding 'the ongoing problem of buses that fail to arrive', and they fully acknowledge that an inadequate level of service has been provided on certain routes in recent months, and they have been working closely with the operators to rectify the situation. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 238 of 26 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Regarding the provision of accurate Real Time Passenger Information (RTPI) and updates on cancelled services, the NTA is acutely aware of the importance of good quality information being made available to customers regarding bus arrival times. Some of the actions being taken to improve the accuracy of the RTPI data is as follows: 1) The NTA awarded a contract for a new single Automatic Vehicle Location (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 in consistent format and including better arrival time prediction algorithms. This will lead to better quality information being made available to customers. The first operator is expected to go live in 2026 with the final operator expected to go live in 2027. 2) The NTA continues to work closely with the bus operators to ensure that where services need to be cancelled, this is updated on the real time system in a timely manner. 3) The 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. The NTA would also like to clarify that in the TFI Live app, services that appear with the word “Scheduled” alongside are those not providing real-time updates and therefore may not be operating. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			imposition of financial penalties where performance does not meet the required standard. The NTA are also investing in a new vehicle location system for the fleet which will improve the reliability of the real time passenger information system. They continue to engage with operators to enhance service reliability and ensure continuous improvement. In light of the NTA's responsibilities for accessible public transport, including real-time passenger information, 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.		

26/11/2025	199	**PQ Referred: 65328/25, for answer 25/11/2025 , Written from - Shane Moynihan**	Dail Question No: 199 To ask the Minister for Transport the engagement which has taken place with Blanchardstown Hospital to facilitate a bus stop on the hospital campus to extend the bus routes W4 and L52. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Dail Question No: 199 of 25 November last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. There are no plans to extend route W4 or route L52 to Connolly Hospital. However, it is intended to augment services there when new routes 35 (Blanchardstown-City Centre) and L61 (Blanchardstown local service) are introduced as part of the B-Spine changes. This is currently planned for 2027, subject to funding and operational readiness. We will liaise with the Hospital regarding bus infrastructure matters for both current and future services. Existing route N4 provides a bus every 12 minutes for connections with other services, including routes W4 and L52, at Blanchardstown Centre. Interchange is free when using the 90-minute fare. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

26/11/2025	109	**PQ Referred: 66400/25, for answer 26/11/2025 , Written from - Ryan O'Meara**	Dail Question No: 109 To ask the Minister for Transport for an update on the bus route proposed by the NTA in the Connecting Ireland Mobility Plan, between Nenagh and Clonmel, County Tipperary; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 109 of 26 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The Nenagh to Clonmel route features in the Connecting Ireland Rural Mobility Plan and formed part of an October 2024 public consultation. Following the conclusion of the consultation, we have been in negotiations with the operator about implementing this proposal and these discussions remain ongoing. As of yet, there is no agreed date for implementation. Any implementation is also subject to funding and operational readiness. I trust that the above is of assistance. Yours sincerely,	**Ryan O'Meara, T.D**

26/11/2025	212	**PQ Referred: 65441/25, for answer 25/11/2025 , Written from - Barry Ward**	Dail Question No: 212 To ask the Minister for Transport his views on the merits of expanding nighttime bus services to the Glencairn, Dublin 18 area; and if he will make a statement on the matter. Answer 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. This is evident in the Programme for Government to ensuring that public transport is as accessible as possible, supports the delivery of services, and incentivise off-peak travel. 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. Night-time bus services offers clear benefits, including providing reliable travel options for late-night workers, supporting the night-time economy, and promoting environmental sustainability by reducing reliance on private cars. Currently, Dublin has several 24-hour bus routes introduced under the BusConnects programme, such as E1, E2, F1, and F2, while Nitelink services operate on weekends to connect the city centre with suburban areas. In addition, extra late-night services will be provided in the lead-up to Christmas on Luas, DART, and Commuter rail, alongside expanded Nitelink and commuter bus options. These are in addition to the growing 24-hour bus network and the regular Nitelink services. Full details of the Christmas schedules are expected to be published late next week, consistent with the approach taken in previous years. In light of the NTA's responsibility in this area, I have forwarded the Deputy's specific query in relation to Glencairn to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 212 of 25 November last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Night-time bus services offer clear benefits, including providing reliable travel options for late-night workers, supporting the night-time economy, and promoting environmental sustainability by reducing reliance on private cars. Currently, Dublin has several 24-hour bus routes introduced under the BusConnects programme, such as E1, E2, F1, and F2, while Nitelink services operate on weekends to connect the city centre with suburban areas. However, we have no plans at present for the introduction of additional nighttime services to Glencairn. But this request for later services is noted and can be taken into account the planning for new route L13 which is planned to be implemented in phase 11 of the BusConnects programme subject to funding. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

26/11/2025	214	**PQ Referred: 65443/25, for answer 25/11/2025 , Written from - Barry Ward**	Dail Question No: 214 To ask the Minister for Transport the position regarding any engagement he has had with a company (details supplied) in relation to the increased provision of nighttime bus services; and if he will make a statement on the matter. Details Supplied: Go Ahead Ireland. Answer 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. This is evident in the Programme for Government to ensuring that public transport is as accessible as possible, supports the delivery of services, and incentivise off-peak travel.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, GoAhead Ireland. The NTA has recently advised that they are currently finalising plans for late night services over the Christmas period and will be publishing full details of these arrangements later next week, in line with the approach adopted in previous years. Broadly speaking, additional late-night services will be provided in the lead up to Christmas on Luas, DART and Commuter rail as well as extra Nitelink and commuter bus services. This is in addition to the expanding 24-hour network and the usual Nitelink services. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 214 of 25 November, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA works closely with all operators of subsidised public transport services, including Go Ahead Ireland. However, ultimate responsibility for the planning of these public transport services sits with the NTA. The continued rollout of the Bus Connects Network Redesign has provided passengers in the Greater Dublin Area with more late-night public transport options than ever before. There are now 15 24-hour bus routes operating in Dublin, meaning that the vast majority of suburbs now have access to a service, 24 hours a day, 7 days a week with more services expected to roll out in later phases of Bus Connects. Dublin Bus continues to operate the Nitelink services between midnight and 4am on Friday and Saturday nights, while most other routes run until approximately 23:30hrs every day. Go-Ahead Ireland also provides 35 routes across Dublin, Kildare and Wicklow with most running to midnight. The NTA continues to plan for the provision of increased levels of nighttime public transport service both in Dublin, Cork, Limerick, Galway, Waterford, our large towns and rural communities subject to the demand for nighttime services, funding and operational readiness. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

Data Classification: Public

26/11/2025	122	**PQ Referred: 66529/25, for answer 26/11/2025 , Written from - Pa Daly**	Dail Question No: 122 To ask the Minister for Transport if his attention has been drawn to reports that the Child (5 - 8) TFI Leap Card year free travel pass is not working on Bus Éireann and Irish Rail ticket machines; when this issue will be resolved; the cost to resolve this issue; 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 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.	Dear Deputy I refer to the matter you raised in Parliamentary Question No. 122 of 26 of November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. NTA is aware that the Child (5 - 8) TFI Leap Card is not being recognised by the Bus Éireann and Irish Rail ticket machines outside of Dublin and is actively engaging with both operators and their respective ticketing equipment suppliers to resolve this matter. In the interim, Bus Éireann has a process in place whereby the Leap Card is shown to the driver and the relevant child boards on that basis. For Irish Rail machines outside of the Dublin area (the ticketing machines inside the Dublin area are unaffected as they have different software), children whose card isn't recognised when read may still proceed to board and present their card for later inspection if required. Software changes are expected to be received in the coming weeks which will be tested and if functioning correctly, will be deployed as soon as possible. At this time, it is not possible to be more specific as to the exact timeframes or costs as NTA is awaiting the delivery schedule from the equipment suppliers for the software changes. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

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<td>27/11/2025</td>
<td>265</td>
<td>PQ Referred: 67231/25, for answer 27/11/2025 , Written from - Emer Currie</td>
<td>Dail Question No: 265

To ask the Minister for Transport the prioritised list of bus routes with over-capacity issues (details supplied); the routes provided with additional capacity; the routes not provided with additional capacity, in tabular form; and if he will make a statement on the matter.

Details Supplied: NTA a tool which utilises the available ticketing and Leap card data to identify and prioritise bus routes which are operating above normal capacity, specifically for Dublin Bus routes.

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, Dublin Bus.

In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 265 of 27 November last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and Parliamentary Questions in 2025 which led to a delay in responding to some queries. In that context, I apologise for the delay in responding to this particular Parliamentary Question.

Please see table below for priority routes with known capacity issues. These have been grouped into three categories: (i) those for which additional trips were added to schedules in Q4 2025; (ii) those which are currently prioritised for additional trips in the next round of capacity enhancements currently planned for 08 February; and (iii) a number of other routes where we are aware of capacity constraints and which are currently under ongoing review. The routes in the final group are subject to change, depending on updates to data from the application that the NTA uses to identify bus routes operating at over capacity.

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<tr><td>27</td></tr>
<tr><td>70</td></tr>
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I trust that the above information is of assistance.

Yours sincerely,</td>
<td>Emer Currie T.D</td>
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27/11/2025	226	**PQ Referred: 66938/25, for answer 27/11/2025 , Written from - Emer Currie**	Dail Question No: 226 To ask the Minister for Transport to list all funding schemes, grant programmes and any other financial supports that are currently administered by his Department and its agencies; the expected launch and closing dates for applications for each scheme in 2026, in tabular form; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer Please see list of schemes below as requested. The Department and its agencies fund a wide range of supports and schemes in areas under its remit, including active travel, electrification of transport networks, aviation and roads. All Funding Scheme/Grant Programme Names 2026 Launch Date 2026 Closing Date for Applications Regional Airports Programme 2026-2030 Expected to be published Q4 2025-Q1 2026 January 2026 - Capital Schemes October 2026 - Operational Scheme National Roads Refer to TII Please see response text below Public Transport Public Service Obligation (PSO) Programme N/A Please see response below N/A Commission for Railway Regulation (CRR) Exchequer Grant N/A N/A Active Travel Infrastructure incl. Safe Routes to School – grant funding N/A N/A - administered to Local Authorities through the NTA on an annual basis – no application process involved CycleRight cycle training N/A N/A - qualified trainers apply for funding on completion of training courses in schools Variety Ireland Recycle Mobility Programme N/A N/A - Programme co-funded on an annual basis on receipt of invoices for adapted trikes	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 226 of 27 November last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. As part of its remit to support the delivery of an integrated, accessible public transport system, the National Transport Authority (NTA) operates a Capital Investment Programme across various activities and transport modes such as Heavy Rail, Bus, Light Rail, Park and Ride, Accessibility, Transport Technology, and Active Travel. This includes the provision of funding to public transport bodies, local authorities, and other agencies for the implementation of various projects and programmes within the Greater Dublin Area, the Regional Cities of Cork, Limerick, Galway, Waterford and other areas of the State. Exchequer funding is allocated to the NTA on annual basis by the Department of Transport (DoT) which is then administered to the various projects and programmes for which NTA is the Approving Authority of. Funding is administered in line with 'NTAs Capital Project and Grant Application & Approval Procedures (For agencies/bodies external to the National Transport Authority)'. There are no closing dates for applications for this grant funding. In addition, the Wheelchair Accessible Vehicle (WAV) grant scheme opened on the 12th January 2026. The 2026 Scheme will be available twice, with two rounds of applications accepted – both on a random selection/lottery basis. Round 1 opened for applications from 12th January to 19th January Round 2 will open for further applications in July 2026 More information on this grant can be found here - SPSV Forms and Guides - National Transport I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

			Pilot Bike Upcycling Initiative N/A N/A - Annual allocation of funding for fixed term based on agreed Memorandum of Understanding between Department of Transport/Department of Rural and Community Development and the Gaeltacht/Pobal Greenways - grant funding N/A N/A - administered to Local Authorities through the TII on an annual basis – no formal application process involved. Cross border Greenways grant funding N/A - administered by the Department of Transport on a circumstantial basis e.g., to support schemes in receipt of EU and/ or Shared Island funding which require additional support. Pilot Greenway Interpretation Scheme Initiative - Route Activation N/A - Allocation of funding for fixed term based on agreed outputs between Department of Transport and Cork County Council. EuroVelo Coordination and Promotion N/A - Annual allocation of funding for fixed term based on agreed Service Level Agreement between Department of Transport/ Cycling Ireland. SEAI* EV Purchase Grant (including L Category) Scheme to continue start of 2026 Sustainable Energy Authority of Ireland (SEAI) receive applications through year, scheme to close end of 2026 SEAI Fleet Assessment Scheme to continue start of 2026 SEAI receive applications through year, scheme to close end 2026 SEAI Home Charger Grant Scheme to continue start of 2026 SEAI receive applications through year, scheme to close end of 2026 SEAI Apartment grant Scheme to continue start of 2026 SEAI receive applications through year, scheme to close end of 2026 NTA ESPSV Grant scheme Scheme estimated to reopen Jan-Feb 2026 Applications close when scheme allocation is reached TII ZEHDV Grant Scheme (Including HDV charging		

			infrastructure purchase grants) Scheme to continue start of 2026 Applications close when scheme allocation is reached TII LDV En-Route Grant Schemes Ongoing Schemes closed to applications, committed to funding throughout 2026 Local Authority Pilot projects and EV charging roll out Ongoing Ongoing – committed to funding throughout pilot projects and EV infrastructure roll out Coastal and Inshore, Mountain and Cave Rescue Grants Programme Ongoing n/a - not accepting new applications Regional and Local Road Grant Programme Q1 2026 Q4 2026 *SEAI falls under the remit of the Department of Climate, Energy and the Environment. National Roads 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 in relation to all funding schemes, grant programmes and any other financial supports. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. Regional and Local Roads		

			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. The Department provides grant assistance to local authorities under the Regional and Local Road Grant Programme for a number of targeted programmes, including the Safety Improvement Programme, Bridge Rehabilitation Programme, Community Involvement Scheme, Climate Change Adaptation and Resilience Works and Strategic Rehabilitation Regional Road Grant. Applications under these programmes are sought from local authorities in quarter three and four each year for consideration for funding in the subsequent year. It is expected that 2026 grant allocations for regional and local roads will be notified to local authorities early next year. Regional Airports Programme The Programme for Government commits to continue to invest in the Regional Airports Programme and develop a new Regional Airports Programme 2026-2030. This new programme is being developed by my Department for implementation next year. In line with previous years, eligible airports will be invited to submit capital project proposals in January and operational funding applications in October. Public Transport As the Deputy may be aware, Public Service Obligation (PSO) services are socially necessary but financially unviable public transport services which are funded through a combination of Exchequer		

			funding (both the PSO grant and funding from the Department of Social Protection for the Free Travel Scheme) and passenger fare revenue. As Minister for Transport, I have responsibility for policy and overall funding. Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for promoting the development of integrated, accessible and sustainable public transport networks and infrastructure. The NTA works with the relevant public transport operators and state agencies, who have responsibility for day-to-day operational issues. In line with its statutory remit for public transport services and infrastructure, the NTA administers a number of public transport schemes and grant payments. In light of the NTA's responsibilities for public transport, including grant payments, 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. The Commission for Railway Regulation (CRR) budget is split between an industrial levy under Section 26(1) of the Railway Safety Act 2005, and an Exchequer grant. The CRR was established on January 1, 2006, and was fully funded through an annual Exchequer grant for the first three years of its existence. Section 26(2) of the Act provides that CRR could not impose a levy on the railway industry before December 31, 2007, so that the first Order was not made until 2008, which allowed for the charging of a levy from January 1, 2009. This levy is applied through statutory instrument. As in previous years, grant funding covers approximately 24.5% of funding required to meet the projected budget of CRR, with the balance provided through the levy and from CRR reserves. The Exchequer grant covers any costs that are not related to safety regulation or supervisory activities, covering pension payments, and payroll costs that are not covered by the levy.		

Data Classification: Public

02/12/2025	56	**PQ Referred: 67282/25, for answer 02/12/2025 , Written from - Naoise Ó Cearúil**	Dail Question No: 56 To ask the Minister for Transport whether his Department has engaged with the National Transport Authority to explore the provision of a Local Link or BusConnects service connecting Celbridge and Naas General Hospital; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 56 of 02 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA regularly looks at ways to improve connections to important regional centre including healthcare facilities and have made significant improvements in recent years, such as the introduction of Route 139, which provides an hourly service between Naas Hospital, Naas Town Centre, Sallins, Clane, Rathcoffey, Maynooth, Leixlip, Ongar, and Blanchardstown. With regard to a direct connection between Celbridge and Naas Hospital. We do have plans for direct connection between Celbridge and Naas Hospital, via Kill and Johnstown as part of the Connecting Ireland Rural Mobility Plan. This route is currently in the planning phase. At present, we do not have a definitive timeframe for its introduction and it is also subject to funding availability. I trust that the above information is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

02/12/2025	57	**PQ Referred: 67283/25, for answer 02/12/2025 , Written from - Naoise Ó Cearúil**	Dail Question No: 57 To ask the Minister for Transport whether his Department has assessed the impact of the lack of a direct public transport link between Celbridge and Naas General Hospital on older persons, people with disabilities, and those without private transport; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport , I have special responsibility for Rural Transport, 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 and state agencies, who have responsibility for both day to day operational issues and the built environment, to progressively make public transport more accessible for everyone. In light of the NTA's responsibilities for accessible public transport, including in County Kildare, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 57 of 02 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA regularly looks at ways to improve connections to important regional centre including healthcare facilities and have made significant improvements in recent years, such as the introduction of Route 139, which provides an hourly service between Naas Hospital, Naas Town Centre, Sallins, Clane, Rathcoffey, Maynooth, Leixlip, Ongar, and Blanchardstown. With regard to a direct connection between Celbridge and Naas Hospital. We do have plans for direct connection between Celbridge and Naas Hospital, via Kill and Johnstown as part of the Connecting Ireland Rural Mobility Plan. This route is currently in the planning phase. At present, we do not have a definitive timeframe for its introduction and it is also subject to funding availability. I trust that the above information is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

02/12/2025	151	**PQ Referred: 68119/25, for answer 02/12/2025 , Written from - Roderic O'Gorman**	Dail Question No: 151 To ask the Minister for Transport further to Parliamentary Question No. 279 of 4 November 2025, to provide details on meetings between the National Transport Authority to work with An Garda Síochána and Dublin City Council on the deployment of traffic management cameras in the past three months; and to provide dates and locations for the operational sites planned in the near future. Answer Neither I nor my officials are directly involved in deciding on the locations of safety cameras or their installation or deployment. However, I understand that the National Transport Authority continues to work with An Garda Síochána and Dublin City Council on the deployment of traffic management cameras within Dublin and aims to have a number of sites operational in Dublin in the near future. I have therefore referred the Deputy's question to the NTA for direct response. Please contact my office if a reply is not received within ten days. The Deputy will be aware that the Programme for Government commits to further expansion of cameras to encourage safer driving, with explicit reference to mobile phone use and non-wearing of seatbelts. This commitment is reaffirmed by Primary Action 6 in the Phase 2 Action Plan of the Road Safety Strategy 2021-2030. The framework for this future rollout will be guided by the first National Safety Camera Strategy, the development of which has been led by Transport Infrastructure Ireland in partnership with all key road safety agencies and departments. The Strategy is focused on speeding, red light running and bus lane violations in the first instance but has been designed to accommodate other offences over time. Work on the Strategy is at an advanced stage and it is expected to be completed shortly. My Department will support this work through legislative amendments to the Road Traffic Acts and other sectoral legislation where necessary. In addition, to assist with this work, Transport Infrastructure Ireland in consultation with key stakeholders has developed a Safety Camera	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 151 of 2 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. As you are aware from previous correspondence, the Department of Transport is currently considering a draft national strategy for the future rollout and expanded use of safety cameras, which was prepared by Transport Infrastructure Ireland (TII) at the request of the Department of Transport. That draft strategy addresses the arrangements for camera provision at junctions and in other locations to detect safety related offences. Given that the Department of Transport are expected to make a determination on that overall national strategy shortly, it is the view of the NTA that it no longer appears appropriate to proceed with developing camera enforcement at a small number of locations in isolation. Tendering for equipment and services for just one or two isolated junctions would not provide a system that would be scalable to include other junctions, other areas and other offence types. Extending such an arrangement on an unplanned, ad hoc basis would require new tender competitions, leading to potentially multiple different camera types and multiple operators, which would create real difficulties in both integration and enforcement consistency. In order to provide a system that can be scaled and operated appropriately, it is the NTA's view that it is better to wait until there is an overall camera enforcement strategy in place. This would allow clear identification of the scale and ambit of the overall camera enforcement system needed, which will then allow the appropriate structuring of the procurement process to meet the potential scope of the system, and ensure that the system and any operational contract(s) are sized and planned correctly. Accordingly, the NTA is awaiting the finalisation of the overall national camera enforcement strategy before proceeding with further camera installation development. We are not currently in discussions with either Dublin City Council or An Garda Siochana in relation to such installations as we are await the determination of the overall strategy. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Roderic O'Gorman, T.D.**

			Handbook outlining criteria for selecting sites for safety cameras.		

02/12/2025	58	**PQ Referred: 67284/25, for answer 02/12/2025 , Written from - Naoise Ó Cearúil**	Dail Question No: 58 To ask the Minister for Transport his plans to ensure that future public transport strategies provide adequate connections between north Kildare towns, including Celbridge, and regional healthcare facilities such as Naas General Hospital; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure across Ireland. In regards to transport strategies, a revised statutory Transport Strategy for the Greater Dublin Area2022-2042 was developed by the NTA, in consultation with the relevant Local Authorities, and published in 2023 following the Minister for Transport's approval. This strategy sets out how transport will be developed across the region, covering Dublin, Meath, Wicklow and Kildare. The Transport Strategy for the Greater Dublin Area Transport Strategy is due for reviewin 2028. Once sufficiently developed the draft Transport Strategy will be opened to full public consultation. Connecting Ireland is the NTA's public transport plan designed to increase travel connectivity across rural Ireland. It aims to provide better connections between villages and towns by linking these with an enhanced public transport network, which also connects to cities and regional centres nationwide. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 58 of 02 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA regularly looks at ways to improve connections to important regional centre including healthcare facilities and have made significant improvements in recent years, such as the introduction of Route 139, which provides an hourly service between Naas Hospital, Naas Town Centre, Sallins, Clane, Rathcoffey, Maynooth, Leixlip, Ongar, and Blanchardstown. With regard to a direct connection between Celbridge and Naas Hospital, a new route is proposed as part of the Connecting Ireland Rural Mobility Plan. This route is currently in the planning phase. At present, we do not have a definitive timeframe for its introduction and it is also subject to funding availability. I trust that the above information is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

Data Classification: Public

02/12/2025	155	**PQ Referred: 68134/25, for answer 02/12/2025 , Written from - Ruth Coppinger**	Dail Question No: 155 To ask the Minister for Transport if he has given consideration to mandating algorithm transparency for any taxi phone app; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry 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. 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 reply within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 155 of 2 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Your query sought information on consideration of "mandating algorithm transparency for any taxi phone app". This type of information is currently the intellectual property of the relevant app providers. To date the NTA has not sought to require the publication of such algorithm information, and we currently have no plans to do so. In addition, we do not consider that we would have the legislative powers to do so in any event. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely, Hugh Creegan, Deputy Chief Executive.	**Ruth Coppinger, T.D.**

Data Classification: Public

02/12/2025	61	**PQ Referred: 67309/25, for answer 02/12/2025 , Written from - Roderic O'Gorman**	Dail Question No: 61 To ask the Minister for Transport the number of bus shelters installed by the National Transport Authority in Dublin, each year since 2018, and including the latest figures to date in 2025; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. There is commitment under the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers and a commitment to work with local authorities and national bodies to improve public transport options and infrastructure. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 61 of 02 December last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Your query sought information on the number of bus shelters installed in Dublin each year since 2018. This information is provided below: Year Number of Shelters Installed in Dublin 2018 6 2019 42 2020 15 2021 7 2022 23 2023 30 2024 37 2025 3 Total 163 I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Roderic O'Gorman, T.D.**

02/12/2025	76	**PQ Referred: 67399/25, for answer 02/12/2025 , Written from - Shay Brennan**	Dail Question No: 76 To ask the Minister for Transport the way in which emerging technologies and data analytics are being utilised to optimise service scheduling and fleet management in the context of a growing population. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the development of related technology systems. The NTA awarded a contract to implement and support a National Automatic Vehicle Location Location (AVL) system for all Public Service Obligation (PSO) buses to Trapeze in December 2023. The upgrade will improve the quality of bus service operations and the timeliness and the quality of real time bus service information. This will enable to 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 76 of 02 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA and bus operators have access to a host of data for TFI bus services to help optimise service delivery. Automatic Vehicle Location (AVL) data is collected from on-board buses which provides detailed information on journeys undertaken, travel times, trip cancellations, delay etc. The real-time AVL data is used by service controllers to track vehicles on the network, monitor issues and performance, and make interventions to ensure services are delivered in the best way possible. The historic AVL data is stored and used in the analysis of key performance indicators such as on-time punctuality, lost kilometres and headway management. The AVL data is also used by the bus operators and NTA to understand any underperformance on routes and the reasons why. This allows the operators to optimise timetables and service schedules to match the prevailing traffic conditions. The NTA are in the process of developing and rolling out a new Next Generation AVL system for all TFI bus services. This will enable the NTA to consolidate several existing bus AVL systems into one central system. The upgrade will help improve the quality of bus service operations, and the timeliness and the quality of real time bus service information . The NTA also has access to the TomTom traffic database, which provides deep insight into road speeds, travel times and traffic congestion by time of day. This database is used to understand congestion hot spots on the road network, and also predict travel times for new bus routes prior to implementation. The NTA’s Business Intelligence and Data Analytics team use this information and detailed ticket information, to develop a suite of tools to help deliver data-driven insights to support efficient service scheduling and fleet management. For example, in recent months, the NTA have developed a tool which utilises the available ticketing and Leap card data to identify and prioritise bus routes which are operating above normal capacity. Using that tool, we have been able to develop a prioritised listing of bus routes with over-capacity issues, which we are seeking to address, in so far as is possible, within the driver, vehicle and funding constraints that we operate. The NTA have also undertaken bus occupancy surveys to validate the findings of the tool and prioritise routes with the most significant capacity issues. This data driven approach allows us to make best use of the limited fleet availability to ensure that routes with the most significant issues, impacting the most people, are prioritised for intervention. I trust that the above is of assistance. Yours sincerely,	**Shay Brennan, T.D**

02/12/2025	147	**PQ Referred: 68107/25, for answer 02/12/2025 , Written from - Roderic O'Gorman**	Dail Question No: 147 To ask the Minister for Transport if his Department would consider a scheme to allow rail access to the centre of Naas town (details supplied); and if he will make a statement on the matter. Details Supplied: The extension would diverge south of Sallins at Osberstown, allowing Sallins to continue benefiting from DART services. It would cross the M7 motorway, where a greenfield site near Kerry Group could accommodate a Park Ride station. The route would then follow the canal corridor through open land and terminate in a greenfield site in central Naas, located between the old library and the InSync Youth Services building. This site is ideal due to its proximity to both the historic town centre and significant new housing developments. Answer As Minister for Transport I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority, or NTA, in conjunction with Iarnród Éireann, has statutory responsibility for rail transport planning in the Greater Dublin Area, including County Kildare. In light of the NTA responsibilities in these matters, I have referred your question to the NTA for a direct reply to you. Please advise my private office if you do not receive a reply within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 147 of 02 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA's Greater Dublin Area Transport Strategy 2022-2042 provides the framework for development of transport provision across the region over the next two decades. It is required to be reviewed every six years – the next review date is 2028. The current transport strategy does not provide for the spur line arrangement proposed in the query. While there are some identifiable negativities with the proposal, it is something that can be considered more fully in the next review of the transport strategy – work on that review will start next year. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

02/12/2025	78	**PQ Referred: 67401/25, for answer 02/12/2025 , Written from - Shay Brennan**	Dail Question No: 78 To ask the Minister for Transport the way in which long-term demographic forecasting is incorporated into transport planning to ensure sustainable and efficient public transport services over the next decade. Answer As Minister for Transport I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority, or NTA, has responsibility for transport planning in the Greater Dublin Area and our Regional Cities, and prepares a series of multi-modal transport strategies, covering the Greater Dublin Area Transport Strategy as well as the Metropolitan Area Transport Strategies for Cork, Galway, Limerick and Waterford. These strategies take account of future demographic and population changes and use data including population projections from the Central Statistics Office to inform them. In light of the NTA responsibilities in these matters, I have referred your question to the NTA for a direct reply to you. Please advise my private office if you do not receive a reply within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 78 of 02 December last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA produces long term forecast year datasets, primarily for population, employment and education for use in the NTA Transport Models. These forecasts are produced for the whole country and based on a combination of National Policy and associated projections (e.g. National Planning Framework and supplementary S.28 Guidance Note), CSO Census data / CSO projections, and Regional and Local Authority policy documents and planning data. As part of the development of these forecasts the NTA has also undertaken a comprehensive consultation exercise with Local Authorities to try and best understand and incorporate local growth scenarios. This data and analysis provide the inputs to produce NTA Planning Datasheets, which feed into the NTA Transport Models used to assess transport plans, large scale developments and transport infrastructure projects. All NTA Transport Strategies for Dublin and the Regional Cities have been assess using the NTA Model, and these strategies set down the plans for transport, and notably strategic public transport, in the medium to long term. Specific infrastructure projects (such as Metro North, DART+, Cork Luas etc.) will also use the NTA Model to assess the impact of the scheme, and to provide supporting information for the proposal as part of the statutory planning process. In addition, at a local level and when required, the NTA forecasting data can be used in the NTA Model, or subsets of the model, to assess the impact of smaller projects and schemes proposed as part of Local Transport Plans. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Shay Brennan, T.D**

02/12/2025	92	**PQ Referred: 67483/25, for answer 02/12/2025 , Written from - Shane Moynihan**	Dail Question No: 92 To ask the Minister for Transport the passenger-protection systems or supports the NTA currently requires from operators in non-fault incidents. 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 92 of 02 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The development of a “no-fault compensation system” is outside the remit of the NTA and is more appropriately a policy matter for Government. As such a system does not currently operate in Ireland, there are no requirements on transport operators to provide financial compensation to passengers in respect of incidents where they are not at fault. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

02/12/2025	117	**PQ Referred: 67714/25, for answer 02/12/2025 , Written from - Peter 'Chap' Cleere**	Dail Question No: 117 To ask the Minister for Transport if he will investigate the possibility of additional car parking spaces at Muine Bheag train station. Answer 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). The Programme for Government commits to working with local authorities and relevant agencies to develop affordable Park and Ride facilities on the outskirts of major towns and cities. The NTA established the PRDO in February 2020. The function of the PRDO is to enable and advance the delivery of strategic Park Ride sites in collaboration with Local Authorities and transport agencies across all regions of the State, by providing full time specialist resources on these projects. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 117 of 02 December, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions this year which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. During 2020, the NTA, in conjunction with Iarnród Éireann (IÉ), developed a National Car Park Strategy in order to identify priority locations across the heavy rail network that could accommodate enhanced sustainable transport provision (i.e. walking, cycling and bus access) coupled with other measures such as the provision of increased private car parking. Key stakeholders, including the NTA's Public Transport Services Planning directorate and the relevant Public Service Obligation bus operators, were consulted as part of this work in order to ensure that the strategy aligned with key objectives and wider transport initiatives. The strategy identified a shortlist of these priority locations, and, subject to the availability of funding, work has been ongoing over the past 5 years to implement improvements at these locations. In respect of Muine Bheag railway station, monitoring of the utilisation of the private car parking currently available on the station grounds was undertaken in 2020 to help inform the strategy. This showed an underutilisation of these spaces over the full year and noted the availability of free on street parking in close proximity to the station. At that time, therefore, the provision of further private car parking spaces at Muine Bheag railway station was deemed contingent upon aligning parking provision both within the station grounds and outside the station, the latter being the responsibility of Carlow County Council. Subsequently, and given the changing landscape as regards travel patterns since 2020, the NTA has recently, again in conjunction with IÉ, sought to update and validate the original 2020 national car park strategy to take into consideration new travel patterns and resultant trends. This will enable the NTA to continue to target investment at those locations where demand is greatest. Initial data obtained in respect of utilisation of the private car parking at Muine Bheag railway station during 2025 suggests that it still operates below capacity, with occupancy rates averaging 75%, and this again must be viewed in the context of the continued availability of free on street parking in close proximity to the station. In light of this overall level of usage, there are no plans at present for additional parking provision at the station. I trust that the above is of assistance. Yours sincerely,	**Peter 'Chap' Cleere, T.D**

02/12/2025	89	**PQ Referred: 67429/25, for answer 02/12/2025 , Written from - Naoise Ó Muirí**	Dail Question No: 89 To ask the Minister for Transport if Irish Rail will develop a coordinated communication response when major disruptions occur; if GPS tracking on DARTs is currently being considered to improve real time tracking on noticeboards; and if he will make a statement on the matter. Answer 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, in consultation with Iarnród Éireann, related matters for the DART service. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Dail Question No: 89 of 02 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Irish Rail are required to coordinate both internally within their organisation, and with other parties externally, in the event of a major disruption, and various plans are in place to manage significant incidences. Irish Rail themselves are best placed to provide more detailed information, should you require it, on their communication coordination arrangements. With reference to your query as to whether “GPS tracking on DARTs is currently being considered to improve real time tracking on noticeboards”, we can confirm that the new DART fleet that will be coming into service from mid-2027 onwards will be fitted with on-board GPS which will facilitate accurate real-time information. I trust that the above information is of assistance. Yours sincerely,	**Naoise O'Muiri, T.D**

Data Classification: Public

03/12/2025	105	**PQ Referred: 68481/25, for answer 03/12/2025 , Written from - Naoise Ó Cearúil**	Dail Question No: 105 To ask the Minister for Transport the steps being taken to enhance transport links between Kilcock and neighbouring towns such as Maynooth, Celbridge and Leixlip, to support access to schools, childcare and employment; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 103, 104,105 & 106 of 03 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have one remaining Connecting Ireland route in this area that is currently in the planning phase, which will operate between Trim – Kilcock – Maynooth – Dunboyne. At present, we have no plans to introduce additional routes between Kilcock and towns such as Celbridge or Leixlip, and these journeys can currently be made via interchange. We also have no plans to introduce further bus routes between Kilcock and Dublin, as there are existing bus and rail connections available. Your request has been noted and will be considered as part of future reviews of the public transport network in the area. I trust that the above information is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

Data Classification: Public

03/12/2025	106	**PQ Referred: 68482/25, for answer 03/12/2025 , Written from - Naoise Ó Cearúil**	Dail Question No: 106 To ask the Minister for Transport if additional bus services or route adjustments are planned for Kilcock to address current gaps in connectivity and reduce reliance on private cars; 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 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 103, 104,105 & 106 of 03 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have one remaining Connecting Ireland route in this area that is currently in the planning phase, which will operate between Trim – Kilcock – Maynooth – Dunboyne. At present, we have no plans to introduce additional routes between Kilcock and towns such as Celbridge or Leixlip, and these journeys can currently be made via interchange. We also have no plans to introduce further bus routes between Kilcock and Dublin, as there are existing bus and rail connections available. Your request has been noted and will be considered as part of future reviews of the public transport network in the area. I trust that the above information is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

03/12/2025	104	**PQ Referred: 68480/25, for answer 03/12/2025 , Written from - Naoise Ó Cearúil**	Dail Question No: 104 To ask the Minister for Transport the interim measures being considered to improve public transport connectivity between Kilcock and Dublin, given ongoing unreliability in bus and rail services; 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 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 103, 104,105 & 106 of 03 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have one remaining Connecting Ireland route in this area that is currently in the planning phase, which will operate between Trim – Kilcock – Maynooth – Dunboyne. At present, we have no plans to introduce additional routes between Kilcock and towns such as Celbridge or Leixlip, and these journeys can currently be made via interchange. We also have no plans to introduce further bus routes between Kilcock and Dublin, as there are existing bus and rail connections available. Your request has been noted and will be considered as part of future reviews of the public transport network in the area. I trust that the above information is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

03/12/2025	103	**PQ Referred: 68479/25, for answer 03/12/2025 , Written from - Naoise Ó Cearúil**	Dail Question No: 103 To ask the Minister for Transport if consideration will be given to reintroducing a Dublin Bus service in an area in Kildare North (details supplied); and if he will make a statement on the matter. Details Supplied: Kilcock has experienced extremely high levels of population growth in recent years, with a 42% increase between 2016 and 2022. Despite this expansion, the town remains deprived of reliable public transport links, leaving residents dependent on private cars or limited alternatives. Constituents have repeatedly raised concerns about the absence of a Dublin Bus service, which previously operated in Kilcock, and the need for its reintroduction to provide sustainable, accessible transport options for the community. 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 query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 103, 104,105 & 106 of 03 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have one remaining Connecting Ireland route in this area that is currently in the planning phase, which will operate between Trim – Kilcock – Maynooth – Dunboyne. At present, we have no plans to introduce additional routes between Kilcock and towns such as Celbridge or Leixlip, and these journeys can currently be made via interchange. We also have no plans to introduce further bus routes between Kilcock and Dublin, as there are existing bus and rail connections available. Your request has been noted and will be considered as part of future reviews of the public transport network in the area. I trust that the above information is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

04/12/2025	98	**PQ Referred: 68357/25, for answer 03/12/2025 , Written from - Barry Heneghan**	Dail Question No: 98 To ask the Minister for Transport if his attention has been drawn to the ongoing overcrowding and service reliability issues on the DART network, particularly during peak times at stations such as Raheny, Killester, Harmonstown, and Clontarf Road; if he will outline the current timeline for delivery of additional DART fleet and infrastructure upgrades; and if he will take immediate steps to fast-track these improvements to ensure passenger safety, accessibility, and reliability; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. DART+ Coastal North provides an extension of DART services from the City Centre to Drogheda. Planning approval for DART+ Costal North was granted by An Coimisiún Pleanála in August 2025. There is currently an ongoing Judicial Review in relation to this project. The Review of the National Development Plan (NDP) has confirmed the Department of Transport's annual capital allocations from 2026 to 2030. The NDP Sectoral Implementation Plan, which was published by my Department in November, notes that there is potential to commence works on other elements of DART+ Coastal North, including supporting infrastructure such as track passing loops and a new platform at Drogheda station over the period 2026-2030, in advance of works on Overhead Line Equipment (OHLE) . DART+ Fleet provides aten-year procurement framework for electric and battery-electric train fleet.Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 98 of 3 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. The use of public transport services is growing at exceptional levels. Overall, the numbers using State provided public transport services grew by 10.6% in 2024 - we are still assembling figures for 2025 but it also experienced high levels of passenger growth. Welcome as these passenger numbers are, this level of year-on-year increase does bring its own challenges in being able to respond to increased capacity needs in a near-full employment environment where specific resource types, including fleet, are in short supply. Currently all available rail fleet is in full use during peak passenger hours. There is no spare fleet available to add additional services. However, as identified in the Minister's response, new DART+ fleet is entering service next year on the line between Dublin and Drogheda and that rollout will continue in 2028. This new fleet will ensure that all of the DART services operate using full length vehicles, which isn't the case at present. As well as increasing passenger capacity on the Northern Line, the new fleet will also improve reliability in service, given the modern nature of the fleet. Accordingly, while there are no immediate solutions available to add passenger capacity on the Northern Line serving the stations referenced in the query, the transition to the new DART+ fleet over the coming years will ultimately deliver more capacity and a more reliable service in modern vehicles. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Barry Heneghan, T.D**

			certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027. I engage regularly with the NTA and Irish Rail, including a meeting this week in which reliability and punctuality was one of the topics discussed. 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 within10 days.		

04/12/2025	227 - 230	**PQ Referred: 68996/25, for answer 04/12/2025 , Written from - Ken O'Flynn**	Dail Question No: 227 To ask the Minister for Transport the reason his Department does not require the National Transport Authority to collect and report local breakdowns, repeat incidents, and repair costs relating to vandalism of public bus shelters; the reason this information is not monitored at Department level despite annual public funding; and the steps he will now take to ensure full transparency and proper oversight of this infrastructure. Dail Question No: 228 To ask the Minister for Transport the measures he will introduce to address the rising levels of vandalism of public bus shelters nationwide; the actions he will take in response to the five-year national figures provided to his Department; and the directions he will now give to the National Transport Authority to protect public infrastructure used by commuters, including schoolchildren, older people, and workers. Dail Question No: 229 To ask the Minister for Transport the controls his Department has in place to ensure transparency and accountability in how vandalism repair and maintenance costs for public bus shelters are managed; the reason his Department does not track the financial impact of vandalism under current contractual arrangements; and the steps he will now take to require clear reporting and performance obligations in future contracts. Dail Question No: 230 To ask the Minister for Transport the reason he has permitted a national public transport infrastructure programme to operate without basic monitoring of vandalism trends, without cost reporting, without local data, and without any security plan for thousands of bus shelters; and the actions he will take to bring this system in line with normal governance standards expected of publicly funded infrastructure.	Dear Deputy, I refer to the matters you raised in Parliamentary Questions No. 227, 228,229 and 230 of 04 December last, which have been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions this year which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to these particular Parliamentary Questions. In my earlier response dated 28 November to your previous Parliamentary Questions in relation to bus shelter maintenance (Parliamentary Questions No. 111, 112 and 113 of 09 October last), I set out the overall national figures relating to the number of bus shelters that have been subject to vandalism, on a monthly basis, over the last five years. These were provided on an aggregrated national basis, as our standard reporting does not break the information into county categories. In your follow-up Parliamentary Questions of 4 December, you query the rationale for allowing "a national public transport infrastructure programme to operate without basic monitoring of vandalism trends, without cost reporting, without local data, and without any security plan for thousands of bus shelters". I confirm that this is not the case. Because we operate the bus shelter contract on a national basis – a single contract covering the full country – we similarly manage and monitor the contract on a national basis. On that national basis, we do monitor vandalism trends and maintenance/repair costs – we do not need to sub-divide into sub-areas for overall management of the contract. In relation to a "security plan for thousands of bus shelters", this is an area where the NTA has limited potential to implement active security measures. Instead, we do have measures to reduce the impacts of vandalism where they occur. As a first response in the case of a shelter subject to repeated vandalism, we can replace the laminated glass panels in the particular shelter with Perspex material, which is harder to break but is prone to scratching and other similar damage. Where vandalism continues to occur, we can replace the Perspex panels with steel sheet panels. While the steel sheet panels are much less attractive than glass panel shelters, they can be used where other solutions to resolve panel breakage and/or removal have been unsuccessful. On an overall basis, I confirm that the bus shelter contract is being managed in accordance with all required governance and reporting requirements. I hope that the above information is of assistance. Yours sincerely,	**Ken O'Flynn, T.D**

			Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. All governance arrangements for public transport initiatives, including the provision of bus stops/shelters, funded through my Department are in line with the requirements set out in the Infrastructure Guidelines. Governance arrangements are under constant consideration to ensure they reflect the scale of relevant initiatives, provide effective oversight of projects and achieve value for money. Noting the NTA's responsibility for this information, 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.		

04/12/2025	212	**PQ Referred: 68671/25, for answer 04/12/2025 , Written from - Naoise Ó Muirí**	Dail Question No: 212 To ask the Minister for Transport when the new DART carriages will be rolled out; the expected additional capacity they will provide; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA will triple the length of the electrified rail network from circa 50km to 150km and double city centre rail capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high-capacity public transport across the GDA. Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 212 of 4 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. As identified in the Minister's response, new DART+ fleet is entering service next year on the line between Dublin and Drogheda and that rollout will continue into 2028. The passenger capacity on the full size new DART trains is 1100 passengers (including standing passengers). The current typical train operating to Drogheda (seven carriage Intercity Rail Car train set) has a passenger capacity of 770 passengers (including standing passengers). I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Naoise O'Muiri, T.D**

04/12/2025	210	**PQ Referred: 68651/25, for answer 04/12/2025 , Written from - Eoin Hayes**	Dail Question No: 210 To ask the Minister for Transport his view on whether Bus Connects will be complete by 2030; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of BusConnects. BusConnects is providing a transformative programme of investments in the bus services across five cities in Ireland. In each city the programme will involve a mix of network redesign, new electric bus fleet, and the provision of segregated bus and cycling facilities to support more efficient journey times for sustainable transport modes. As the Deputy may be aware, my Department recently published its NDP Sectoral Plan, setting out indicative timelines for major transport projects, including the five BusConnects programmes. Indicative timelines indicate some BusConnects construction components will extend beyond 2030. Steady progress has been made in developing and implementing BusConnects in recent years. In relation to BusConnects Dublin, which is the most advanced of the programmes, there have been some positive developments recently, with An Coimisiún Pleanála having approved all 12 of the BusConnects Dublin Core Bus Corridor Schemes.The first of these Schemes, the Liffey Valley to City Centre Core Bus Corridor, is due to enter construction this month, while the contract for the second,the Ballymun-Finglas Core Bus Corridor, was signed this week and will enter construction in 2026. The first seven phases of new bus service routes as part of the bus network in Dublin have been implemented. The NTA rolled out Phase 7, the F-Spine (Finglas to Tallaght) in October 2025. There are currently circa 120 double-deck electric	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 210 of 4 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. I note that the Minister has already provided a substantial response to this query. To supplement the Minister's response, I attach a short note outlining the status of various elements of the BusConnects programme. In overview terms, while many of the key elements of the BusConnects Programme will be complete by 2030, the delivery of certain parts of the programme will extend past 2030. I trust that the above information is of assistance. Yours sincerely,	**Eoin Hayes, T.D**

			buses in service in Dublin and 60 in Limerick. Further electric buses will roll-out over the coming years. BusConnects Cork received Government approval at Approval Gate 1 of the Infrastructure Guidelines in October 2025. This will enable the major infrastructure element, the Sustainable Transport Corridors, to enter the planning system in 2026. BusConnects Waterford, Galway and Limerick are in their earlier stages compared to BusConnects Cork and Dublin. 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 within 10 days.		

04/12/2025	207	**PQ Referred: 68612/25, for answer 04/12/2025 , Written from - Naoise Ó Muirí**	Dail Question No: 207 To ask the Minister for Transport if the NTA has considered piloting audio technology in taxis to assist the visually impaired; the steps being taken to improve accessibility in taxis; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including the creation of regulations governing the requirement to fit and operate specified equipment in vehicles, 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. Both my Department and the NTA remain committed to increasing the accessibility of SPSV services and have introduced a number of initiatives to increase accessibility in the SPSV sector. For example, new entrants to the SPSV sector are required to operate a wheelchair accessible vehicle (WAV) by Regulations introduced by the NTA in June 2010.This was introduced in order to increase the number of WAVs in the SPSV fleet nationwide (taxis, hackneys, and limousines). This measure has increased the WAV penetration in the SPSV fleet from 4% in 2014 to over 22% at the end of October 2025. This regulation has been accompanied by the WAV Grant, which provides financial support towards the acquisition or conversion of suitable vehicles to operate as WAVs in the SPSV fleet, and has been funded by my Department annually since 2014.Under the WAV Grant, applicants can avail of up to €17,500 in grant funding. The 2025 iteration of this grant scheme is closed to new applications but may reopen in early 2026, subject to the provision of funding. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 207 of 04 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Further to your query about the potential implementation of an audio announcement system in taxis, I confirm that the NTA does not currently have any plans for such an introduction. I trust that the above information is of assistance. Yours sincerely,	**Naoise O'Muiri, T.D**

04/12/2025	187	**PQ Referred: 68528/25, for answer 04/12/2025 , Written from - Eoin Ó Broin**	Dail Question No: 187 To ask the Minister for Transport the reason funding has not been provided under the National Development Plan for DART+ Southwest; the new timeline for the project; and if he will make a statement on the matter. Answer As the Deputy may be aware, 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 DART+ programme. DART+ South West, which is part of the DART+ programme, involves the extension of DART services from the City Centre to Hazelhatch and Celbridge, increasing train capacity from 12 to 23 trains per hour per direction and increasing passenger capacity from the current peak capacity of circa 5,000 to 20,000 passengers per hour per direction. An Coimisiún Pleanála granted planning permission for DART+ South West in November 2024. Procurement for DART+ South West and West is progressing with pre-qualification questionnaires notices for Design and Build works advertised in May 2025. The Sectoral Plan sees the allocation of €22.3 billion in Exchequer resources to Transport, along with an additional allocation of €2 billion from the country's Infrastructure, Climate and Nature Fund to support the development of MetroLink. Of this total allocation, funding of circa €10 billion for public transport infrastructure is earmarked from 2026 to 2030, in addition to the €2 billion for MetroLink, primarily in line with the Department's NIFTI intervention hierarchy of Maintain, Optimise, Improve, and New. This approach involves prioritising investment in the protection andrenewal of existing assets before investing in new ones, on economic and environmental grounds. This funding will see significant advancements made in a number of public transport projects, including commencing construction on DART+ Programme.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 187 of 04 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We note that the Minister has provided a substantive response to this Parliamentary Question. As this is primarily a funding matter governed by the Sectoral Investment Plan for Transport published by the Department of Transport, the NTA has nothing further to add to the Ministers response. I trust that the above information is of assistance. Yours sincerely,	**Eoin O'Broin, T.D**

			The Department of Transport will continue to explore opportunities for additional funding, including through funding streams such as the European Union Connecting Europe Facility (CEF), to compliment national Exchequer funding which may allow some projects to proceed to construction earlier than currently anticipated. 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 within10 days.		

04/12/2025	228	**PQ Referred: 68996/25, for answer 04/12/2025 , Written from - Ken O'Flynn**	Dail Question No: 227 To ask the Minister for Transport the reason his Department does not require the National Transport Authority to collect and report local breakdowns, repeat incidents, and repair costs relating to vandalism of public bus shelters; the reason this information is not monitored at Department level despite annual public funding; and the steps he will now take to ensure full transparency and proper oversight of this infrastructure. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. All governance arrangements for public transport initiatives, including the provision of bus stops/shelters, funded through my Department are in line with the requirements set out in the Infrastructure Guidelines. Governance arrangements are under constant consideration to ensure they reflect the scale of relevant initiatives, provide effective oversight of projects and achieve value for money. Noting the NTA's responsibility for this information, 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Questions No. 227, 228,229 and 230 of 04 December last, which have been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions this year which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to these particular Parliamentary Questions. In my earlier response dated 28 November to your previous Parliamentary Questions in relation to bus shelter maintenance (Parliamentary Questions No. 111, 112 and 113 of 09 October last), I set out the overall national figures relating to the number of bus shelters that have been subject to vandalism, on a monthly basis, over the last five years. These were provided on an aggregrated national basis, as our standard reporting does not break the information into county categories. In your follow-up Parliamentary Questions of 4 December, you query the rationale for allowing "a national public transport infrastructure programme to operate without basic monitoring of vandalism trends, without cost reporting, without local data, and without any security plan for thousands of bus shelters". I confirm that this is not the case. Because we operate the bus shelter contract on a national basis – a single contract covering the full country – we similarly manage and monitor the contract on a national basis. On that national basis, we do monitor vandalism trends and maintenance/repair costs – we do not need to sub-divide into sub-areas for overall management of the contract. In relation to a "security plan for thousands of bus shelters", this is an area where the NTA has limited potential to implement active security measures. Instead, we do have measures to reduce the impacts of vandalism where they occur. As a first response in the case of a shelter subject to repeated vandalism, we can replace the laminated glass panels in the particular shelter with Perspex material, which is harder to break but is prone to scratching and other similar damage. Where vandalism continues to occur, we can replace the Perspex panels with steel sheet panels. While the steel sheet panels are much less attractive than glass panel shelters, they can be used where other solutions to resolve panel breakage and/or removal have been unsuccessful. On an overall basis, I confirm that the bus shelter contract is being managed in accordance with all required governance and reporting requirements. I hope that the above information is of assistance. Yours sincerely,	**Ken O'Flynn, T.D**

04/12/2025	229	**PQ Referred: 68996/25, for answer 04/12/2025 , Written from - Ken O'Flynn**	Dail Question No: 229 To ask the Minister for Transport the controls his Department has in place to ensure transparency and accountability in how vandalism repair and maintenance costs for public bus shelters are managed; the reason his Department does not track the financial impact of vandalism under current contractual arrangements; and the steps he will now take to require clear reporting and performance obligations in future contracts.	Dear Deputy, I refer to the matters you raised in Parliamentary Questions No. 227, 228,229 and 230 of 04 December last, which have been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions this year which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to these particular Parliamentary Questions. In my earlier response dated 28 November to your previous Parliamentary Questions in relation to bus shelter maintenance (Parliamentary Questions No. 111, 112 and 113 of 09 October last), I set out the overall national figures relating to the number of bus shelters that have been subject to vandalism, on a monthly basis, over the last five years. These were provided on an aggregrated national basis, as our standard reporting does not break the information into county categories. In your follow-up Parliamentary Questions of 4 December, you query the rationale for allowing "a national public transport infrastructure programme to operate without basic monitoring of vandalism trends, without cost reporting, without local data, and without any security plan for thousands of bus shelters". I confirm that this is not the case. Because we operate the bus shelter contract on a national basis – a single contract covering the full country – we similarly manage and monitor the contract on a national basis. On that national basis, we do monitor vandalism trends and maintenance/repair costs – we do not need to sub-divide into sub-areas for overall management of the contract. In relation to a "security plan for thousands of bus shelters", this is an area where the NTA has limited potential to implement active security measures. Instead, we do have measures to reduce the impacts of vandalism where they occur. As a first response in the case of a shelter subject to repeated vandalism, we can replace the laminated glass panels in the particular shelter with Perspex material, which is harder to break but is prone to scratching and other similar damage. Where vandalism continues to occur, we can replace the Perspex panels with steel sheet panels. While the steel sheet panels are much less attractive than glass panel shelters, they can be used where other solutions to resolve panel breakage and/or removal have been unsuccessful. On an overall basis, I confirm that the bus shelter contract is being managed in accordance with all required governance and reporting requirements. I hope that the above information is of assistance. Yours sincerely,	**Ken O'Flynn, T.D**

04/12/2025	230	**PQ Referred: 68996/25, for answer 04/12/2025 , Written from - Ken O'Flynn**	Dail Question No: 230 To ask the Minister for Transport the reason he has permitted a national public transport infrastructure programme to operate without basic monitoring of vandalism trends, without cost reporting, without local data, and without any security plan for thousands of bus shelters; and the actions he will take to bring this system in line with normal governance standards expected of publicly funded infrastructure. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. All governance arrangements for public transport initiatives, including the provision of bus stops/shelters, funded through my Department are in line with the requirements set out in the Infrastructure Guidelines. Governance arrangements are under constant consideration to ensure they reflect the scale of relevant initiatives, provide effective oversight of projects and achieve value for money. Noting the NTA's responsibility for this information, 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Questions No. 227, 228,229 and 230 of 04 December last, which have been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions this year which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to these particular Parliamentary Questions. In my earlier response dated 28 November to your previous Parliamentary Questions in relation to bus shelter maintenance (Parliamentary Questions No. 111, 112 and 113 of 09 October last), I set out the overall national figures relating to the number of bus shelters that have been subject to vandalism, on a monthly basis, over the last five years. These were provided on an aggregrated national basis, as our standard reporting does not break the information into county categories. In your follow-up Parliamentary Questions of 4 December, you query the rationale for allowing "a national public transport infrastructure programme to operate without basic monitoring of vandalism trends, without cost reporting, without local data, and without any security plan for thousands of bus shelters". I confirm that this is not the case. Because we operate the bus shelter contract on a national basis – a single contract covering the full country – we similarly manage and monitor the contract on a national basis. On that national basis, we do monitor vandalism trends and maintenance/repair costs – we do not need to sub-divide into sub-areas for overall management of the contract. In relation to a "security plan for thousands of bus shelters", this is an area where the NTA has limited potential to implement active security measures. Instead, we do have measures to reduce the impacts of vandalism where they occur. As a first response in the case of a shelter subject to repeated vandalism, we can replace the laminated glass panels in the particular shelter with Perspex material, which is harder to break but is prone to scratching and other similar damage. Where vandalism continues to occur, we can replace the Perspex panels with steel sheet panels. While the steel sheet panels are much less attractive than glass panel shelters, they can be used where other solutions to resolve panel breakage and/or removal have been unsuccessful. On an overall basis, I confirm that the bus shelter contract is being managed in accordance with all required governance and reporting requirements. I hope that the above information is of assistance. Yours sincerely,	**Ken O'Flynn, T.D**

09/12/2025	261	**PQ Referred: 69949/25, for answer 09/12/2025 , Written from - John Brady**	Dail Question No: 261 To ask the Minister for Transport the position regarding the new planned Local Link service between Roundwood and Bray, County Wicklow; when the service is due to commence; the details of the schedule; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 261 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The procurement process for the Transport for Ireland (TFI) route 199 Glendalough-Bray is complete; however the contract with the preferred bidder to operate the services has not yet been signed. The Department of Transport and the NTA are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. As these discussions are ongoing a precise date for commencement of services cannot be provided at this time. Route 199 is proposed to connect Glendalough to Bray via the settlements of Laragh, Roundwood, and Kilmacanogue, providing 5 return services 7 days a week. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**John Brady, T.D.**

09/12/2025	258	**PQ Referred: 69939/25, for answer 09/12/2025 , Written from - Michael Collins**	Dail Question No: 258 To ask the Minister for Transport the measures that will be taken to address underserved by public transport including the provision of a Local Link service in an area (details supplied); and if he will make a statement on the matter. Identical Question(s): Transport, Climate Details Supplied: to acknowledge that the South Clew Bay area in west Mayo—home to Louisburgh and communities such as Killeen, Killadoon, Drummin, and Roonagh Harbour, these places are currently underserved by public transport, and outline what immediate measures will be taken to address this neglect, including the provision of a Local Link service Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 258 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have no current plans for a regular Local Link service to Killeen, Killadoon, Drummin, and Roonagh Harbour. However, we maintain regular discussions with Local Link Mayo on public transport connections in the region and will continue to review access needs for this area. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Michael Collins, T.D**

09/12/2025	202	**PQ Referred: 69328/25, for answer 09/12/2025 , Written from - Darren O'Rourke**	Dail Question No: 202 To ask the Minister for Transport his plans to improve bus services in Bellewstown Co. Meath, under Connecting Ireland or otherwise; the timeline and detail of same; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 202 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have no current plans to introduce any Public Service Obligation (PSO) public transport routes to connect to Bellewstown, Co. Meath. We will consider this link as part of any future transport reviews of the area; however, any future proposals would be subject to funding. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Darren O'Rourke, T.D.**

09/12/2025	280	**PQ Referred: 70248/25, for answer 09/12/2025 , Written from - Colm Burke**	Dail Question No: 280 To ask the Minister for Transport if consideration will be given to reviewing the decision of the return journey of a proposed new route (details supplied) of the BusConnects Cork Programme; and if he will make a statement on the matter. Details Supplied: New Route 52 bus service Whitechurch to Cork City Centre. Residents on Ballinahina Road are requesting if consideration would be given to reviewing the decision to return via Whitechurch / Kilcully to Cork City, and instead include a circular route via the Ballinahina Road. Plan A for Route 52 was to use the Ballinahina road both ways i.e. out Carraig na bhFear up to WhiteChurch turn around and back to Carraig na bhFear and then back to Cork city via Ballinahina road. Plan B for Route 52 detoured up Kilcully on to WhiteChurch down to Carraig na bhFear and then on to Cork city via Ballinahina road (circular route). Both plans did not require people of Ballinahina Road to attend public consultations as they were going to get a great bus service. However, the present plan takes away a good bus service for the people living on the Ballinahina Road which is unfair. Answer As 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. Following public consultation, the new BusConnects Cork network was published in June 2022, and it aims to provide an increase of over 50% in bus services across the city. Planning for the implementation of the new bus network has commenced and it is expected that the new network will be implemented on a phased basis in the coming years. Implementation will be subject to funding and resources available. Noting the NTA's responsibility in these matters, I have referred the Deputy's specific question to the NTA for a more detailed reply. Please contact my	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 280 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. New route 52 was originally proposed to run along the Ballinahina Road. Following requests during the public consultation of 2021 that Kilcully be served, this was changed. A one-way loop taking in both roads was suggested. However, a loop in the central part of the route (which extends to Glenville) would require residents on that section to make very indirect journeys for either their outward or homeward trip. For example: from Kilcully to the city centre via Whitechurch, Carraig na bhFear and Glenville. Hence a two-way routeing along the Kilcully Road was chosen. This makes the route slightly longer and less direct for people in Glenville, Whitechurch and Carraig na bhFear, but would benefit residents of Kilcully and city residents who wish to visit the cemetery. We also considered having some journeys via the Kilcully Road and some via the Ballinahina Road. However, the service is designed to use one bus running about every two hours. At this frequency, it is necessary to choose one alignment or the other for all the journeys. The widths of the roads to be used are considered suitable, and are not uncommon on services of this type - any relevant matters are discussed with the local authorities. Taking the above into account, this means that the Ballinahina Road will not be served by route 52 under the BusConnects Network Redesign proposals. I trust that the above information is of assistance. Yours sincerely,	**Colm Burke, T.D.**

			private office if you do not receive a reply within 10 days.		

09/12/2025	275	**PQ Referred: 70165/25, for answer 09/12/2025 , Written from - Jen Cummins**	Dail Question No: 275 To ask the Minister for Transport the amount of fees paid to an organisation (details supplied) for its consultancy work on BusConnects since 2018. Details Supplied: SYSTRA Ireland 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, including the development of the BusConnects programmes in five cities in Ireland. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 275 of 9 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. The company named in your query - Systra - have not been directly contracted by the NTA on the BusConnects programme. Accordingly, since 2018, no direct payments have been made by the NTA to Systra in relation to the BusConnects programme. It should be noted, however, that Systra has been involved in the programme as a subcontractor to other parties. As part of that arrangement, their work has primarily involved the provision of traffic modelling and engineering services, together with utilities and other design related inputs required to support the development and assessment of the BusConnects Dublin Core Bus Corridor schemes. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Jen Cummins, T.D**

09/12/2025	176	**PQ Referred: 69031/25, for answer 09/12/2025 , Written from - Naoise Ó Cearúil**	Dail Question No: 176 To ask the Minister for Transport the details of the current service frequency for route 126 operated by Go-Ahead Ireland; the plans to increase frequency on weekdays, weekends, and evenings to meet growing commuter demand in North Kildare; 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 Go Ahead. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 176 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. As part of our ongoing service monitoring and review process, the National Transport Authority recently carried out a review of the Kildare Commuter bus services including route 126. This review proposed a number of revisions to the network aimed at increasing capacity, improving punctuality and reliability, and delivering a better overall service for all users. We sought the public's views on these proposals between 8 December 2025 and 10 January 2026. Details of the proposed changes can be found at the following link: https://consult.nationaltransport.ie/en/content/kildare-commuter-bus-service-revisions. We are currently considering the feedback received. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Naoise Ó Cearúil, T.D**

09/12/2025	196	**PQ Referred: 69201/25, for answer 09/12/2025 , Written from - Cormac Devlin**	Dail Question No: 196 To ask the Minister for Transport if the National Transport Authority will respond to representations regarding a matter (details supplied); when the relevant real-time passenger information display will be repaired; and if he will make a statement on the matter. Details Supplied: Two unanswered emails sent to the Oireachtas liaison for the National Transport Authority on 10 July and 28 August 2025 regarding the real-time information display at bus stop 747, which has been out of service for several months. 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 theNTA for direct reply to the unanswered queries. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 196 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The Real time passenger information unit at Kildare Street is currently out of operation due to a waterlogged connection chamber. A new above ground micropillar will be required to service the unit in addition to a new electricity supply connection. Discussions have commenced with the ESB and Dublin City Council to progress the implementation of the unit and the new supply. I trust that the above information is of assistance. Yours sincerely,	**Cormac Devlin, T.D.**

09/12/2025	268	**PQ Referred: 70108/25, for answer 09/12/2025 , Written from - Barry Ward**	Dail Question No: 268 To ask the Minister for Transport if he is satisfied there are a sufficient number of hybrid and electric powered business in operation in Dublin; 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. 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. 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. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 268 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. There are currently a total of 226 hybrid buses and 169 electric buses in the Dublin Bus fleet. Further electric buses will be added to this fleet over the coming months. I trust that the above is of assistance. Yours sincerely,	**Barry Ward, T.D**

09/12/2025	190	**PQ Referred: 69146/25, for answer 09/12/2025 , Written from - Emer Currie**	Dail Question No: 190 To ask the Minister for Transport to consider a service in the next round of enhancements (details supplied); and if he will make a statement on the matter. Details Supplied: the addition of earlier services at morning time on the 37 Dublin Bus on Saturday and Sunday during the NTA's next round of service enhancements in Q1 2026. Answer As Minister for Transport, my role concerns overall policy direction and funding for public transport. Day-to-day operational decisions – such as scheduling and service planning – are the statutory responsibility of the National Transport Authority (NTA), working with the relevant transport providers. For this reason, I have referred the Deputy's question to the NTA so they may address the specific operational query(s) raised. Please contact my Private Office, if a response is not received within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 190 of 09 December, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions this year which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. There are no current plans to expand the operating hours of route 37. However, your feedback regarding start times is noted and will be considered as part of the planning of BusConnects Phase 10, B-Spine. Phase 10 will see route 37 replaced by new route 34. More information on the new network is available at: https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/. This timing of the implementation of phase 10 is subject to funding and operational resource availability. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

09/12/2025	266	**PQ Referred: 70106/25, for answer 09/12/2025 , Written from - Barry Ward**	Dail Question No: 266 To ask the Minister for Transport the position regarding the number of public transport vehicles in operation that are powered by a hydrogen fuel cell; 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 266 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA is only aware of three hydrogen-fuel-cell-electric double-deck buses that are operated by Bus Éireann on PSO (Public Service Obligation) bus services. These buses were purchased by the NTA in 2021 as part of a technology pilot intended to assess the readiness level of fuel cell buses (FCBs). I trust that the above information is of assistance. Yours sincerely,	**Barry Ward, T.D**

09/12/2025	216	**PQ Referred: 69483/25, for answer 09/12/2025 , Written from - Grace Boland**	Dail Question No: 215 To ask the Minister for Transport the measures being taken to ensure that the Next Generation Ticketing system will be introduced on commuter rail and regional bus services at the same pace as Dublin city services; and if he will make a statement on the matter. Dail Question No: 216 To ask the Minister for Transport the governance and oversight arrangements in place to ensure that the Next Generation Ticketing programme adheres to the requirements of the Public Spending Code and the Infrastructure Guidelines; and if he will make a statement on the matter. Dail Question No: 217 To ask the Minister for Transport if it is intended that the Next Generation Ticketing system will be integrated with existing Transport for Ireland digital services to provide one streamlined app and a single point of access for users; and if he will make a statement on the matter. Dail Question No: 218 To ask the Minister for Transport the timeline for user testing of the Next Generation Ticketing system; when commuters will be able to trial the integrated digital platform; and if he will make a statement on the matter. Dail Question No: 219 To ask the Minister for Transport the governance arrangements in place to oversee the digital integration of the Next Generation Ticketing system with existing public transport platforms; and if he will make a statement on the matter. Dail Question No: 220 To ask the Minister for Transport the way in which the National Transport Authority is ensuring that the	Dear Deputy, I refer to the matter you raised in Parliamentary Question Nos. 215 - 222 of 9 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to these particular Parliamentary Questions. However, at the start of January we did issue responses to your Parliamentary Question Nos. 137 - 143 of 10 December last, which appear to duplicate many on the items sought in your queries of 9 December. Accordingly we refer you to the replies issued to the above referenced Parliamentary Question Nos. 137 - 143 of 10 December. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Grace Boland, T.D**

			Next Generation Ticketing system will provide a consistent user experience across bus, rail and regional services; and if he will make a statement on the matter. Dail Question No: 221 To ask the Minister for Transport if the Next Generation Ticketing system will support real time information, journey planning, account management and payment within a single app interface; and if he will make a statement on the matter. Dail Question No: 222 To ask the Minister for Transport the operational model changes that will be required within the National Transport Authority when it assumes responsibility for collecting and distributing public transport revenues under the Next Generation Ticketing system; and if he will make a statement on the matter. 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 ticketing and technology projects. The NTA's Next Generation Ticketing (or NGT) 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. 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.		

			The NGT project will represent the most comprehensive overhaul of ticketing and fare payment in the history of public transport in Ireland. NGT will transform how people travel by bus, Luas, and train and will mean that customers will be able to pay for journeys by tapping their bank card, mobile phone, or other smart device. The scope of NGT covers all public service buses, trams, and train stations including bus validators, ticket machines, ticket vending machines, station gates, tram and train platform validators and an Account Based Ticketing (ABT) solution delivered on modern cloud hosting technologies. Each of these items of ticketing equipment, representing thousands of items, will be replaced under the new system. It is anticipated that the new ticketing system across the Greater Dublin Area will be implemented in 2028, with further rollouts thereafter. All governance arrangements for public transport initiatives including the NGT project, which are funded through my Department, are in line with the requirements set out in the Infrastructure Guidelines. Governance arrangements are under constant consideration to ensure they reflect the scale of relevant initiatives, provide effective oversight of projects and achieve value for money. Nothing 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 within 10 working days.		

09/12/2025	206	**PQ Referred: 69465/25, for answer 09/12/2025 , Written from - Grace Boland**	Dail Question No: 206 To ask the Minister for Transport if Irish Rail has examined the short-term leasing of compatible rolling stock from other jurisdictions to address capacity issues arising from the delayed delivery of the battery electric carriages; and if he will make a statement on the matter. Answer As the Deputy may be aware, 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 DART+ programme. The leasing of rolling stock from other jurisdictions is a challenge for Iarnród Éireann and the NTA given that the Irish rail gauge is different to that used in the UK or the European Union. As part of the DART+ programme, DART+ Fleet provides a ten-year procurement framework for electric and battery-electric train fleet.Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 206 of 9 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Your query sought information on whether Irish Rail had "examined the short-term leasing of compatible rolling stock from other jurisdictions to address capacity issues arising from the delayed delivery of the battery electric carriages". You may or may not be aware that the gauge (the distance between the rails) of the railway network in Ireland differs from the guage used on the railway network in the UK and across Europe. This means that obtaining second hand fleet or temporarily leasing fleet is usually not feasible because of the level of vehicle modifications required, the testing /approval process for those modifications and the resultant time and cost. Northern Ireland railways operate to the same guage but it has recently been confimed with Translink, Northern Ireland's public transport operator, that there is no spare rail fleet available in Northern Ireland. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Grace Boland, T.D**

09/12/2025	207	**PQ Referred: 69466/25, for answer 09/12/2025 , Written from - Grace Boland**	Dail Question No: 207 To ask the Minister for Transport the status of driver training, depot readiness and support infrastructure for the battery electric carriages; and if the delay in delivery will impact these preparatory timelines; and if he will make a statement on the matter. Answer As the Deputy may be aware, 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 DART+ programme. As part of the DART+ programme, DART+ Fleet provides a ten-year procurement framework for electric and battery-electric train fleet.Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 207 of 9 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. The new battery-electric DART fleet is intended to be introduced into service early next year on the Dublin to Drogheda service. In tandem with the fleet testing and commissioning work on the new vehicles, work has been ongoing in relation to various other aspects associated with the introduction of new fleet. The charging infrastructure has been installed at Drogheda Station and is now undergoing testing and commissioning. Stabling and maintenance arrangements have been planned and driver training will be put in place at the appropriate time. The NTA is satisfied that the relevant arrangements to facilitate entry into service of the new fleet is progressing appropriately in line with service commencement plans. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Grace Boland, T.D**

09/12/2025	205	**PQ Referred: 69464/25, for answer 09/12/2025 , Written from - Grace Boland**	Dail Question No: 205 To ask the Minister for Transport if he has engaged with the supplier of the battery electric carriages (details supplied); and if he will make a statement on the matter. Details Supplied: , the delivery of which has been delayed, to explore whether a number of fully tested carriages can be made available on an interim basis to Irish Rail in order to address capacity constraints on the Northern Commuter line and other impacted routes pending full deployment of the new fleet, which is now expected in quarter 2 of 2027 Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. As part of the DART+ programme, DART+ Fleet provides a ten-year procurement framework for electric and battery-electric train fleet.Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 205 of 9 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. The process of introducing new rail fleet is highly regulated in order to ensure passenger safety. The process involves a major campaign of testing which can only be carried out in Ireland due to the unique gauge of the Irish railway network - this testing is being undertaken at present. The outputs of the testing process, together with comprehensive safety documentation, are then submitted to the European Union Agency for Railways (ERA) seeking approval to put the fleet into service. The ERA approval process is understood to take about seven months. Irish Rail are not permitted to put the fleet into passenger service until ERA approval has been granted. Accordingly, it is not permissible to put the train fleet into service on an interim basis following the completion of the testing phase. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Grace Boland, T.D**

09/12/2025	244	**PQ Referred: 69816/25, for answer 09/12/2025 , Written from - Grace Boland**	Dail Question No: 244 To ask the Minister for Transport if he will provide details of any independent validation or auditing undertaken on the National Transport Authority's demand analysis tool to ensure accuracy and fairness in route prioritisation; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 241, 242, 243 & 244 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The National Transport Authority's demand analysis tool utilises available ticketing and Leap card data, along with bus tracking GPS information provided by Go Ahead and Dublin Bus, to identify bus routes which are operating above normal capacity. Analysis of Leap card data is undertaken to understand boarding and alighting patterns on buses in Dublin City across the day. The tool then assigns similar behaviour to cash ticket users to identify the total number of people who have boarded any particular trip and where they are getting off. It can then subsequently determine the number of passengers on board a bus at any given time, and as such, identify what level of capacity it is operating at. It can illustrate average trip behaviour but also has the ability to drill down to specific locations, trips that occurred on specific days or time of the day. Due to the scale of analysis and calculations involved, the tool is loaded with typically a month's worth of data at a time, with the latest information covering November 2025. The tool has been analysed each month since inception to understand and rank routes with the highest number of stops over capacity on a trip. The NTA have identified routes consistently appearing high in the rankings in terms of trips operating over capacity and have commissioned a number of bus occupancy surveys to validate the findings of the demand analysis tool. Using the tool, and subsequent on-the-ground occupancy surveys, the NTA have been able to develop a prioritised listing of bus routes with over-capacity issues, which we are seeking to address, in so far as is possible, within the driver, vehicle and funding constraints that we operate. This data driven approach allows us to make best use of the limited fleet availability to ensure that routes with the most significant issues, impacting the most people, are prioritised for intervention. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

09/12/2025	241	**PQ Referred: 69813/25, for answer 09/12/2025 , Written from - Grace Boland**	Dail Question No: 241 To ask the Minister for Transport if he will provide details of the data inputs, weighting factors and thresholds applied by the National Transport Authority's demand analysis tool when prioritising routes for capacity interventions; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 241, 242, 243 & 244 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The National Transport Authority's demand analysis tool utilises available ticketing and Leap card data, along with bus tracking GPS information provided by Go Ahead and Dublin Bus, to identify bus routes which are operating above normal capacity. Analysis of Leap card data is undertaken to understand boarding and alighting patterns on buses in Dublin City across the day. The tool then assigns similar behaviour to cash ticket users to identify the total number of people who have boarded any particular trip and where they are getting off. It can then subsequently determine the number of passengers on board a bus at any given time, and as such, identify what level of capacity it is operating at. It can illustrate average trip behaviour but also has the ability to drill down to specific locations, trips that occurred on specific days or time of the day. Due to the scale of analysis and calculations involved, the tool is loaded with typically a month's worth of data at a time, with the latest information covering November 2025. The tool has been analysed each month since inception to understand and rank routes with the highest number of stops over capacity on a trip. The NTA have identified routes consistently appearing high in the rankings in terms of trips operating over capacity and have commissioned a number of bus occupancy surveys to validate the findings of the demand analysis tool. Using the tool, and subsequent on-the-ground occupancy surveys, the NTA have been able to develop a prioritised listing of bus routes with over-capacity issues, which we are seeking to address, in so far as is possible, within the driver, vehicle and funding constraints that we operate. This data driven approach allows us to make best use of the limited fleet availability to ensure that routes with the most significant issues, impacting the most people, are prioritised for intervention. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

09/12/2025	243	**PQ Referred: 69815/25, for answer 09/12/2025 , Written from - Grace Boland**	Dail Question No: 243 To ask the Minister for Transport if he will confirm whether the National Transport Authority's demand analysis tool incorporates the number of passengers left at bus stops, real-time passenger load data, seasonal variations and peak-hour adjustments; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 241, 242, 243 & 244 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The National Transport Authority's demand analysis tool utilises available ticketing and Leap card data, along with bus tracking GPS information provided by Go Ahead and Dublin Bus, to identify bus routes which are operating above normal capacity. Analysis of Leap card data is undertaken to understand boarding and alighting patterns on buses in Dublin City across the day. The tool then assigns similar behaviour to cash ticket users to identify the total number of people who have boarded any particular trip and where they are getting off. It can then subsequently determine the number of passengers on board a bus at any given time, and as such, identify what level of capacity it is operating at. It can illustrate average trip behaviour but also has the ability to drill down to specific locations, trips that occurred on specific days or time of the day. Due to the scale of analysis and calculations involved, the tool is loaded with typically a month's worth of data at a time, with the latest information covering November 2025. The tool has been analysed each month since inception to understand and rank routes with the highest number of stops over capacity on a trip. The NTA have identified routes consistently appearing high in the rankings in terms of trips operating over capacity and have commissioned a number of bus occupancy surveys to validate the findings of the demand analysis tool. Using the tool, and subsequent on-the-ground occupancy surveys, the NTA have been able to develop a prioritised listing of bus routes with over-capacity issues, which we are seeking to address, in so far as is possible, within the driver, vehicle and funding constraints that we operate. This data driven approach allows us to make best use of the limited fleet availability to ensure that routes with the most significant issues, impacting the most people, are prioritised for intervention. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

09/12/2025	242	**PQ Referred: 69814/25, for answer 09/12/2025 , Written from - Grace Boland**	Dail Question No: 242 To ask the Minister for Transport if he will publish the criteria used by the National Transport Authority's demand analysis tool to rank bus routes for additional capacity; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 241, 242, 243 & 244 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The National Transport Authority's demand analysis tool utilises available ticketing and Leap card data, along with bus tracking GPS information provided by Go Ahead and Dublin Bus, to identify bus routes which are operating above normal capacity. Analysis of Leap card data is undertaken to understand boarding and alighting patterns on buses in Dublin City across the day. The tool then assigns similar behaviour to cash ticket users to identify the total number of people who have boarded any particular trip and where they are getting off. It can then subsequently determine the number of passengers on board a bus at any given time, and as such, identify what level of capacity it is operating at. It can illustrate average trip behaviour but also has the ability to drill down to specific locations, trips that occurred on specific days or time of the day. Due to the scale of analysis and calculations involved, the tool is loaded with typically a month's worth of data at a time, with the latest information covering November 2025. The tool has been analysed each month since inception to understand and rank routes with the highest number of stops over capacity on a trip. The NTA have identified routes consistently appearing high in the rankings in terms of trips operating over capacity and have commissioned a number of bus occupancy surveys to validate the findings of the demand analysis tool. Using the tool, and subsequent on-the-ground occupancy surveys, the NTA have been able to develop a prioritised listing of bus routes with over-capacity issues, which we are seeking to address, in so far as is possible, within the driver, vehicle and funding constraints that we operate. This data driven approach allows us to make best use of the limited fleet availability to ensure that routes with the most significant issues, impacting the most people, are prioritised for intervention. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

09/12/2025	272	**PQ Referred: 70114/25, for answer 09/12/2025 , Written from - Colm Burke**	Dail Question No: 272 To ask the Minister for Transport the way in which his Department ensures all departmental agencies such as the National Transport Authority, National Car Test and Northern Irish counterparts ensure their service to citizens and road users are in full compliance under EU directives; the length of time for these services to reply to road users; and if he will make a statement on the matter. Answer Where a state agency is has been assigned with ensuring Ireland's compliance with some aspect of EU law, implementation of that responsibility sits with the relevant agency in the first instance. My Department exercises an agency corporate governance and oversight role in line with the Code of Practice for the Governance of State Bodies. Noting the two specific examples cited in the Deputy's query, I have referred the question to the Road Safety Authority and National Transport Authority for a more detailed response in respect of their EU obligations. Please contact my office if a response is not received within ten days. Neither I nor my Department have an oversight function in respect of Northern Irish agencies.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 272 of 09 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In your query, you seek confirmation regarding ensuring that certain services to “citizens and road users are in full compliance under EU directives”. While the focus of your query isn’t fully clear, the NTA does have a number of roles under European law which it seeks to discharge in full compliance with the requirements of the applicable legislation. Examples include the role of the NTA in the area of passenger rights. The NTA is the designated National Enforcement Body for Ireland for EU Passenger Rights in relation to the following legislative instruments on passenger rights: • Regulation 1371/2007 on rail passengers’ rights and obligations; • Regulation 1177/2010 concerning the rights of passengers when travelling by sea and inland waterway; and • Regulation 181/2011 concerning the rights of passengers in bus and coach transport. In brief, the objective of the EU Passenger Rights Regulations is to ensure a high level of protection to passengers using bus and coach transport, rail transport, and waterborne transport in or from the European Union. These regulations relate to matters of non-discrimination and assistance for disabled persons and persons with reduced mobility; provision of information to all passengers before and during their journey; assistance to all passengers in the event of delays; and, in certain circumstances, compensation for long delays or the cancellation of journeys. More recently, the NTA has been designated as a competent authority in relation to the Critical Entities Resilience Directive and also under the NIS2 Directive which establishes a unified legal framework to uphold cybersecurity in 18 critical sectors across the EU. In all cases the NTA undertakes its role in accordance with the relevant legislative requirements as derived from the relevant European Directive or Regulation. I trust that the above information is of assistance. Yours sincerely,	**Colm Burke, T.D.**

10/12/2025	251	**PQ Referred: 69886/25, for answer 09/12/2025 , Written from - Grace Boland**	Dail Question No: 251 To ask the Minister for Transport if he will provide details of any review or consultation undertaken by the National Transport Authority on extending northern commuter line service hours into late evening on weekdays and weekends; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 251 of 09 December, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have no current plans to provide additional regular later evening northern line commuter services. Whilst it is possible to accommodate later evening services over the Christmas period or for special events, in general, all Irish Rail fleet and driver resources are fully utilised to provide the existing levels of service. New fleet is expected to be deployed on the northern line from 2027. In addition, Irish Rail require, and use, the non-operational night-time hours for maintenance and upgrading activities. The availability of these non-operational hours are particularly important in the context of the DART+ Programme implementation. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

10/12/2025	159	**PQ Referred: 70734/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 159 To ask the Minister for Transport how the Government's investment in BusConnects orbital bus corridors and the Luas 2050 vision for orbital light rail will complement or substitute for the proposed orbital road in addressing congestion and connectivity challenges in the greater Dublin area; 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 and the national roads programme. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including BusConnects and Luas. Under the Roads Act 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. It is important to point out that it is for the local authority, in the first instance, to engage with TII regarding the progression of any proposed national road project. All projects, including those listed in the NDP or any revision to the NDP, require statutory approval and compliance with the Infrastructure Guidelines. The NTA Greater Dublin Area Strategy does not envisage the progression of a Leinster Orbital Route in its original form. However, it proposed the provision of offline improvements in the existing road network to cater for orbital demand. Noting the above position, I have referred your question to the NTA for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 159 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding During 2022 and 2023 under the Bus Connects programme, the NTA launched 10 regular, frequent orbital bus routes. A further northern orbital (N8) and inner orbital (O) route will be launched in a later phase of the programme, subject to funding and operational readiness. These routes serve the demand for orbital travel between communities, employment and education destinations and retail centres. The routes also connect with radial bus, LUAS and rail services and are included as part of the TFI 9o fare structure. The statutory framework for the development of transport infrastructure and services in the Dublin region is provided for by the NTA's Transport Strategy for the Greater Dublin Area, 2022-2042. This strategy sets out the measures that will be required to serve the transport needs of the GDA for 20 years and is subject to review and update every 6 years. During the development of the Transport Strategy, consideration was given to orbital movement in the Dublin area. Section 12.3.9 of the Transport Strategy states "The analysis undertaken for the Transport Strategy indicated that demand for orbital public transport in the Metropolitan area during the period of the strategy can be satisfactorily accommodated by bus. These requirements may change in line with land use planning and development patterns as they may emerge over the coming years. As such, the requirement for a higher capacity system will be monitored as part of the periodic review of the Transport Strategy, with a view to identifying and protecting alignments, as required, for delivery after 2042." The Transport Strategy went on to set a specific objective - Measure LRT8 – in relation to a potential orbital Luas line. That objective states "During the latter half of the period of the Transport Strategy, and subject to assessment, it is intended to identify and protect an alignment or alignments for orbital light rail to meet increased demand in Metropolitan Dublin." The ideas contained in Luas 2050 Vision will form an input into the review of the Transport Strategy, which is intended to commence in 2026. In addition to the above, the Transport Strategy for the GDA provides for improved orbital road movements via the following measures: • Measure ROAD6 – Catering for Orbital Movement in Leinster 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. • Measure ROAD8 – Emergency Diversion Routes 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. • Measure ROAD9 - Regional and Local Roads Policy 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;' The delivery of these measures is a matter for the local authorities, in consultation with the NTA in	**Grace Boland, T.D**

				terms of its alignment with the above measures, and with TII in terms of any interface with the national road network. As such, the NTA is satisfied that the current Transport Strategy addresses orbital movement by all modes appropriately. During the review and update of the Transport Strategy, the latest land use data and local authority plans will be examined and more detailed analysis of orbital movement will be undertaken with a view to progressing measure LRT8. I trust that the above is of assistance. Yours sincerely,	

10/12/2025	158	**PQ Referred: 70733/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 158 To ask the Minister for Transport if he will provide an updated delivery timeline and confirm whether any interim corridor protection or preparatory work is underway; and if he will make a statement on the matter. Answer As 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. The safeguarding of routes and transport corridors can be used to protect them for future development. For example, the All-Island Strategic Rail Review, published by the Department of Transport in cooperation with the Department of Infrastructure in Northern Ireland in July 2024, notes that it is important for authorities in both jurisdictions to implement planning policies that safeguard land for future railways and stations. Noting the NTA's responsibility in these matters, I have referred the Deputy's specific question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 158 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Your query asked the Minister for Transport "if he will provide an updated delivery timeline and confirm whether any interim corridor protection or preparatory work is underway". We are unclear what project or proposal is being referenced in this query. Accordingly, we are not in a position to add to the Minister's response. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Grace Boland, T.D**

10/12/2025	134	**PQ Referred: 70683/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 134 To ask the Minister for Transport the contingency measures in place to protect rail service reliability and capacity on the northern commuter line pending the full operation of the national train control centre; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified rail network from circa 50km to 150km and double city centre rail capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high-capacity public transport across the GDA. DART+ Costal North will provide an extension of DART services from the city centre to Drogheda. The planning approval for DART+ Costal North was granted by An Coimisiún Pleanála in August 2025. The NDP Sectoral Investment Plan for Transport, published by the Department last month, notes that there is the potential to commence construction on elements of the DART+ Coastal North project in the coming years, involving infrastructure such as new track on the route and a new platform at Drogheda station, in advance of works on the Overhead Line Equipment (OHLE). Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027, this will provide a boost to capacity on the line.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 134 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Your query sought information on "the contingency measures in place to protect rail service reliability and capacity on the northern commuter line pending the full operation of the national train control centre". Until such time as the new train control centre is fully operational, the existing train control centre will continue to safely manage the operation of the railway network. It will continue to provide the train control arrangements on the Northern Line and will cater for the planned fleet movements in advance of the new Heuston Station centre becoming fully operational. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Grace Boland, T.D**

			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 within10 days.		

10/12/2025	129	**PQ Referred: 70676/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 129 To ask the Minister for Transport if the deployment of the new train sets on the northern commuter line will facilitate any additional services; if not, when additional services are planned; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme which comprises five different projects in and around the GDA will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. DART+ Costal North will provide an extension of DART services from the city centre to Drogheda. The planning approval for DART+ Costal North was granted by An Coimisiún Pleanála in August 2025. DART+ Fleet will provide a ten-year procurement framework for electric and battery-electric train fleet. Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027, which will provide additional capacity on the line. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 129 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The first tranche of new battery-electric DART+ fleet is now undergoing certification and safety testing. They are expected to come into passenger service during 2027. Initially it is intended that 5 full length new battery-electric train sets (each consisting of 10 carriages and equivalent in length to the 7 and 8 carriage diesel train sets currently in operation) will be deployed on the Northern Commuter Line serving Dublin to/from Drogheda. These will replace the majority of the existing diesel commuter fleet operating on this line and will provide additional capacity. The introduction of the new DART fleet will release existing diesel commuter fleet for redeployment to provide alternative services. During 2026, planning will be undertaken on the use of the enlarged train fleet. Accordingly, the revised service arrangements are not available at the present time but will be available later in 2026. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

10/12/2025	130	**PQ Referred: 70677/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 130 To ask the Minister for Transport if his Department and the National Transport Authority have considered the rapid population growth along the northern commuter line corridor, including Skerries, Rush and Lusk, and Balbriggan, in planning for additional capacity and service frequency; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified rail network from circa 50km to 150km and double city centre rail capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high-capacity public transport across the GDA. DART+ Costal North will provide an extension of DART services from the city centre to Drogheda. The planning approval for DART+ Costal North was granted by An Coimisiún Pleanála in August 2025. The NDP Sectoral Investment Plan for Transport, published by the Department last month, notes that there is the potential to commence construction on elements of the DART+ Coastal North project in the coming years, involving infrastructure such as new track on the route and a new platform at Drogheda station, in advance of works on the Overhead Line Equipment (OHLE). Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 130 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We note that the Minister provided a substantive response to this Parliamentary Question. To add to the Ministers response, we confirm that the proposals for the Northern Line have considered the population growth along this corridor. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

			Drogheda from 2027. 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 within10 days.		

Data Classification: Public

10/12/2025	128	**PQ Referred: 70675/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 128 To ask the Minister for Transport the number of additional passenger places which will be provided, on a daily basis, on the northern commuter line following the deployment of the new battery electric train sets in 2027; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. The DART+ fleet project provides a ten-year procurement framework for electric and battery-electric train fleet. Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027, increasing capacity on the line. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 128 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Your query sought details of the additional passenger capacity on the Northern Line following the transition to the new DART fleet. The initial deployment of the new fleet is intended to be on a one-for-one replacement - one diesel powered trainset replaced by one battery-electric DART. The current typical train operating to Drogheda is a seven carriage Intercity Rail Car train set, which has a passenger capacity of 770 passengers (including standing passengers). The passenger capacity on the full size new DART trains is 1100 passengers (including standing passengers), which represents a passenger capacity increase (including standing passengers) of 330 passengers per trainset. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Grace Boland, T.D**

10/12/2025	123	**PQ Referred: 70665/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 123 To ask the Minister for Transport the number of reported faults or failures in real-time passenger information systems at rail stations in north County Dublin over the past 12 months; the stations with the highest number of reported issues; the measures being taken to improve the reliability and accuracy of these systems; 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 Iarnród Éireann. In light of their responsibilities in this area, I have forwarded the Deputy's question to theNTA and Iarnród Éireann for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 123 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA does not have any information on such failures. The systems in the stations are the responsibility of Irish Rail in the first instance. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

10/12/2025	119	**PQ Referred: 70599/25, for answer 10/12/2025 , Written from - James Geoghegan**	Dail Question No: 119 To ask the Minister for Transport to review the roll out of new bus routes (details supplied); and if he will make a statement on the matter. Details Supplied: F1, F2 and F3 details supplied* and the S4 details supplied* and the 82 F1,F2, F3 - The 9 bus went through George street and Dame Street so was perfect for anywhere anyone wanted to go to in the city centre. George Street and Dame Street allowed people to be equal distance to everywhere they might want to go to. The 54a was available for those who wanted a quicker route. I used to get the 9 (directly to DCU) and the journey took about an hour each way.Since the changeover to the F Spine on October 19th, this journey now takes up to 90 minutes. There is up to a 10 minute wait between connecting buses (from an F to an E bus) in the mornings and 20 minutes in the evenings (from an E to an F).The new buses, F1, 2 and 3 frequently arrive in bunches, one after each other, followed by 20 minute plus gaps. This is the same for the E Spine The route taken by the F Spine buses, via St Stephen's Green, has added 15 minutes to the journey from Kimmage Road to O'Connell Street (it now takes 45 minutes compared to 30 minutes on the 9).It's quicker to get off the bus (at Cuffe Street) and walk (9 minutes) to Westmoreland Street to get a connecting bus rather than go around the Green (15 minutes +).The roll out of the F Spine has been disastrous. I am fully aware what a difficult task reorganising bus routes in a city that is choked with traffic, and it was not the intention of the NTA to make things worse, but that's what's happened. I now leave the house earlier in the mornings and arrive at work later. S4 Of late there are numerous scheduled S4 buses which show as cancelled on the TFI Live app every morning between 7am and 7.45am. When the next scheduled S4 arrives at the bus stop, it is full, unsurprisingly and they cannot get on the bus. This makes them late for school through no fault of their own.This happened this morning and to say I am absolutely livid would be an understatement. I checked the app at 7.25am. There is usually a bus at approximately 7.30am and 7.40am. There was no bus at 7.30 or around that time and the bus that was due at about 7.40/7.45am was cancelled. The next bus wasn't for 31 minutes after that. They went to the bus stop in time for that bus only for it to drive past them, full! The scheduled	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 119 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Quality of service on the new F-Spine routes has not been meeting the required standards. We apologise for the inconvenience caused. Driver recruitment and timetable adjustments to reflect traffic delays are being put in place by the operator and are expected to improve performance. We also wish to apologise for the cancellation of successive journeys on route S4. This service is planned to run about every ten minutes. The matter has been brought to the attention of the operator for action. Routes F1, F2 and F3 run via St Stephen's Green rather than Aungier Street and Dame Street due to the planned closure of part of College Green and part of Dame Street in 2026/2027 for the creation of Dublin City Council's new College Green pedestrian plaza. This new plaza requires the removal of all east-west buses from the College Green and Dame Street area – it will not be possible to travel to send buses along the existing College Green / Dame Street / South Great Georges Street alignment following the closure for the new Plaza. This was a key consideration in the development of the current F-Spine proposals, which avoided passing through College Green and had to follow a new alignment as a consequence. For travel to and from DCU, interchange is available between the F-Spine routes the E-Spine routes E1 or E2 at O'Connell Street. They are scheduled to provide a bus about every five minutes (four minutes during peak hours), but accept that due to uneven headways between services, or cancelled services, actual wait times can sometimes be longer. Interchange is free if using the 90-minute fare. Although some trips require interchange, we consider that this offers enhanced connectivity overall. The NTA and the bus operators are continuing to monitor capacity and reliability and to ensure a more even headway between spine services. Further adjustments to timetables will be made as appropriate, and we are also working with Dublin City Council to optimise priority for buses at traffic signals to reduce delays. I trust that the above information is of assistance. Yours sincerely,	**James Geoghegan, T.D**

			S4 after that was also cancelled! 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. BusConnectsis 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. The aim of the network is to improve the existing Transport for Ireland system through enhanced services with high frequency spines and new local, Orbital and Radial routes. It is acknowledged that reliability has been a key concern during the initial rollout of Phase 7, with challenges primarily linked to traffic congestion on new city-centre alignments and driver availability. When implementing new phases of the BusConnects network, the NTA continuously monitors services, identifies any issues that arise, and puts in fixes where appropriate. In that context, and as the Deputy may be aware, the NTA have recently announced changes to certain route alignments for Phase 7, including routes 80, 23, and 24, following feedback from passengers and local representatives. These amendments reflect the NTA's commitment to improving services in direct response to that input. Notwithstanding this, I would like to reassure the Deputy that Government remains 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 2026, the Department of Transport secured €940 million of funding for Public Service Obligation (PSO) and TFI Local Link services (a significant 43% uplift, an increase from €658.4 million in 2025). My Department will continue to work with the NTA to		

			ensure the redesigned network delivers on its objectives and its performance is closely monitored. 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.		

10/12/2025	122	**PQ Referred: 70664/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 122 To ask the Minister for Transport if he will provide a breakdown of progress on charging infrastructure at individual Dublin Bus depots, including plans for depot upgrades serving the Fingal area, such as those linked to the 33 and 33X services; 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. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, including the provision and upgrade of the public bus fleet, and the provision of bus depots. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 122 of 12 October last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Your query sought details of progress on "charging infrastructure at individual Dublin Bus depots, including plans for depot upgrades serving the Fingal area, such as those linked to the 33 and 33X services". There are currently 100 charging guns (plus all associated infrastructure) installed at Dublin Bus' Phibsborough Depot and 56 charging guns at Dublin Bus' Summerhill Depot. 40 charging guns are shortly to come onstream at Harristown Depot (installation and commissioning has been completed). A further 40 guns are being installed as a second phase of Harristown depot electrification and will be operational later this year. Separately, the NTA is currently seeking planning permission to construct a new all-electric bus depot at Ballycoolin in north Blanchardstown, which will have capacity for around 180 electric buses. Additional information has recently been submitted in respect of the planning application. If permission is granted, construction will commence early next year. The exact depot or depots that services 33 and 33X will operate from in the future, when the fleet is transitioned to electric vehicles, will only be confirmed at a later date when the scheduling of each vehicle's duties is finalised. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Grace Boland, T.D**

10/12/2025	113	**PQ Referred: 70515/25, for answer 10/12/2025 , Written from - Emer Currie**	Dail Question No: 113 To ask the Minister for Transport the annual operational and maintenance costs associated with a facility (details supplied) operated by the National Transport Authority; the details of the usage levels of the facility; the number of coach operators availing of it; whether the Department intends to renew the lease for the site for continued coach parking services; and whether the site is being considered for alternative use, including for facilities or enabling works associated with any major rail infrastructure project; and if he will make a statement on the matter. Details Supplied: the Docklands Coach Park 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.The National Transport Authority operates one coach park in the Dublin Docklands between 7am and 7pm. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 113 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. The NTA developed the Coach Park to provide a facility where coaches could lay over during daytime hours, thereby freeing up the available on-street coach spaces. It opened in early 2018. However, there was a low level of usage of the Coach Park following its opening. In 2024 NTA entered into agreements with Failte Ireland offering free access to coaches, resulting in some increased use. NTA expenditure in 2024 on the Coach Park was €255K. The Coach Park was developed on a temporary basis only, as the site, which is owned by CIE and leased to NTA, is required for the construction and operation of the DART+ West project. The lease arrangement with CIE ended in December 2025 and the planning permission for the operation of the coach park also expired prior to the end of 2025. The Railway Order for the DART+ West project was confirmed in June 2025 following the settlement of two Judicial Reviews. Funding for the construction of the project was confirmed in November 2025 following publication of the Transport Sectoral Plan. Accordingly, the site is now required for the rail project and has been transferred back to CIE for the DART+ West construction works. Discussions have been held with the Coach and Tourism Transport Council (CTTC) in relation to the potential of an alternative facility. They have identified that any replacement facility must be in, or close to, the city centre in order to be useful to them from an operational perspective. They identified that a site in the Dublin port area would be their preferred option. The NTA has sought to identify a suitable alternative in Dublin Port, including consideration of facilities developed for Revenue & Customs in advance of BREXIT. However, no agreement has yet been reached in relation to the use of any area within Dublin Port. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Emer Currie T.D**

10/12/2025	109	**PQ Referred: 70497/25, for answer 10/12/2025 , Written from - Jennifer Whitmore**	Dail Question No: 109 To ask the Minister for Transport to share the cost of the NTA's 2024 household travel survey; and if he will make a statement on the matter. Answer The National Household Travel Survey (NHTS) is an annual study commissioned by the National Transport Authority (NTA) to gather detailed information on the travel habits of households across the Republic of Ireland. Therefore, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 109 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The National Household Travel Survey 2024 tender fee was €711,402. I trust that the above information is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

11/12/2025	335	**PQ Referred: 71194/25, for answer 11/12/2025 , Written from - Roderic O'Gorman**	Dail Question No: 335 To ask the Minister for Transport if Government approval is required to serve notices to treat for the DART+ South West project under the infrastructure guidelines. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme which comprises five different projects in and around the GDA will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ South West will extend DART services from the City Centre to Hazelhatch and Celbridge including four-tracking from Park West to Heuston. A Railway Order was approved for DART+ South West by An Coimisiún Pleanála in November 2024. In addition, procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. Funding under the NDP Transport Sectoral Investment Plan, which was published by the Department of Transport in November 2025, will allow Compulsory Purchase Orders to progress for DART+ South West starting next year and provide for procurement progress for the project, with some of the framework contracts being established in common for DART+ West and DART+ South West. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 335 of 11 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Minister's response, we confirm that Government approval under the Infrastructure Guidelines is not required for the issue of Notices to Treat for the DART+ South West project. It is intended to issue those notices to the affected CPO (Compulsory Purchase Order) properties, including those on Old Cabra Road, in Spring 2026. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

11/12/2025	336	**PQ Referred: 71195/25, for answer 11/12/2025 , Written from - Roderic O'Gorman**	Dail Question No: 336 To ask the Minister for Transport the effect the delayed timeline for the procurement for DART+ South West announced in the sectoral plan for transport will have on the procurement for DART+ West noting that two pre-qualification questionnaires for design and build single supplier frameworks for the entire DART+ project were advertised in May 2025. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. DART+ South West involves the extension of DART services from the City Centre to Hazelhatch, including four-tracking from Park West to Heuston. A Railway Order for DART+ South West was approved by An Coimisiún Pleanála in November 2024. As you are aware, procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. The NDP Sectoral Investment Plan, published by my Department in November sees the allocation of €22.3 billion in Exchequer resources to Transport, along with an additional allocation of €2 billion from the country's Infrastructure, Climate and Nature Fund to support the development of MetroLink. Of this total allocation, funding of circa €10 billion for public transport infrastructure is earmarked from 2026 to 2030, in addition to the €2 billion for MetroLink, primarily in line with the Department's NIFTI intervention hierarchy of Maintain, Optimise, Improve, and New. This approach involves prioritising investment in the protection and renewal	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 336 of 11 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We note that the Minister provided a substantive response to this Parliamentary Question. To add to the Ministers response, we confirm that the revised timeline for DART+ South West does not impact on the procurement timeline for DART+ West. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

			of existing assets before investing in new ones, on economic and environmental grounds. The funding under the NDP Sectoral Investment Plan will see significant advancements made in a number of public transport projects, including DART+ West. This funding profile now means that while the frameworks will be established for both DART+ West and DART+ South West, the initial design and construction works will be activated for DART+ West. However, procurement for DART+ West is being progressed in a way that ultimately assists with DART+ South West, in that some framework contracts are being established for DART+ West with the intention of using them for DART+ South West. 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 within10 days.		

11/12/2025	334	**PQ Referred: 71193/25, for answer 11/12/2025 , Written from - Roderic O'Gorman**	Dail Question No: 334 To ask the Minister for Transport his plans to serve notices to treat for the DART+ South West project before the end of the 18 month deadline. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ South West will extend DART services from the City Centre to Hazelhatch and Celbridge including four-tracking from Park West to Heuston. A Railway Order was approved for DART+ South West by An Coimisiún Pleanála in November 2024. In addition, procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. Funding under the NDP Transport Sectoral Investment Plan, which was published by the Department of Transport in November 2025, will allow Compulsory Purchase Orders to progress for DART+ South West starting next year and to progress procurement for the project, with some of the framework contracts being established in common for DART+ West and DART+ South West. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 334 of 11 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Ministers response, DART+ South West plans to issue Notices to Treat (NtT) to the affected CPO (Compulsory Purchase Order) properties, including those on Old Cabra Road, in Spring 2026. This timeline ensures the project meets the legal requirement to issue Notices to Treat within 18 months of the Railway Order coming into effect, which is May 2026. Issuing the NtT around 2–3 months before the deadline allows enough time for responses, any corrections, and re issuing documents if needed. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

11/12/2025	317	**PQ Referred: 70912/25, for answer 11/12/2025 , Written from - Barry Ward**	Dail Question No: 317 To ask the Minister for Transport the timeline in which the taxi regulations will be updated; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry 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. Accordingly, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 317 of 11 December last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA undertook a public consultation last year in relation to proposed changes to the local area hackney licence process. The proposed changes aim to improve access to transport in rural communities through an increase in Local Area Hackney operations. The feedback from the consultation process has been reviewed and considered, It is now intended to finalise and publish revised regulations over the next three months. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Barry Ward, T.D**

11/12/2025	323	**PQ Referred: 70987/25, for answer 11/12/2025 , Written from - Naoise Ó Cearúil**	Dail Question No: 323 To ask the Minister for Transport if any of the 185 new carriages ordered for the greater Dublin area, due to enter service from Q2 2027 onwards, will be allocated to services operating in Kildare North, specifically on the Maynooth line, Longford line, Hazelhatch–Celbridge, Sallins and Naas, and Kilcock routes; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. DART+ West will provide an extension of DART services from the City Centre to M3 Parkway and Maynooth, and the construction of a new depot and city centre enhancements. Conditional planning approval was received from An Coimisiún Pleanála in July 2024. DART+ South West will provide an extension of DART services from the City Centre to Hazelhatch and Celbridge. Planning approval was received from An Coimisiún Pleanála in November 2024. Procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 323 of 11 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Your query sought information on whether " any of the 185 new carriages ordered for the greater Dublin area, due to enter service from Q2 2027 onwards, will be allocated to services operating in Kildare North". The orders that have been placed to date for new DART fleet are solely for the existing electrified network plus the battery powered extensions to Drogheda and Wicklow. The services on DART+ West and DART+ South West are intended to be operated with electric DART vehicles. Accordingly, the new DART fleet on these routes can only come into operation following electrification of those lines. It is worth noting that some additional rail fleet to supplement existing services will start to become available next year when new DART fleet starts operating between Drogheda and Dublin, allowing existing diesel fleet from that line to be cascaded to operate elsewhere. No decisions have yet been taken on where the released fleet will be reassigned to – this will be addressed later this year and the needs of the western commuter lines will be included in those considerations. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Naoise Ó Cearúil, T.D**

			Northern Commuter Line serving Dublin to/from Drogheda from 2027. 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 within10 days.		

11/12/2025	322	**PQ Referred: 70932/25, for answer 11/12/2025 , Written from - Niamh Smyth**	Dail Question No: 322 To ask the Minister for Transport if he will review correspondence (details supplied); if he will address concerns raised therein; and if he will make a statement on the matter. Details Supplied: To whom it may concern, I hope you are well. I am contacting you regarding the suspension of the 108 bus service. I have attached a letter outlining my concerns and the impact this change is having on me and others in the community. I would be very grateful if you could look into this matter and advise if any action can be taken. Thank you for your time, and I look forward to hearing from you. Kind regards, Aoife Tierney 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 Minister for Transport, I continue to engage with the NTA on an ongoing basis in relation to maintaining high operational standards on all forms of public transport. 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.	Dear Minister, I refer to the matter you raised in Parliamentary Question No. 322 of 11 December last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. We are aware that several unofficial or informal stopping points had developed along Route 108 over time. While these were facilitated by Bus Éireann, the transfer of the service to Local Link Route 178 required a formal review of all stopping arrangements. Under Section 85 of the Road Traffic Act 1961, as inserted by Section 16 of the Road Traffic Act 2002, only the relevant Local Authority has the legal power to specify the locations of stopping places on bus routes where passengers may board or alight. As these informal stopping points did not appear on any published timetable and had not been formally approved by the Local Authority, they had no legal status. This is why Local Link cannot stop at these locations unless they are formally recognised and authorised. To help us progress this matter, could you please provide details of the informal stopping locations that were previously used? Once received, we will engage with both Local Link and the relevant Local Authority to determine whether approval can be sought for formal stopping arrangements at these locations. Where any safety concerns exist, such as footpath conditions, sightlines, or safe boarding areas, we can ask the Local Authority to explore the potential for infrastructure improvements. Each Local Authority has recently received an allocation of €500,000 under the Bus Stop Enhancement Programme (BSEP). This funding is intended to support the enhancement of bus stop facilities within their administrative areas, in collaboration with the NTA. Decisions on where to upgrade existing stops or install new infrastructure will largely be made by the Local Authorities under the BSEP, with final programmes of work agreed in consultation with the NTA. We will continue to work closely with each Local Authority throughout 2026 to support these improvements. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Niamh Smyth, T.D.**

11/12/2025	157	**PQ Referred: 70732/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 157 To ask the Minister for Transport if contingency plans are in place to ensure that passengers, particularly elderly commuters, are not left stranded when scheduled Local Link services do not operate; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 156 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Route 195 is operated by Ashbourne Connect and is contracted on a 4-year contract with the option for a further 1 year extension. The contract is for a 1 vehicle service which operates 6 return trips daily, Monday to Sunday including public holidays. The contract commenced in late June 2025. Key Performance Indicators for service and operation are set out in the contract for operation including enforcement mechanisms for repeated service failures. I trust that the above is of assistance. Yours sincerely,	**Grace Boland, T.D**

11/12/2025	25	**PQ Referred: 70730/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 155 To ask the Minister for Transport if he will provide details on the operator of the 195 Local Link service operating between Ashbourne and Balbriggan; for an update on the performance of this service; if his Department has received reports of delays and service failures since the summer; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 155 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Route 195 is operated by Ashbourne Connect since summer 2025, following the retendering of the service including an additional evening service with a larger vehicle following a review of the service. The route alignment was changed to take in an additional stop at Ballymadun. The performance of the revised alignment was monitored and timetables were modified to account for delays due to traffic as some drivers had previously departed stops early to try and keep to the schedule and to align with other connecting TFI services. Performance since the modification has been in line with expectations. I trust that the above is of assistance. Yours sincerely,	**Grace Boland, T.D**

11/12/2025	327	**PQ Referred: 71031/25, for answer 11/12/2025 , Written from - John Connolly**	Dail Question No: 327 To ask the Minister for Transport for an update on the implementation of all routes planned for County Galway in the Connecting Ireland Rural Mobility Plan; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, including implementation of the Connecting Ireland Rural Mobility Plan. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 327 of 11 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The following proposals in County Galway have been implemented under the Connecting Ireland Rural Mobility Plan to date: • Local Link route 322 Portumna to Nenagh – new route 3-4 times per day • Bus Éireann route 350 Galway to Ennis via Cliffs of Moher – enhanced to 10 times per day • Local Link route 351 Galway to Cliffs of Moher via Fanore – new route 5 times per day • Bus Éireann route 419 & Citylink route 923 Clifden to Galway – new integrated timetable with a total of 11 services per day between Clifden and Galway and 16 services per day between Oughterard and Galway • Bus Éireann route 423 Clifden to Westport – enhanced to 6 times per day • Bus Éireann route 424 An Ceathrú Rua to Galway – enhanced to 16-20 times per day • Local Link route 431 An Ceathrú Rua to Claremorris – new route 3-4 times per day • Local Link route 432 An Ceathrú Rua to Clifden – new route 3 times per day • Local Link route 438 Tuam to Galway – new route 3 times per day • Local Link route 439 Galway to Loughrea – new evening service 3 times per day, to supplement Citylink's and Healy Bus's daytime service • Local Link route 546 Castlerea to Ballinasloe – new route 3 times per day • Local Link route 547 Ballinasloe to Portumna – enhanced to 3-5 times per day • Local Link route 548 Loughrea to Athlone – extended from Ballinasloe to Athlone and enhanced to 4 times per day The following new routes or enhancements are currently planned under the Connecting Ireland Rural Mobility Plan. Their implementation will be dependent on the continued availability of funding for the Connecting Ireland programme. Please note that these proposals are subject to change and modification, as more detailed planning work progresses, and as the responses to public consultations are fully considered: • Bus Éireann route 415 Mountbellew to Galway – public consultation recently held on amending existing route 425a to additionally serve Athenry • Local Link route 416 Tuam to Athenry – public consultation recently held on proposal for a new route • Bus Éireann route 456 Castlebar to Galway – frequency enhancement in planning • Local Link route 934 Loughrea to Gort – frequency enhancement and Sunday services in planning • Portumna to Whitegate – new route in planning • Athenry to Nenagh via Loughrea and Portumna – new route in planning I trust that the above information is of assistance. Yours sincerely,	**John Connolly, T.D**

11/12/2025	120	**PQ Referred: 70647/25, for answer 10/12/2025 , Written from - Robert O'Donoghue**	Dail Question No: 120 To ask the Minister for Transport if he will review the public transport provision serving Garristown and the surrounding rural areas of north County Dublin; if he will consider extending or adapting the 192 bus service, or introducing a new local loop route from Ashbourne through Ballymadun, Nutstown, Adamstown and Newhaggard, returning to Ashbourne; to examine the feasibility of providing a door-to-door Local Link service to assist residents, particularly older and isolated individuals (details supplied); and if he will make a statement on the matter. Details Supplied: who currently have no access to reliable transport for essential journeys such as medical appointments, shopping and collecting pensions Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 120 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Route 142 is operated by Dublin Bus and provides a peak-only service between Portmarnock and UCD. There are currently no plans to amend this route. The townlands listed below are served by Local Link regular rural route 195, which operates via Ashbourne, Garristown, and Ballymadun on its way to Balbriggan. At present, there are no plans to amend this route. Additional stopping locations may be considered where safe stopping points can be identified. However, in accordance with Section 85 of the Road Traffic Act 1961, any new stops would require approval from the relevant Road Authority, in this case, Fingal County Council. There are currently no plans to introduce new Demand Responsive Transport (DRT) services in this area. However, your feedback is noted and will be shared with Local Link Louth Meath Fingal for consideration should an opportunity to expand DRT services arise in the future. I trust that the above information is of assistance. Yours sincerely,	**Robert O'Donoghue T.D**

11/12/2025	144	**PQ Referred: 70693/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 144 To ask the Minister for Transport the operational model changes that will be required within the National Transport Authority when it assumes responsibility for collecting and distributing public transport revenues under the next generation ticketing system; and if he will make a statement on the matter. 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 ticketing and technology projects. The NTA's Next Generation Ticketing (or NGT) 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. 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. The NGT project will represent the most comprehensive overhaul of ticketing and fare payment in the history of public transport in Ireland. NGT will transform how people travel by bus, Luas, and train and will mean that customers will be able to pay for journeys by tapping their bank card, mobile phone, or other smart device. The scope of NGT covers all public service buses, trams, and train stations including bus validators, ticket machines, ticket vending machines, station gates, tram and train platform validators and an Account Based Ticketing (ABT) solution delivered on modern cloud hosting technologies. Each of these items of ticketing equipment, representing thousands of items, will be replaced under the new	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 144 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The collection of revenues under Next Generation Ticketing will not be new for the NTA. The NTA has been collecting and allocating revenues for the Leap Card scheme since its launch in December 2011 and in that time has processed over €2.7 Billion in payments for public transport with over 9 million Leap Cards sold. The same robust governance arrangements will apply to the collection of revenues through the Next Generation Ticketing scheme, which is the eventual successor to the TFI Leap Card. The Authority, including the Leap Card scheme, is audited by the Comptroller and Auditor General. The NTA also has an Internal Audit function which performs audits in line with the standards of the Chartered Institute of Internal Auditors and the Public Sector Internal Audit Standards. This function reports regularly to the NTA Board's Audit & Risk Committee. Independently of this, each public transport operator has their own auditors. The same measures will apply to Next Generation Ticketing when it goes into operation. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

			system. It is anticipated that the new ticketing system across the Greater Dublin Area will be implemented in 2028, with further rollouts thereafter. All governance arrangements for public transport initiatives including the NGT project, which are funded through my Department, are in line with the requirements set out in the Infrastructure Guidelines. Governance arrangements are under constant consideration to ensure they reflect the scale of relevant initiatives, provide effective oversight of projects and achieve value for money. Nothing 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 within 10 working days.		

11/12/2025	324	**PQ Referred: 71017/25, for answer 11/12/2025 , Written from - Naoise Ó Muirí**	Dail Question No: 324 To ask the Minister for Transport the rationale for the delay of the DART+ South West project; if there is flexibility in bringing forward the timeline; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ South West will extend DART services from the City Centre to Hazelhatch and Celbridge including four-tracking from Park West to Heuston. A Railway Order was approved for DART+ South West by An Coimisiún Pleanála in November 2024. In addition, procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. The NDP Sectoral Investment Plan, published by the Department in November, sees the allocation of €22.3 billion in Exchequer resources to Transport, along with an additional allocation of €2 billion from the country's Infrastructure, Climate and Nature Fund to support the development of MetroLink. Of this total allocation, funding of circa €10 billion for public transport infrastructure is earmarked from 2026 to 2030, in addition to the €2 billion for MetroLink, primarily in line with the Department's NIFTI intervention hierarchy of Maintain, Optimise, Improve, and New. This approach involves prioritising investment in the protection andrenewal of existing assets before investing in new ones, on economic and environmental grounds. The funding under the NDP Sectoral Investment Plan	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 324 of 11 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. DART+ South West, which is part of the DART+ programme, involves the extension of DART services from the City Centre to Hazelhatch and Celbridge, increasing train capacity from 12 to 23 trains per hour per direction and increasing passenger capacity from the current peak capacity of circa 5,000 to 20,000 passengers per hour per direction. An Coimisiún Pleanála granted planning permission for DART+ South West in November 2024. Procurement for DART+ South West and West is progressing with pre-qualification questionnaires notices for Design and Build works advertised in May 2025. The Department of Transport's Sectoral Investment Plan was published on 26 November 2025 indicating that DART+ South West would be procured during 2028 / 2029, with construction from 2030. As advised in the Minister's response, "the Department of Transport will continue to explore opportunities for additional funding, including through funding streams such as the European Union Connecting Europe Facility (CEF), to compliment national Exchequer funding which may allow some projects to proceed to construction earlier than currently anticipated, including DART+ South West." I trust that the above information is of assistance. Yours sincerely,	**Naoise O'Muiri, T.D**

			will see significant advancements made in a number of public transport projects, including DART+ West. This funding will also allow Compulsory Purchase Orders to progress for DART+ South West starting next year and provide for procurement progress for the project, with some of the framework contracts being established in common for DART+ West and DART+ South West. The Department of Transport will continue to explore opportunities for additional funding, including through funding streams such as the European Union Connecting Europe Facility (CEF), to compliment national Exchequer funding which may allow some projects to proceed to construction earlier than currently anticipated, including DART+ South West. 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 within10 days.		

Data Classification: Public

12/12/2025	313	**PQ Referred: 70874/25, for answer 11/12/2025 , Written from - Eoghan Kenny**	Dail Question No: 313 To ask the Minister for Transport if his Department, and agencies under the Department's remit, purchase data on the habits and activities of social media users and other platforms; if so, the reasons for purchasing such data; the amount spent in 2024 and 2025 year to date on such expenditure, in tabular form; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer The Department of Transport does not purchase data on the habits and activities of social media users. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 313 of 12 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Your query sought information on whether agencies, including the NTA, "purchase data on the habits and activities of social media users and other platforms". The NTA does not purchase such data. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Eoghan Kenny, T.D**

16/12/2025	268	**PQ Referred: 71557/25, for answer 16/12/2025 , Written from - John Connolly**	Dail Question No: 268 To ask the Minister for Transport his plans to increase the carriage fleet of Irish Rail; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme which comprises five different projects in and around the GDA will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. As part of the DART+ programme, DART+ Fleet provides a ten-year procurement framework for electric and battery-electric train fleet. Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027, which will provide additional capacity on the line. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 268 of 16 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question. Irish Rail in collaboration with, and funded by, the NTA has placed three orders for 285 new DART carriages, comprising both fully electric and battery/electric fleet. The rollout of that new fleet, starting next year, will allow existing diesel fleet from the Northern line to be cascaded to operate elsewhere. No decisions have yet been taken on where the released fleet will be reassigned to – this will be addressed later this year. Separately, Irish Rail/ NTA are developing an overall fleet strategy, which will identify further fleet orders to be placed, subject to available funding. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**John Connolly T.D**

16/12/2025	263	**PQ Referred: 71362/25, for answer 16/12/2025 , Written from - Shónagh Ní Raghallaigh**	Dail Question No: 263 To ask the Minister for Transport his plans to reinstate the 145 bus in Dublin; if he recognises the extra time it has added for commuters who previously used the bus; 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. It is the National Transport Authority (NTA) that holds the 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, and as Minister for Transport, I continue to engage with the NTA on an ongoing basis in relation to maintaining high operational standards on all forms of public transport. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 263 of 16 December last, which has been referred to the National Transport Authority (NTA) for reply. Route 145 has been replaced by new route E1 between Bray and Dublin City Centre, and by route 4 between the City Centre and Heuston Station. This was part of the staged implementation of the new bus network in the Dublin area, consisting of eight "spines", plus orbital, radial and local services. (Route E1 is one of the E-Spine services). There are no plans to reinstate route 145. Where an interchange is needed, this is free of charge when the using the 90-minute fare. We accept that interchange is less convenient than a through service but consider that the new network gives improved connectivity overall. I trust that the above information is of assistance. Yours sincerely,	**Shónagh Ní Raghallaigh, T.D**

<table>
<tr>
<td>16/12/2025</td>
<td>274</td>
<td>PQ Referred: 71768/25, for answer 16/12/2025 , Written from - Paul Donnelly</td>
<td>Dail Question No: 274

To ask the Minister for Transport the nature of refurbishment works that were carried out at Busáras Station in 2024 and 2025, in tabular form; and the nature of refurbishment works that are scheduled to be carried out at this station during the first half of 2026.

Answer

As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure including bus stops/shelters nationally.

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.

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.</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 274 of 16 December last, which has been referred to the National Transport Authority (NTA) for reply. We received a record number of queries and parliamentary questions in 2025 which led to a delay in responding to some queries. I apologise for the delay in responding to this particular Parliamentary Question.

Bus Éireann has advised the NTA of the following refurbishment works carried out at Busáras in 2024 and 2025, and planned for the first half of 2026:

<table>
<tr><th>Expenditure area (Busáras)</th><th>2024 (€)</th><th>2025 (€)</th><th>2026 estimated to H1 (€)</th></tr>
<tr><td>Access controls</td><td>47,000</td><td></td><td></td></tr>
<tr><td>Bus yard improvements</td><td>14,000</td><td></td><td></td></tr>
<tr><td>Customer information screen improvements</td><td></td><td>22,000</td><td></td></tr>
<tr><td>Drivers rest area refurbishment</td><td></td><td>160,521</td><td></td></tr>
<tr><td>General building maintenance</td><td>78,100</td><td>73,010</td><td>38,350</td></tr>
<tr><td>Emergency lighting</td><td></td><td></td><td>67,000</td></tr>
<tr><td>Exit gate replacement</td><td></td><td></td><td>70,000</td></tr>
<tr><td>Re-development design</td><td>25,363</td><td>4,945</td><td>22,000</td></tr>
<tr><td>Total</td><td>164,463</td><td>260,476</td><td>197,350</td></tr>
</table>

I trust that the above information is of assistance and I apologise again for the delay in responding.

Yours sincerely,</td>
<td>Paul Donnelly, T.D.</td>
</tr>
</table>

16/12/2025	319	**PQ Referred: 72157/25, for answer 16/12/2025 , Written from - Thomas Gould**	Dail Question No: 319 To ask the Minister for Transport the number of complaints received by the NTA for the PSO route in Cork city. Answer As Minister for Transport, my role concerns overall policy direction and funding for public transport. Day-to-day operational matters, including addressing performance-related complaints, are the statutory responsibility of the National Transport Authority (NTA), working with the relevant transport providers. For this reason, I have referred the Deputy's question to the NTA so they may address the specific operational query raised. Please contact my private office, if a response is not received within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 319 of 15 December 2025, which was referred to the National Transport Authority (NTA) for reply. You provided clarity on the Parliamentary Question on the 23 of January. I apologise for the delay in responding. Please see table below regarding the number of complaints received by TFI Customer Contact Centre for the PSO (Public Service Obligation) routes in Cork City. The data provided covers the period from 01 of March 2025 to 28 February 2026. Cork City Services complaints between 1 March 2025 to 28 February 2026 Routes No of complaints TFI 201-Boherboy Road Wilton Centre CUH 54 TFI 202A-Merchant's Quay Mahon Point SC 77 TFI 202-Merchant's Quay Apple Inc 121 TFI 203-Manor Farm Manor Farm 190 TFI 205-Kent Station Kent Station 91 TFI 206-Frankfield South Mall 88 TFI 207A-Merchants Quay Merchants Quay 23 TFI 207-Donnybrook Terminus Glenheights Terminus 149 TFI 208-Ashmount Terminus Curraheen Village 367 TFI 209A-St Patrick's Street Merchants Quay 2 TFI 209-Merchants Quay Lotamore Drive 4 TFI 212-Kent Station Kent Station 55 TFI 213-St Patrick's Street Black Ash Park 37 TFI 214-St. Patrick's Street Marwood Close 209 TFI 215A-The Sanctuary South Mall 24 TFI 215-Drawbridge Street Cloghroe 240 TFI 216-Monkstown CUH Main Gate 149 TFI 219-City Gate City Gate 30 TFI 220 - (BE) Ballincollig - Douglas - Carrigaline 245 TFI 220-Ovens Crosshaven 214 TFI 220X-Munster TU Crosshaven 120 TFI 223-South Mall NMCI 116 TFI 223X-South Mall South Mall 12 TFI 225-Kent Station NMCI 90 TFI 225L-Primary Care Centre Primary Care Centre 9 TFI 248-Parnell Place Glenville 10 TFI 31 - (BE) Knockraha - Parnell Place 12 (blank) Grand Total 2738 I trust that the above information is of assistance. Yours sincerely,	**Thomas Gould T.D**

16/12/2025	338	**PQ Referred: 72389/25, for answer 16/12/2025 , Written from - Pa Daly**	Dail Question No: 338 To ask the Minister for Transport the rationale for the delay of the DART+ South West project; if he will reconsider and bring forward this timeline; to provide an updated timeframe for delivery; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ South West will extend DART services from the City Centre to Hazelhatch and Celbridge including four-tracking from Park West to Heuston. A Railway Order was approved for DART+ South West by An Coimisiún Pleanála in November 2024. In addition, procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. The NDP Sectoral Investment Plan, published by the Department in November, sees the allocation of €22.3 billion in Exchequer resources to Transport, along with an additional allocation of €2 billion from the country's Infrastructure, Climate and Nature Fund to support the development of MetroLink. Of this total allocation, funding of circa €10 billion for public transport infrastructure is earmarked from 2026 to 2030, in addition to the €2 billion for MetroLink, primarily in line with the Department's NIFTI intervention hierarchy of Maintain, Optimise, Improve, and New. This approach involves prioritising investment in the protection and renewal of existing assets before investing in new ones, on economic and environmental grounds.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 338 of 16 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We note that the Minister has provided a substantive response to this Parliamentary Question. As this is primarily a funding matter governed by the Sectoral Investment Plan for Transport published by the Department of Transport, the NTA has nothing further to add to the Minister's response. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

			The funding under the NDP Sectoral Investment Plan will see significant advancements made in a number of public transport projects, including elements of the DART Programme. This funding will allow Compulsory Purchase Orders to progress for DART+ South West starting next year and provide for procurement progress for the project, with some of the framework contracts being established in common for DART+ West and DART+ South West. The Department of Transport will continue to explore opportunities for additional funding, including through funding streams such as the European Union Connecting Europe Facility (CEF), to compliment national Exchequer funding which may allow some projects to proceed to construction earlier than currently anticipated, including DART+ South West. 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 within10 days.		

16/12/2025	309	**PQ Referred: 71999/25, for answer 16/12/2025 , Written from - Grace Boland**	Dail Question No: 309 To ask the Minister for Transport the safeguards which are in place to ensure that passengers are not financially penalised through incorrect or maximum fares, where Leap card machines are unavailable due to equipment failure; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 309 of 16 December last, which has been referred to the National Transport Authority (NTA) for reply. In the event of a failure of a ticket machine, for example at an Irish Rail station that prevents a passenger from tagging off and receiving a rebate, the customer can contact the Leap Card customer contact centre and request a refund. Customers can check their transaction history on www.leapcard.ie free of charge and can also see their last 5 transactions using the Leap top-up app available for Android and iPhone. The Leap top-up app also allows customers to check their progress towards the Leap Cap. When customers reach the cap they are not charged for any further journeys within the central zone. Note that capping does not apply outside of the central zone. Details on Leap fares can be found here: https://www.transportforireland.ie/fares/new-fare-zones/ I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

16/12/2025	330	**PQ Referred: 72343/25, for answer 16/12/2025 , Written from - Ciarán Ahern**	Dail Question No: 330 To ask the Minister for Transport the total cost of repairing the LUAS bridge at George's Dock; the agency which picked up the cost; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including light rail. Noting the NTA's responsibility in the development of public transport infrastructure, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 330 of 16 December last, which has been referred to the National Transport Authority (NTA) for reply. The final account for the project has not closed and as a consequence the final cost of the project is not available at this stage. TII estimate that the cost will be in the region of €7 million (ex VAT) broken down as: Ø €5 million for the demolition and replacement of the bridge structure; and Ø €2 million for replacement and reinstatement of the rail systems on and adjacent to the new bridge. TII has undertaken the demolition and replacement of the bridge structure with its contractors and this work was funded by the NTA. Transdev, as the Luas O&M contractor replaced and reinstated the rail systems and funded this work themselves. The bridge was insured and Transdev and TII are in the process of submitting claims against the insurance policy for recovery of certain costs. TII expect that the final costs will be available by end of January 2026 and that the insurance process will be concluded by March 2026. I trust that the above information is of assistance. Yours sincerely,	**Ciaran Ahern, T.D**

Data Classification: Public

17/12/2025	134	**PQ Referred: 72612/25, for answer 17/12/2025 , Written from - Malcolm Byrne**	Dail Question No: 134 To ask the Minister for Transport to provide an update on work to prevent coastal erosion of the Rosslare rail line; the total amount spent on such works since 2015; and if he will make a statement on the matter. Answer 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). 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 134 of 17 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Since 2015 Iarnród Éireann has invested in the protection of the Dublin to Rosslare rail line against the threat of coastal hazards such as coastal erosion, wave overtopping and coastal flooding. These efforts have included emergency interventions to clear tracks and repair damaged infrastructure following significant storm events and pre-emptive upgrades and strengthening of existing coastal defence assets. Since 2022 Iarnród Éireann has progressed plans to provide long term, improved coastal protection to this line in the form of the East Coast Railway Infrastructure Protection Projects. These projects have completed feasibility assessment, option selection and preliminary design phases and intend to submit planning applications for the proposed interventions in Q3 2026. **Yearly Spend on Coastal Erosion Interventions (€'m)** **2015** € 0.08 **2016** € 0.45 **2017** € 0.45 **2018** € 1.73 **2019** € 1.39 **2020** € 2.19 **2021** € 4.59 **2022** € 3.26 **2023** € 7.21 **2024** € 3.04 **2025** € 2.88 I trust that the above information is of assistance. Yours sincerely,	**Malcolm Byrne, T.D**

17/12/2025	161	**PQ Referred: 73087/25, for answer 17/12/2025 , Written from - Joe Neville**	Dail Question No: 161 To ask the Minister for Transport if his Department will follow up with NTA to ensure that the 139 bus which currently services Naas to Blanchardstown will extend the service to also serve Blanchardstown Hospital; and to explain the rationale as to why this service has not been servicing the hospital all along; 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 planning and 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 query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 161 of 17 December last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. We currently have no plans to extend the 139 bus service to Connolly Hospital. Route 139 is already over 93 km in length on a round trip, and due to congestion, current journey times are close to their maximum; further extending the route would create significant operational inefficiencies and additional costs. Connections to Connolly Hospital are possible with an interchange at Blanchardstown Shopping Centre. Currently, Dublin Bus route N4 connects Blanchardstown Shopping Centre with Connolly Hospital, usually operating every 12 minutes during the day and running 24 hours a day, seven days a week, with frequencies never dropping below every 30 minutes overnight. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Joe Neville, T.D**

17/12/2025	147	**PQ Referred: 72768/25, for answer 17/12/2025 , Written from - Joe Cooney**	Dail Question No: 147 To ask the Minister for Transport the amount that the National Transport Authority has spent on installation of bus shelters within County Clare in 2024 and to-date in 2025, in tabular form; the locations of each; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure including bus stops/shelters nationally. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 147 of 17 December last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions towards the end of last year which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this particular Parliamentary Question. As requested in your query, set out below are details of the amount that the NTA has spent on the installation and the removal of bus shelters within County Clare during 2024 and 2025, including the locations of each shelter, in tabular form. **Bus Stop No. / Name/Street / Town / Installation Date / Costs** 635341 — Ennis Train Station — Ennis — 29/08/2024 635341 — Ennis Train Station — Ennis — 23/10/2024 635341 — Ennis Train Station — Ennis — 18/11/2024 350961 — Liscannor Rd — Lahinch — 19/03/2024 — €91,793.38 336841 — R463, Clarisford @ St Annes Secondary School — Killaloe — 06/12/2023 350531 — Moher Road, Cliffs of Moher, Lislorkan North — Cliffs of Moher — 22/10/2024 350531 — Moher Road, Cliffs of Moher, Lislorkan North — Shelter removed due to repeated extreme storm damage to the shelter. — Cliffs of Moher — 04/03/2025 — €509.54 I trust that the above information is of assistance. Yours sincerely,	**Joe Cooney, T.D**

17/12/2025	167	**PQ Referred: 73200/25, for answer 17/12/2025 , Written from - Emer Currie**	Dail Question No: 167 To ask the Minister for Transport to provide ticketing data on a service (details supplied); and if he will make a statement on the matter. Details Supplied: 40e Dublin Bus, Business Intelligence Tool data showing demand for the 40e during peak commuter hours 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. In their role as the fare regulator for PSO services (including Dublin Bus), ticketing data monitoring is an operational matter for the NTA. I have, therefore, referred the Deputy's question to the company for direct reply. Please advise my private office if you do not receive a reply within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 167 of 17 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. As you may be aware, the NTA have developed a Business Intelligence tool which utilises available ticketing and Leap card data to identify and prioritise bus routes which are operating above normal capacity. Using that tool, we monitor a prioritised listing of bus routes with over-capacity issues, which we are seeking to address, in so far as is possible, within the driver, vehicle and funding constraints that we operate. In recent months we have added capacity to the three routes with the greatest capacity issues identified through the tool, namely the 39A, 15 and E1. In relation to Route 40e, analysis of data provided from the tool indicates some capacity issues, accounting for approximately 10% of trips inbound AM and 10% of trips outbound PM. However, our analysis indicates that there are a number of other routes with a greater need for capacity interventions across the network including the 151, 33, C4, 33d, 38b, 65b, and 15b which have been selected for additional weekday peak time trips as part of the next round of service enhancements, currently planned for 08 of February. The NTA will, however, keep this under review and raise with Dublin Bus and utilise the data to determine the requirement for additional trips elsewhere on the network. Further capacity interventions are subject to operational readiness and availability of resources, including additional buses and drivers, where these are required. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

17/12/2025	165	**PQ Referred: 73188/25, for answer 17/12/2025 , Written from - Brian Stanley**	Dail Question No: 165 To ask the Minister for Transport if he will engage with the National Transport Authority regarding the closure of the coach park in the Docklands without sufficient notice to coach operators, and without any alternative location; 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 funding the coach park in the Dublin City Docklands as referenced in the Deputy's query. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 165 of 17 December last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. The NTA developed the Coach Park to provide a facility where coaches could lay over during daytime hours, thereby freeing up the available on-street coach spaces. It opened in early 2018. However, there was a low level of usage of the Coach Park following its opening. In 2024 NTA entered into agreements with Failte Ireland offering free access to coaches, resulting in some increased use. The Coach Park was developed on a temporary basis only, as the site, which is owned by CIE and leased to NTA, is required for the construction and operation of the DART+ West project. The lease arrangement with CIE ended in December 2025 and the planning permission for the operation of the coach park also expired prior to the end of 2025. The Railway Order for the DART+ West project was confirmed in June 2025 following the settlement of two Judicial Reviews. Funding for the construction of the project was confirmed in November 2025 following publication of the Transport Sectoral Plan. Accordingly, the site is now required for the rail project and has been transferred back to CIE for the DART+ West construction works. Discussions have been held with the Coach and Tourism Transport Council (CTTC) in relation to the potential of an alternative facility. They have identified that any replacement facility must be in, or close to, the city centre in order to be useful to them from an operational perspective. They identified that a site in the Dublin port area would be their preferred option. The NTA has sought to identify a suitable alternative in Dublin Port, including consideration of facilities developed for Revenue & Customs in advance of BREXIT. However, no agreement has yet been reached in relation to the use of any area within Dublin Port. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Brian Stanley, T.D.**

17/12/2025	164	**PQ Referred: 73126/25, for answer 17/12/2025 , Written from - Michael Healy-Rae**	Dail Question No: 164 To ask the Minister for Transport if a bus could be allowed stop at a cross for pick up (details supplied); and if he will make a statement on the matter. Details Supplied: [Details removed], Kilcummin, Co. Kerry. Minister the bus route 284 travels from Killarney to Tralee via Farranfore village. On the Killarney side of Farranfore village there is a cross known as Scart Cross (L7002) would the bus be allowed to pick up at this location for the people living the area who do not drive. 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 planning and securing the safe and accessible provision of public passenger transport services nationally. 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.	Dear Minister, I refer to the matter you raised in Parliamentary Question No. 164 of 17 December 2025, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Please note that Scart Cross is already a timetabled stop on route 284, we have confirmed with Bus Éireann that this is an active stop. The timetable for route 284 is outlined below. https://www.buseireann.ie/routes-and-timetables/284 I trust that the above information is of assistance. Yours sincerely,	**Michael Healy-Rae, T.D.**

Data Classification: Public

18/12/2025	319	**PQ Referred: 73497/25, for answer 18/12/2025 , Written from - Niamh Smyth**	Dail Question No: 319 To ask the Minister for Transport further to Parliamentary Question No. 271 of 4 November 2025, the anticipated timeframe for a decision on the provision of additional or revised bus stop facilities at Ardkill Place, Ballinagh, County Cavan, under the bus stop enhancement programme; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Minister, I refer to the matter you raised in Parliamentary Dail Question No: 319 of 18 December last, which has been referred to the National Transport Authority (NTA) for reply. There are two considerations: determining the appropriateness of the stop location and the installation of the stop. The determination of where to install bus stops in a county boundary arises from collaboration between the NTA and the relevant Local Authority (or TII in the case of national roads). The approval in principle for stop location lies with the Local Authority, while assessing whether a stop at a new location is appropriate largely lies with the NTA. In line with this, the appropriateness of introducing a new bus stop pair at Ardkill Place (just off the N55) is being reviewed with regard to services planning and appropriate authority approval. With regard to stop installation, as part of the Bus Stop Enhancement Programme (BSEP), each Local Authority (LA) in Ireland will receive an allocation of €500,000 in 2026 under the BSEP. This funding is intended to cover works delivered through the LA, in collaboration with the NTA, to enhance bus stop facilities within its administrative area. If approval is granted we will bring this request to the attention of the relevant Council personnel who are preparing the Council's prioritised programme in respect of BSEP and other planned works by Cavan County Council. I trust that the above information is of assistance. Yours sincerely,	**Niamh Smyth, T.D.**

18/12/2025	333	**PQ Referred: 73672/25, for answer 18/12/2025 , Written from - Brendan Smith**	Dail Question No: 333 To ask the Minister for Transport if he will ensure that the National Transport Authority and/or Bus Éireann provide proper notification to commuters when there are changes to bus timetables; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 333 of 18 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In the normal course of events, transport operators providing subsidised services as part of the TFI (Transport for Ireland) network are required to communicate any timetable changes, two weeks in advance of implementation. This generally involves issuing details on their website, but it can also include advertising, issuing a press release to local media, and notifying public representatives, depending on the particular circumstances. I trust that the above information is of assistance. Yours sincerely,	**Brendan Smith, T.D.**

19/12/2025	332	**PQ Referred: 73671/25, for answer 18/12/2025 , Written from - Brendan Smith**	Dail Question No: 332 To ask the Minister for Transport the proposals to provide upgraded and additional services in 2026 (details supplied); and if he will make a statement on the matter. Details Supplied: if the Minister would outline the upgraded and additional public transport services that will be established in Co Cavan and in Co Monaghan in 2026 through Local Link, through Bus Éireann or other transport providers Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, including implementation of the Connecting Ireland Rural Mobility Plan. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 332 of 18 December last, which has been referred to the National Transport Authority (NTA) for reply. We have received a record number of public representative queries and Parliamentary Questions over the last number of months which has led to a delay in responses to some queries. In that context, please accept my apologies for the delay in responding to this Parliamentary Question. Within the counties of Cavan and Monaghan, and under the Connecting Ireland Rural Mobility Plan, the following priorities have been identified: • Enhancement of route 175 (Cavan – Monaghan) • Enhancement of route 162 (Monaghan – Dundalk) • New route 866 (Longford – Roosky – Cavan) These improvements are subject to funding availability and operational readiness. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Brendan Smith, T.D.**
10/12/2025	137	**PQ Referred: 70686/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 137 To ask the Minister for Transport the measures being taken to ensure that the next generation ticketing system will be introduced on commuter rail and regional bus services at the same pace as Dublin city services; and if he will make a statement on the matter.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 137 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA is making all efforts to ensure that the installation of Next Generation Ticketing equipment on commuter rail and regional bus services will take place as soon as is possible after the deployment of NGT on Dublin city bus and Luas services. It is NTA's intention that Irish Rail services will be very close if not concurrent with Dublin city bus and Luas services, and regional bus services in the GDA (Greater Dublin Area) will be a number of months afterwards. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Grace Boland, T.D**

10/12/2025	138	**PQ Referred: 70686/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 138 To ask the Minister for Transport the governance and oversight arrangements in place to ensure that the next generation ticketing programme adheres to the requirements of the public spending code and the infrastructure guidelines; and if he will make a statement on the matter.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 138 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. 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. The NGT Project Board along with representatives from key stakeholder groups meet regularly to provide direction, authority to proceed and agree a strategy for the project. The project board is responsible for holding the project team and NGT Service Provider to account. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Grace Boland, T.D**
10/12/2025	139	**PQ Referred: 70686/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 139 To ask the Minister for Transport if it is intended that the next generation ticketing system will be integrated with existing Transport for Ireland digital services to provide one streamlined app and a single point of access for users; and if he will make a statement on the matter.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 139 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTAs Next Generation Ticketing (NGT) project provides an opportunity to consolidate some of the functions of existing apps such as TFI Go mobile ticketing, and Leap Top Up into a new NGT mobile app. However, the NTA is responsible for many mobile applications, including for example, TFI Anseo Demand Responsive Application, Driver Check app, and the TFI Live mobile application (used for journey planning and for the provision of real time information to customers). The Authority does not currently plan to have a single 'super app' containing every feature offered by the NTA but will to the extent practicable consolidate ticketing functions also having regard for the fact that the current scope of NGT. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Grace Boland, T.D**
10/12/2025	140	**PQ Referred: 70686/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 140 To ask the Minister for Transport the timeline for user testing of the next generation ticketing system; when commuters will be able to trial the integrated digital platform; and if he will make a statement on the matter.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 140 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. At present, we have no timeline for user testing phases. Plans for such activities will be developed at a later date after we have further advanced the design and development of the NGT programme.	**Grace Boland, T.D**

				I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	
10/12/2025	141	**PQ Referred: 70686/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 141 To ask the Minister for Transport the governance arrangements in place to oversee the digital integration of the next generation ticketing system with existing public transport platforms; and if he will make a statement on the matter.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 141 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Next Generation Ticketing, as a single central account-based ticketing system, will substantially replace the existing public transport ticketing platforms. However, the current implementation of Next Generation Ticketing is focussed on the Greater Dublin Area, meaning that for services outside of the GDA some of the existing platforms will be required to be retained. Once NGT is implemented nationwide many of the existing platforms will have been superseded. However, the exact timeframe for this to occur is subject to the requisite approvals and funding and therefore cannot be confirmed at this time. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Grace Boland, T.D**
10/12/2025	142	**PQ Referred: 70686/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 142 To ask the Minister for Transport the way in which the National Transport Authority is ensuring that the next generation ticketing system will provide a consistent user experience across bus, rail and regional services; and if he will make a statement on the matter.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 142 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA, having appointed a single supplier of all ticketing equipment required for Next Generation Ticketing across all modes of transport, will implement a single user interface for all equipment and a single set of messages and responses, that way ensuring a consistent user experience to the extent possible factoring in the operational nuances of the different modes of transport. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Grace Boland, T.D**
10/12/2025	143	**PQ Referred: 70686/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 143 To ask the Minister for Transport if the next generation ticketing system will support real time information, journey planning, account management and payment within a single app interface; and if he will make a statement on the matter.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 143 of 10 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The next generation ticketing system will support account management, journey history, ticket purchase and payments amongst other features within a single app. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours Sincerely,	**Grace Boland, T.D**

13/01/2026	765	**PQ Referred: 1938/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 765 To ask the Minister for Transport whether there are plans to publish detailed passenger satisfaction and accessibility data specific to the TFI Anseo pilot, including feedback on service hours, booking ease, coverage and accessibility for people with disabilities; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 759 to 765 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Please see responses below to each Parliamentary Question. **PQ 759** TFI Anseo operates in three pilot areas in Achill, Killarney and Limerick City, all with a pilot period of one year. Average weekly passengers from weeks 49, 50 and 51 of 2025 were 167 passengers per week in Achill, 1,953 passengers per week in Killarney, and 1,154 passengers per week in the Limerick City Zone (a sub-area of Limerick City). **PQ 760** The initial pilot period for TFI Anseo services is one year from launch of services in each area. **PQ 761** The NTA is working with the Department of Climate, Energy and the Environment (DCEE), reporting multiple different metrics regarding TFI Anseo. **PQ 762** The NTA will consider all options regarding the future of TFI Anseo along with the relevant Government Department(s), taking outcomes from the pilot areas and funding availability into account. **PQ 763** The TFI Anseo Pilot is funded by the Government's Climate Action Fund, managed by the Department of Climate, Energy and the Environment (DCEE). The NTA along with the relevant Government Department(s), will consider all options regarding the future of TFI Anseo, taking outcomes from the pilot areas and funding availability into account. **PQ 764** Consideration is afforded to integration and connection with existing public transport services when planning any new publicly funded public transport services. **PQ 765** The NTA has commissioned two rounds of market research in each of the TFI Anseo service areas; at present, the first passenger surveys have been completed in Achill and Killarney, with results being collated and analysed currently. Market research in Limerick is due to commence in Q1 of 2026. A summary can be made public when the surveys are fully complete and results analysed. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

Data Classification: Public

13/01/2026	764	**PQ Referred: 1937/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 764 To ask the Minister for Transport to clarify how the NTA intends to ensure integration of TFI Anseo with existing public transport services such as Local Link, Bus Éireann and Dublin Area routes, including fare integration and connections to fixed-route services; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 759 to 765 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Please see responses below to each Parliamentary Question. **PQ 759** TFI Anseo operates in three pilot areas in Achill, Killarney and Limerick City, all with a pilot period of one year. Average weekly passengers from weeks 49, 50 and 51 of 2025 were 167 passengers per week in Achill, 1,953 passengers per week in Killarney, and 1,154 passengers per week in the Limerick City Zone (a sub-area of Limerick City). **PQ 760** The initial pilot period for TFI Anseo services is one year from launch of services in each area. **PQ 761** The NTA is working with the Department of Climate, Energy and the Environment (DCEE), reporting multiple different metrics regarding TFI Anseo. **PQ 762** The NTA will consider all options regarding the future of TFI Anseo along with the relevant Government Department(s), taking outcomes from the pilot areas and funding availability into account. **PQ 763** The TFI Anseo Pilot is funded by the Government's Climate Action Fund, managed by the Department of Climate, Energy and the Environment (DCEE). The NTA along with the relevant Government Department(s), will consider all options regarding the future of TFI Anseo, taking outcomes from the pilot areas and funding availability into account. **PQ 764** Consideration is afforded to integration and connection with existing public transport services when planning any new publicly funded public transport services. **PQ 765** The NTA has commissioned two rounds of market research in each of the TFI Anseo service areas; at present, the first passenger surveys have been completed in Achill and Killarney, with results being collated and analysed currently. Market research in Limerick is due to commence in Q1 of 2026. A summary can be made public when the surveys are fully complete and results analysed. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

13/01/2026	762	**PQ Referred: 1935/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 762 To ask the Minister for Transport whether the Government or the NTA plans to expand the TFI Anseo smart demand-responsive transport model to additional urban or rural areas, including North County Dublin or other Greater Dublin Area communities; and if so, to set out any timelines and priority criteria for expansion; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 759 to 765 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Please see responses below to each Parliamentary Question. **PQ 759** TFI Anseo operates in three pilot areas in Achill, Killarney and Limerick City, all with a pilot period of one year. Average weekly passengers from weeks 49, 50 and 51 of 2025 were 167 passengers per week in Achill, 1,953 passengers per week in Killarney, and 1,154 passengers per week in the Limerick City Zone (a sub-area of Limerick City). **PQ 760** The initial pilot period for TFI Anseo services is one year from launch of services in each area. **PQ 761** The NTA is working with the Department of Climate, Energy and the Environment (DCEE), reporting multiple different metrics regarding TFI Anseo. **PQ 762** The NTA will consider all options regarding the future of TFI Anseo along with the relevant Government Department(s), taking outcomes from the pilot areas and funding availability into account. **PQ 763** The TFI Anseo Pilot is funded by the Government's Climate Action Fund, managed by the Department of Climate, Energy and the Environment (DCEE). The NTA along with the relevant Government Department(s), will consider all options regarding the future of TFI Anseo, taking outcomes from the pilot areas and funding availability into account. **PQ 764** Consideration is afforded to integration and connection with existing public transport services when planning any new publicly funded public transport services. **PQ 765** The NTA has commissioned two rounds of market research in each of the TFI Anseo service areas; at present, the first passenger surveys have been completed in Achill and Killarney, with results being collated and analysed currently. Market research in Limerick is due to commence in Q1 of 2026. A summary can be made public when the surveys are fully complete and results analysed. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

Data Classification: Public

13/01/2026	761	**PQ Referred: 1934/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 761 To ask the Minister for Transport to provide details of the criteria and evaluation framework the NTA is using to assess the outcomes of the TFI Anseo pilot, including the key performance indicators that will determine whether the service is expanded or mainstreamed; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 759 to 765 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Please see responses below to each Parliamentary Question. **PQ 759** TFI Anseo operates in three pilot areas in Achill, Killarney and Limerick City, all with a pilot period of one year. Average weekly passengers from weeks 49, 50 and 51 of 2025 were 167 passengers per week in Achill, 1,953 passengers per week in Killarney, and 1,154 passengers per week in the Limerick City Zone (a sub-area of Limerick City). **PQ 760** The initial pilot period for TFI Anseo services is one year from launch of services in each area. **PQ 761** The NTA is working with the Department of Climate, Energy and the Environment (DCEE), reporting multiple different metrics regarding TFI Anseo. **PQ 762** The NTA will consider all options regarding the future of TFI Anseo along with the relevant Government Department(s), taking outcomes from the pilot areas and funding availability into account. **PQ 763** The TFI Anseo Pilot is funded by the Government's Climate Action Fund, managed by the Department of Climate, Energy and the Environment (DCEE). The NTA along with the relevant Government Department(s), will consider all options regarding the future of TFI Anseo, taking outcomes from the pilot areas and funding availability into account. **PQ 764** Consideration is afforded to integration and connection with existing public transport services when planning any new publicly funded public transport services. **PQ 765** The NTA has commissioned two rounds of market research in each of the TFI Anseo service areas; at present, the first passenger surveys have been completed in Achill and Killarney, with results being collated and analysed currently. Market research in Limerick is due to commence in Q1 of 2026. A summary can be made public when the surveys are fully complete and results analysed. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

13/01/2026	763	**PQ Referred: 1936/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 763 To ask the Minister for Transport whether the NTA or Transport for Ireland has identified funding requirements and sources for scaling up the TFI Anseo service beyond the pilot phase, including any projected costings for a wider rollout; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, including budgeting across the Transport Coordination Units. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 759 to 765 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Please see responses below to each Parliamentary Question. **PQ 759** TFI Anseo operates in three pilot areas in Achill, Killarney and Limerick City, all with a pilot period of one year. Average weekly passengers from weeks 49, 50 and 51 of 2025 were 167 passengers per week in Achill, 1,953 passengers per week in Killarney, and 1,154 passengers per week in the Limerick City Zone (a sub-area of Limerick City). **PQ 760** The initial pilot period for TFI Anseo services is one year from launch of services in each area. **PQ 761** The NTA is working with the Department of Climate, Energy and the Environment (DCEE), reporting multiple different metrics regarding TFI Anseo. **PQ 762** The NTA will consider all options regarding the future of TFI Anseo along with the relevant Government Department(s), taking outcomes from the pilot areas and funding availability into account. **PQ 763** The TFI Anseo Pilot is funded by the Government's Climate Action Fund, managed by the Department of Climate, Energy and the Environment (DCEE). The NTA along with the relevant Government Department(s), will consider all options regarding the future of TFI Anseo, taking outcomes from the pilot areas and funding availability into account. **PQ 764** Consideration is afforded to integration and connection with existing public transport services when planning any new publicly funded public transport services. **PQ 765** The NTA has commissioned two rounds of market research in each of the TFI Anseo service areas; at present, the first passenger surveys have been completed in Achill and Killarney, with results being collated and analysed currently. Market research in Limerick is due to commence in Q1 of 2026. A summary can be made public when the surveys are fully complete and results analysed. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

13/01/2026	759	**PQ Referred: 1932/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 759 To ask the Minister for Transport the current status of the TFI Anseo pilot programme, including which service areas it is operating in (such as Achill, Killarney and Limerick) and the latest patronage figures and utilisation data collected to date; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 759 to 765 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Please see responses below to each Parliamentary Question. **PQ 759** TFI Anseo operates in three pilot areas in Achill, Killarney and Limerick City, all with a pilot period of one year. Average weekly passengers from weeks 49, 50 and 51 of 2025 were 167 passengers per week in Achill, 1,953 passengers per week in Killarney, and 1,154 passengers per week in the Limerick City Zone (a sub-area of Limerick City). **PQ 760** The initial pilot period for TFI Anseo services is one year from launch of services in each area. **PQ 761** The NTA is working with the Department of Climate, Energy and the Environment (DCEE), reporting multiple different metrics regarding TFI Anseo. **PQ 762** The NTA will consider all options regarding the future of TFI Anseo along with the relevant Government Department(s), taking outcomes from the pilot areas and funding availability into account. **PQ 763** The TFI Anseo Pilot is funded by the Government's Climate Action Fund, managed by the Department of Climate, Energy and the Environment (DCEE). The NTA along with the relevant Government Department(s), will consider all options regarding the future of TFI Anseo, taking outcomes from the pilot areas and funding availability into account. **PQ 764** Consideration is afforded to integration and connection with existing public transport services when planning any new publicly funded public transport services. **PQ 765** The NTA has commissioned two rounds of market research in each of the TFI Anseo service areas; at present, the first passenger surveys have been completed in Achill and Killarney, with results being collated and analysed currently. Market research in Limerick is due to commence in Q1 of 2026. A summary can be made public when the surveys are fully complete and results analysed. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

13/01/2026	691	**PQ Referred: 1352/26, for answer 13/01/2026 , Written from - John Paul O'Shea**	Dail Question No: 691 To ask the Minister for Transport the progress that has been made in expanding Local Link services in Cork; whether additional routes, increased frequency, or evening and weekend services are planned for 2026; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and the implementation of the Connecting Ireland Rural Mobility Plan. In light of the NTA responsibilities, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 691 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Our current focus in relation to rural transport services is on consolidating service enhancements or new routes implemented to date as part of the Connecting Ireland Rural Mobility Plan. There are a number of new routes and route enhancements under this plan that are yet to be implemented in Cork. The timetable of implementation of these services is subject to availability of resources including funding availability and agreement on priorities with the relevant TCU (Transport Coordination Unit). Discussions with the Department of Transport are ongoing in this regard, and as of yet, we don't have a definitive timeframe for the implementation of these services. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**John Paul O'Shea, T.D**

13/01/2026	760	**PQ Referred: 1933/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 760 To ask the Minister for Transport when the National Transport Authority expects to conclude the TFI Anseo pilot, including the planned end date for all current pilot areas, and whether any interim evaluations or reporting milestones have been defined; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 759 to 765 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Please see responses below to each Parliamentary Question. **PQ 759** TFI Anseo operates in three pilot areas in Achill, Killarney and Limerick City, all with a pilot period of one year. Average weekly passengers from weeks 49, 50 and 51 of 2025 were 167 passengers per week in Achill, 1,953 passengers per week in Killarney, and 1,154 passengers per week in the Limerick City Zone (a sub-area of Limerick City). **PQ 760** The initial pilot period for TFI Anseo services is one year from launch of services in each area. **PQ 761** The NTA is working with the Department of Climate, Energy and the Environment (DCEE), reporting multiple different metrics regarding TFI Anseo. **PQ 762** The NTA will consider all options regarding the future of TFI Anseo along with the relevant Government Department(s), taking outcomes from the pilot areas and funding availability into account. **PQ 763** The TFI Anseo Pilot is funded by the Government's Climate Action Fund, managed by the Department of Climate, Energy and the Environment (DCEE). The NTA along with the relevant Government Department(s), will consider all options regarding the future of TFI Anseo, taking outcomes from the pilot areas and funding availability into account. **PQ 764** Consideration is afforded to integration and connection with existing public transport services when planning any new publicly funded public transport services. **PQ 765** The NTA has commissioned two rounds of market research in each of the TFI Anseo service areas; at present, the first passenger surveys have been completed in Achill and Killarney, with results being collated and analysed currently. Market research in Limerick is due to commence in Q1 of 2026. A summary can be made public when the surveys are fully complete and results analysed. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

13/01/2026	621	**PQ Referred: 75153/25, for answer 13/01/2026 , Written from - Michael Cahill**	Dail Question No: 621 To ask the Minister for Transport to provide additional funding in 2026 to the National Transport Authority for additional Local Link routes in County Kerry; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, including budgeting across the Transport Coordination Units. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 621 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Discussions on the overall PSO (Public Service Obligation) funding programme for 2026 are ongoing between the Department and the NTA. While plans for new and enhanced services in County Kerry under the Connecting Ireland Rural Mobility Plan have been developed, their progression is subject to the outcome of these discussions in relation to funding availability. The Connecting Ireland Rural mobility plan is a 5-phase programme of investment in new and improved public transport services for rural areas. The programme is now in its final phase and to date under the programme upwards of 600,000 people now have access to useful daily public transport services for the first time, 180 new and improved rural regular public transport services have been provided resulting in a 5-fold increase in passenger numbers on rural public transport services. We currently anticipate that the plan will be complete in 2027 though this will be subject to funding availability. Details on the Connecting Ireland Rural mobility plan including an existing and planned network map are available here: Connecting Ireland - National Transport I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Michael Cahill, T.D**

Data Classification: Public

13/01/2026	591	**PQ Referred: 74979/25, for answer 13/01/2026 , Written from - Michael Cahill**	Dail Question No: 591 To ask the Minister for Transport to request the NTA to provide a Local Link bus service between Beaufort village and Killorglin town in County Kerry (details supplied); and if he will make a statement on the matter. Details Supplied: that will service this heavy rural populated area, including Beaufort village, Beaufort GAA Grounds, the Community Centre, Beaufort Golf Club, St. Mary of the Angels and St. Francis Special School, Kilgobnet, Meanus and Killorglin, will the Minister take into consideration that a petition was organised with thousands of signatures in support of this service Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 591 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. There are two existing bus services that operate between Beaufort village and Killorglin town. The NTA does not have any current plans to amend these services. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Michael Cahill, T.D**

13/01/2026	647	**PQ Referred: 1057/26, for answer 13/01/2026, Written from - Roderic O'Gorman**	Dail Question No: 647 To ask the Minister for Transport when work will commence on a successor strategy to the Connecting Ireland Rural Mobility Plan 2022-26; when the successor plan will be published; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and the implementation of the Connecting Ireland Rural Mobility Plan. In light of the NTA responsibilities, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 647 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. The focus at present is on the implementation of the current Connecting Ireland Rural Mobility Plan. Once implementation of the current Plan is substantially complete, the NTA will conduct a review to assess its impact on rural connectivity and its alignment with national transport objectives. Based on this evaluation, the NTA will determine whether a follow-up plan is required to further enhance rural transport services and ensure continued accessibility for communities. We currently anticipate that this review will take place no earlier than late 2027. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

13/01/2026	631	**PQ Referred: 75241/25, for answer 13/01/2026 , Written from - Matt Carthy**	Dail Question No: 631 To ask the Minister for Transport the number of press, media or communications staff currently employed in his Department and within each agency for which he is responsible; the cost of these staff for 2025 and the expected cost for 2026; whether there are proposals to increase the number of such staff; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer There are 17 staff currently employed in my Department's Press and Communications Unit. The staff costs for the Unit in 2025 were €1,090,220. There is one vacancy in the Press and Communications Unit due to be filled this year. Estimated costs for all staff in the Press and Communications Unit in 2026 are €1,158,580. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 631 of 13 of January 2026, which was referred to the National Transport Authority (NTA) for reply. There are 18 press/ media/ or communications staff currently employed in the NTA. This includes personnel in the NTA's customer engagement unit who deal with communications and marketing to public transport users. The staffing cost in 2025 was €1,164,165. The expected staffing cost for 2026 is €1,334,078. There are no current proposals to increase the number of such staff. I trust that the above information is of assistance. Yours sincerely,	**Matt Carthy, T.D**

13/01/2026	494	**PQ Referred: 73896/25, for answer 13/01/2026 , Written from - Paul Murphy**	Dail Question No: 494 To ask the Minister for Transport if he will instruct the NTA or the RSA to conduct an investigation into the use of unbelted Urban class 1 bus vehicles on motorways and roads with speed limits in excess of 65kMH and the possible impact on the health and safety of the bus drivers operating such services as well as that of the passengers; and if he will make a statement on the matter. Answer As Minister for Transport, I wish to advise that like all buses, Class I vehicles must conform with strict standards as outlined below. For this reason, I am satisfied that current restrictions to a maximum speed of 65 kmph is sufficient to protect the driver, and furthermore, as the buses are required to meet UN and EU safety standards, no safety issues have arisen or have been brought to my attention. Class 1 standee buses, which are typically the urban buses used by Dublin Bus and Go-Ahead in Dublin City Centre, must be limited to 65 kmph, whether in urban areas or on the motorway network. All new category M vehicles must meet the type-approval requirements as set out in EU Regulations 2018/8585 and 2019/2144, which set requirements to certify that a model of a vehicle meets all EU safety, environmental and conformity of production requirements before allowing it to be placed on the EU market.These Regulations are transposed in Ireland via S.I. No. 556/2020 and SI 201 of 2024. In regard to the Deputy's statement on road traffic accidents, I would like to highlight that the fifth Road Safety Strategy 2021–2030 sets a target to halve deaths and serious injuries by the end of this decade and to move towards Vision Zero by 2050. The Phase 2 Action Plan was published in July 2025 and will run to December 2027. The Phase 2 Action Plan contains 12 primary actions and 77 supporting actions with the potential to deliver transformative change. These actions are grounded in the internationally recognised Safe Systems approach and includes actions under each of the seven priority intervention areas. This includes actions under the ‘Safe Vehicles’, ‘Safe and Healthy modes of Travel and ‘Safe Work-related Road Use’ strands. Each of these	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 494 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA purchases new buses and coaches for use on Public Service Obligation (PSO) bus services operated by Dublin Bus, Bus Éireann, Go-Ahead Ireland and City Direct. Both of these vehicle types are designed and constructed by their manufacturers in accordance with EU/UNECE Regulation No. 107 or "R107" (Uniform provisions concerning the approval of category M2 or M3 vehicles with regard to their general construction). For the purpose of R107, a bus or coach is regarded as a category M3 vehicle, and R107 identifies three classes of vehicle within this category: • Class I: vehicles constructed with areas for standing passengers, to allow frequent passenger movement; • Class II: vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats; and • Class III: vehicles constructed exclusively for the carriage of seated passengers. Buses intended for use on bus services that are predominantly urban in nature must allow frequent passenger movement (owing to the high turnover of passengers at stops and the shorter distances between stops) and must accommodate standing passengers (to maximise capacity, facilitate shorter journeys and enable straightforward usage by all passenger types). In all instances where the NTA has sought to procure buses intended for use on bus services that are predominantly urban in nature, the market has, in response, offered M3 Class I vehicles designed and constructed as per R107. This means that the buses offered by the market are constructed with areas for standing passengers, to allow frequent passenger movement. Statutory Instrument (S.I.) No. 546/2008 (Road Traffic (Ordinary Speed Limits Buses, Heavy Goods Vehicles, Etc) Regulations 2008) prescribes the speed limits applicable to buses and coaches, as follows: Speed limits — buses, etc 3. (1) The ordinary speed limit prescribed for a single or double deck mechanically propelled vehicle constructed or adapted for use primarily for the carriage of passengers which has seating capacity for more than 8 persons and which is— (a) neither designed nor adapted for the carriage of standing passengers, when driven on— (i) a motorway or a dual carriageway, is 100 kilometres per hour, or (ii) any other public road, is 80 kilometres per hour, or (b) designed or adapted for the carriage of standing passengers when driven on any public road is 65 kilometres per hour. The wording of S.I. No. 546/2008 does not state that any of the buses procured by the NTA to-date are prohibited from travelling on public roads with speed limits in excess of 65 kilometres per hour, but does infer that all of these buses are subject to the ordinary speed limit of 65 kilometres per hour when driven on such roads; speed limiters are therefore fitted to each new bus by the relevant vehicle manufacturer to restrict their maximum speed to 65 kilometres per hour. In addition, as the buses are M3 Class I, EU/UNECE Regulation No. 16 (Uniform provisions concerning	**Paul Murphy, T.D.**

			actions will be delivered through partnership and collaborative working by road safety stakeholders with public transport companies - Bus Éireann and Iarnród Éireann - leading on the delivery of a number of important supporting actions designed to enhance safety on our roads. Under the Road Safety Authority Act 2006, the Road Safety Authority (RSA) has the statutory responsibility role to carry out road safety research. The Deputy may also note that workplace and employee health and safety is a matter for the Health and Safety Authority (HSA) which reports to the Minister for Enterprise, Trade and Employment. Given the NTA's responsibility for PSO services and RSA's responsibility in this matter, I have referred the Deputy's question to the the agencies for direct reply. I would ask the Deputy to contact my office if a response has not been received within ten days.	the approval of: I. Safety-belts, restraint systems, child restraint systems and ISOFIX child restraint systems for occupants of power-driven vehicles II. Vehicles equipped with safety-belts, safety-belt reminders, restraint systems, child restraint systems and ISOFIX child restraint systems and i-Size child restraint systems) does not require the buses to be equipped with safety-belts or restraint systems. As all buses procured by the NTA are fully compliant with regulatory and legislative requirements, the NTA does not intend to conduct an investigation as described in the Parliamentary Question. I trust that the above information is of assistance. Yours sincerely,	

13/01/2026	774	**PQ Referred: 1948/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 774 To ask the Minister for Transport the planned enhancements to accessible transport options (including demand-responsive services like Anseo and Local Link) in rural and urban areas to address gaps highlighted in committee discussions on transport for persons with disabilities; 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. In light of my role, one of my core priorities is to ensure disabled people, whether they live in urban or rural areas, have the same 'access of choice' transport options as everyone else. Also from a policy perspective, the Government launched the National Human Rights Strategy for Disabled People (NHRSDP) on 03 September 2025. Pillar 5 of the NHRSDP, 'Transport and Mobility', contains a number of priority transport actions which were developed with representatives of the disability community. In line with the agreed NHRSDP structures, these priority actions are the primary focus for all NHRSDP stakeholders this year. Included as priority actions are the expansion of the Independent Travel Support (ITS) scheme to rural and regional areas and the piloting of SMART DRT (Anseo) services in rural and regional areas. From a funding perspective, we have an ambitious programme of investment planned for the next five years, all of which will be adhere to the principles of universal design and therefore help deliver a more accessible and inclusive transport network in the years ahead. In addition to new infrastructure, I am pleased that I have been able to increase funding under the Public Transport Accessibility Retrofit Programme to €25m in 2026. We will maintain that increased level of retrofit funding under the new National Development Plan which includes accessibility enhancements to bus and train stations in rural and regional locations. Under the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009, the Oireachtas assigned statutory responsibility to the	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 774 of 13 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA has statutory responsibility for the planning and development of public transport services, including accessible and demand responsive services such as TFI Local Link and the TFI Anseo pilot. It is a key objective of the NTA that people with disabilities can travel independently, safely and with confidence on public transport. As part of this work, the NTA has introduced enhancements to accessible transport options in both rural and urban areas. Enhancements to Rural Accessible Transport: • Expansion of TFI Local Link services under the Connecting Ireland Rural Mobility Plan, including increased frequency, new routes, and extended evening and weekend operations. • Improved accessibility across the Local Link fleet, with the vast majority of scheduled services now operated using wheelchair accessible vehicles. • Continued development of demand responsive services, including door to door and pre booked services for passengers whose needs are not met by fixed route services. • The rollout of the TFI Anseo pilot, which provides flexible, technology supported demand responsive transport in rural areas where traditional fixed route services are not viable. The NTA will continue to review transport needs and service gaps highlighted by the Committee and will bring forward further enhancements on the basis of funding availability as part of its ongoing programme of improving accessibility across the public transport network. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

			National Transport Authority (NTA) for promoting the development of an integrated, accessible public transport network and public transport infrastructure. The NTA in turn works with the relevant public transport operators, for example Bus Éireann and TFI Local Link in rural and regional areas, who have responsibility for day-to-day operational issues, to progressively make public transport accessible including in rural and regional areas. In light of the NTA's over-arching statutory responsibilities for accessible public transport, including improvements in rural and regional areas, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.		

13/01/2026	775	**PQ Referred: 1949/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 775 To ask the Minister for Transport whether his Department has reviewed the barriers to independent travel experienced by persons with disabilities, including physical infrastructure, service frequency, and wayfinding supports, and if so to publish a summary of findings and planned actions; 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. From a policy perspective, the Government launched the National Human Rights Strategy for Disabled People (NHRSDP) on 03 September 2025. Pillar 5 of the NHRSDP, 'Transport and Mobility', contains a number of priority transport actions. I was pleased to meet with members of the disability sector on 29 September 2025 for a constructive dialogue around the NHRSDP transport actions and our shared ambition to ensure 100% transport accessibility in Ireland. Included as a priority NHRSDP action, assigned to the National Transport Authority (NTA), is the expansion of the Independent Travel Support (ITS) scheme to rural and regional areas. Under the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009, the Oireachtas assigned statutory responsibility to the National Transport Authority (NTA) for promoting the development of an integrated, accessible public transport network and public transport infrastructure. This means that my Department is not involved in the planning or management of public transport services. The NTA in turn works with the relevant public transport operators, for example Irish Rail, who have responsibility for day-to-day operational issues, to progressively make public transport accessible. In light of the NTA's over-arching statutory responsibilities for accessible public transport, including physical infrastructure, service frequency, and wayfinding supports, I have referred your question to the NTA for direct reply to you. Please	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 775 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA have been investing in improving the accessibility of public transport services and works with Irish Rail, Bus Éireann and local authorities to improve access for all people. Irish Rail have 147 rail stations of which, most were not built with accessibility in mind. Through an Accessibility Retrofit Funding Programme, the NTA have funded four stations to have footbridges and lifts installed in 2025, numerous others were completed in the preceding years. These interventions allow a person with reduced mobility to access the platforms on both sides of the track. These works will continue to other stations, pending funding. Separately, 66 stations have had their lifts replaced /renovated since 2020 to improve accessibility across platforms for people with mobility impairments. “Changing Places” facilities have been installed in three rail stations to date with more planned in other bus and rail stations. Improved signage and wayfinding have also been installed at all of Irish Rail stations, in consultation with their Disability User Group. It is planned to expand this to Bus stations also. The NTA have provided funding to Bus Éireann to carry out Accessibility Audits on 18 of their bus stations and arising from that a programme of work has been prepared which will be delivered over the next few years. Twenty-one of the twenty-five bus stations have had wheelchair accessible bus bays installed with the remaining four being designed at present. Most bus stops in the cities are wheelchair accessible. The NTA have been working with local authorities to install wheelchair accessible bus bays, in 51 towns to date to accommodate high floor coaches. The NTA continues to work with local authorities on the installation of accessible bus stops to facilitate the standard low floor vehicles with 232 bus stops being installed in 2025. Local authorities may also apply for funding to install seats or shelters at suitable bus stops to allow people to rest whilst they wait for their bus. All of the public bus vehicles are wheelchair accessible now. In addition, they have audio /visual announcements, induction loops, charging points, yellow grab rails and, in the case of more recent vehicles, a separate wheelchair space and a buggy space for people travelling with children. Additional push buttons, to alert the bus driver to stop, have also been included after the NTA received feedback on this issue from Disability User Groups. On recently purchased bus vehicles, the four priority seats have been covered in a different material from the other seats, with accompanying emblems, to alert all passengers that those seats are for those who need it most seats (for people with visual impairments, people who are pregnant, people with invisible disabilities or for older persons). The LUAS is more recent and was built with accessibility in mind. Over 95% of Local Link scheduled journeys for rural areas are wheelchair accessible. They also provide Demand Responsive journeys, which are prebooked and can pick people up from their home on particular routes. The NTA continues to fund and support the TFI Independent Travel Support (ITS) service (formerly Travel Assistance Scheme), which teaches people how to travel independently on public transport and gain the confidence and skills to do so.	**Grace Boland, T.D**

			advise my private office if you do not receive a reply within ten working days.	• Dublin Bus manages the ITS service and carried out 1,785 assists in 2025. • Bus Eireann manages the ITS scheme in Cork, Galway, Limerick and Waterford and they just expanded into Drogheda and Dundalk providing 1,684 assists in 2025. • Pilots have commenced in two Local Link offices, Donegal/Sligo and Leitrim and Fingal/Meath/Louth. I trust that the above information is of assistance. Yours sincerely,	

13/01/2026	607	**PQ Referred: 75118/25, for answer 13/01/2026 , Written from - James O'Connor**	Dail Question No: 607 To ask the Minister for Transport the number of projects in his Department that were delayed in 2023 and 2024 due to the change of document from the Public Spending Code to the Infrastructure Guidelines, in tabular form; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer I am not aware of any projects directly delivered by the Department which have been subject to delays due the change from the Public Spending Code to the Infrastructure Guidelines. Please see outlined below further information regarding National Road Projects, Active Travel and Public Transport and the Departmental agencies involved in delivering projects. Active Travel 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 theselectionand 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. Public Transport 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.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. The operation, maintenance and renewal of the rail network and stations on the network, including on	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 607 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. I can confirm that in respect of projects falling within the NTA's remit, there have been no delays due to the change from the Public Spending Code to the Infrastructure Guidelines. I trust that the above information is of assistance. Yours sincerely,	**James O'Connor, T.D.**

			the national rail 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. Please contact my private office if you do not receive a reply within 10 working days. National Road Projects In respect of National Road projects, as Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme and Greenways Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning and construction of individual national roads and greenways area 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. As such, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.		

13/01/2026	599	**PQ Referred: 75041/25, for answer 13/01/2026 , Written from - Ruth Coppinger**	Dail Question No: 599 To ask the Minister for Transport to consider offering an option on the TFI App for passengers to report buses being late or not showing up; 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. The performance of all public transport operators is closely monitored by the NTA as part of the contractual arrangements in place between it and the operators. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 599 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Firstly, let me thank you for raising this matter in respect to the TFI app. We do appreciate the suggestion and will keep the matter under consideration. However, please note that where a bus service does not operate due to circumstances within the operator's control, a deduction is made from the amount due to the operator, equivalent to the cost of operating the cancelled service. Operator contracts also provide for deductions when punctuality and reliability targets are not met. The NTA uses the data generated from the bus operator's AVL (Automatic Vehicle Locator) system (the same system which produces real time passenger information) to produce formal records which are used to substantiate and justify such deductions. Consequently, the NTA would have to carefully consider the role of any customer sourced feedback on bus punctuality and reliability given the current procedure. It is also worth noting that NTA is replacing the bus operators legacy AVL system with a new central AVL system for all operators, which will also generate consistent information on bus operators' performance. I trust that the above information is of assistance. Yours sincerely,	**Ruth Coppinger, T.D.**

13/01/2026	584 & 674	**PQ Referred: 74906/25, for answer 13/01/2026 , Written from - Eoghan Kenny**	Dail Question No: 584 To ask the Minister for Transport if retrospective funding will be considered to ensure under active travel the provision of additional public toilets at a location (details supplied); and if he will make a statement on the matter. Dail Question No: 674 To ask the Minister for Transport if retrospective funding would be considered to ensure under active travel and the provision of additional public toilets at a location (details supplied); and if he will make a statement on the matter. Details Supplied: The Marina, specifically By the Holland Park playground by the pump house owned by Irish water Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways and Active Travel infrastructure. The planning, design, and construction of individual Greenways and Active Travel infrastructure is managed by Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA) respectively, 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. From an Active Travel perspective, the NTA provides capital funding to local authorities to such schemes, generally within urban speed limit areas, e.g. villages, towns and our larger urban centres. 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. It must be noted that provision of public toilets involves significant costs and logistical challenges, particularly in relation to the maintenance of such facilities, and there is currently no funding for such non-capital expenses under the NTA's Active and	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 584 and 674 on 13 of January 2026, which was referred to the National Transport Authority (NTA) for reply. 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. 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. 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. Please note that the NTA currently cannot provide funding for non-capital expenses. 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. I trust that the above information is of assistance. Yours sincerely,	**Eoghan Kenny, T.D**

			Sustainable Transport Investment Programme. The provision of public toilets in urban areas is therefore best planned and managed by Local Authorities to ensure they are both effective and sustainable. In relation to Greenway infrastructure, the TII Standard for Greenway Design,Rural Cycleway Design (Offline Greenways) (DN-GEO-03047, 2022), includes recommendations for greenway ancillary infrastructure and suggests as a minimum, the provision of one accessible dry toilet at no greater than 15km intervals along new greenways and 2 toilets (including one accessible dry toilet, baby changing facilities) at no greater than 40km intervals, (see page 53). In relation to the project specified to by the Deputy, I have referred his question to the NTA given its role in the development of active travel infrastructure projects. Please contact my private office if you do not receive a response within 10 working days.		

13/01/2026	586	**PQ Referred: 74915/25, for answer 13/01/2026 , Written from - Mark Wall**	Dail Question No: 586 To ask the Minister for Transport the position regarding the provision of park and ride facilities on the M7 and M9 motorways; 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. 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). The Programme for Government commits to working with local authorities and relevant agencies to develop affordable Park and Ride facilities on the outskirts of major towns and cities. The NTA established the PRDO in February 2020. The function of the PRDO is to enable and advance the delivery of strategic Park Ride sites in collaboration with Local Authorities and transport agencies across all regions of the State by providing full time specialist resources on these projects. The PRDO published a Park Ride Strategy for the Greater Dublin Area as part of the NTA Transport Strategy for the Greater Dublin Area 2022-2027. The Strategy sets out the vision and objectives for Park Ride and identified the zones for strategic Park Ride sites in the region. 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 within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 586 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA Park and Ride Development Office (PRDO) was established, arising from a recommendation in the Climate Action Plan, with a view to advancing and delivering strategic Park and Ride (P&R) facilities across Ireland. Given the lead time associated with strategic capital infrastructure projects, particular rail projects, the primary objective of the PRDO is to explore and advance bus-based strategic P&R solutions close to the national road network that may be delivered more swiftly. Strategic Park & Ride is typically located where national roads or major transport corridors intersect with high-quality public transport services, enabling people to change from private car journeys to alternative public transport options. This approach is designed to attract commuters through journey time savings, thus encouraging modal shift with corresponding reductions in congestion and carbon emissions. A P&R strategy was developed for the Greater Dublin Area as part of the NTA's "Transport Strategy for the Greater Dublin Area 2022 – 2042". This document sets out the vision and objectives for P&R and identifies zones of intervention where strategic P&R is considered feasible. The NTA is currently advancing proposals for numerous strategic P&R proposals across the Greater Dublin Area and in the regional cities of Cork, Waterford, Limerick and Galway. In relation to the M7 and M9 corridors, a demand analysis assessment concluded with the need for two strategic P&R facilities serving the corridors. This study recommended: Ø A new 500 parking space bus-based P&R at Kill; and Ø A new 1000 parking space rail-based P&R at, or close to Sallins train station. Significant work has already been undertaken to advance proposals for a 500-space bus-based strategic P&R at Kill. However, the project remains at Phase 3: Preliminary Design owing to the landowner having withdrawn from negotiations in respect of the NTA's preferred site. Due to funding constraints on the P&R investment programme in 2026, the search for an alternative site has been deprioritised in favour of progressing the proposed Sallins P&R facility. Work on the Kill P&R project will nonetheless continue during 2026 as resources and funding permit. The proposed Sallins P&R facility is listed as a priority project within the NTA's Greater Dublin Area Transport Strategy, which also includes the planned extension of electrified DART services to Sallins/Naas. While the Strategy identifies a major 1,000 space rail served P&R facility at Sallins as a key measure to intercept car travel along the M7/N7, a new railway station, additional heavy rail rolling stock and enhanced railway infrastructure closer to Dublin City Centre will be required to maximise the potential of such a facility. Nonetheless, it is planned to undertake further design development work on the proposed Sallins P&R facility during 2026. I trust that the above information is of assistance.	**Mark Wall, T.D**

13/01/2026	576	**PQ Referred: 74787/25, for answer 13/01/2026 , Written from - Mark Ward**	Dail Question No: 576 To ask the Minister for Transport the average time for a taxi license application to be processed from start to finish; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, includingSPSV 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 am not involved in the day-to-day operations of the SPSV industry. There are two statutory bodies involved in the SPSV driver licensing process; the NTA and An Garda Síochána (AGS).As set out in section 6(2) of the Taxi Regulation Act 2013, AGS is the driver licensing authority for SPSVs in Ireland and is responsible for: Vetting applicants to assess their suitability Administering applications received Where appropriate, granting and renewing SPSV driver licences. The NTA is responsible for: Administering the SPSV Driver Entry Test Processing SPSV driver licence fees Issuing the SPSV driver identity and display cards, on receipt of the SPSV Driver Licence from An Garda Síochána Maintaining the SPSV driver and vehicle licence register, together with the Driver Check App. From an analysis carried out on driver licence issuance in the first half of 2025, the average time between a candidate passing their SPSV Driver Entry Test to having their driver licence issued, was 15 weeks for Dublin and 13 weeks for the rest of the country. Given the NTA's responsibility regarding vehicle licensing, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 576 of 13 January 2026, which was referred to the National Transport Authority for reply. An Garda Síochána is the licensing authority for taxi, hackney and limousine drivers and, in that capacity, only they grant, renew, refuse and revoke SPSV driver licences. The NTA supports the preparatory phase before a person is entitled to apply for a SPSV driver licence from An Garda Síochána. This includes the management of the SPSV Driver Entry Test and taking the SPSV Driver Licence application fee. From an analysis carried out on driver licence issuance in the first half of 2025, the average time between a candidate passing their SPSV Driver Entry Test to having their driver licence issued, was 15 weeks for Dublin and 13 weeks for the rest of the country. Timelines can vary depending on the documents and background checks required by An Garda Síochána. I trust that the above information is of assistance. Yours sincerely,	**Mark Ward, T.D.**

13/01/2026	577	**PQ Referred: 74796/25, for answer 13/01/2026 , Written from - Ruth Coppinger**	Dail Question No: 577 To ask the Minister for Transport to consider extending a bus route (details supplied); and if he will make a statement on the matter. Details Supplied: to consider to extend the proposed 262 route that will replace the 40E, “I wish to express serious concern about the current proposals under the BusConnects programme — especially the plan to replace the 40E with Route 262, which appears to terminate at the roundabout opposite Hollywoodrath Crescent, rather than serving Hollystown itself, 1. Hollystown retains at least its current level of bus service (or better). 2. Route 262 (or any replacement for 40E) is extended at least to the Swing Roundabout, where previous service reached. 3. Consideration is given to route adjustments to bring bus access deeper into Hollystown, so that internal streets are served, and walking distances are kept reasonable” Answer As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities, including Dublin. BusConnects is the largest investment in the bus system in the history of the State and is managed by the National Transport Authority (NTA). Following on from three rounds of public consultation which concluded in 2020, new bus services in Dublin are already being delivered, with the first seven phases of the Network Redesign rolled out in recent years. The most recent phase, Phase 7, which commenced in October 2025, saw the introduction of the F Spine connecting Finglas to Tallaght. Matters relating to bus service delivery and planning fall under the remit of the NTA, in co-operation with the relevant transport operator, and are subject to resource availability. In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 577 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is developing plans to amend the original (2020) proposals for the new network in Hollywoodrath. New route B3 would serve Hollywoodrath Road instead of the Cherryhound-Tyrrelstown Link Road. It would then run along Kilbride Road, to a new terminus secured by Fingal County Council and the NTA as part of a new development This means the route can serve the existing stops along Hollywoodrath Road, which are well-connected with the surrounding residential areas. This is one of the "B-spine" routes, providing frequent links with Blanchardstown and the City Centre. New route L62 will run along the Ratoath Road and Hollywoodrath Road, as per current route 40e. It would then be extended past the current route's terminus at Tyrrelstown to give a new link into Blanchardstown Centre. We are working with Fingal to see if a new pair of stops can be installed on Ratoath Road, to improve accessibility for residents in the north-eastern parts of Hollywoodrath, It is intended that these changes would be implemented as part of Phase 10 of BusConnects network redesign, currently planned for late 2027 subject to funding availability and operational readiness. In the interim we plan to extend current route 40d from Tyrrelstown to the Swing roundabout, again subject to funding availability. I trust that the above information is of assistance. Yours sincerely,	**Ruth Coppinger, T.D.**

13/01/2026	578	**PQ Referred: 74800/25, for answer 13/01/2026 , Written from - Shane Moynihan**	Dail Question No: 578 To ask the Minister for Transport to provide an update on the provision of a car park at Parkwest train station; when it will be provided as committed to; 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. 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). The Programme for Government commits to working with local authorities and relevant agencies to develop affordable Park and Ride facilities on the outskirts of major towns and cities. The NTA established the PRDO in February 2020. The function of the PRDO is to enable and advance the delivery of strategic Park Ride sites in collaboration with Local Authorities and transport agencies across all regions of the State by providing full time specialist resources on these projects. The PRDO published a Park Ride Strategy for the Greater Dublin Area as part of the NTA Transport Strategy for the Greater Dublin Area 2022-2027. The Strategy sets out the vision and objectives for Park Ride and identified the zones for strategic Park Ride sites in the region. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 578 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In most international jurisdictions, specific car parking provision is rarely provided at local urban train/tram/metro stations. The expectation is that most users are/will be local users who can walk or cycle to the local commuter train services. In addition, it is expected that the overall urban public transport system - buses, trains and trams - is comprehensive enough for most people to use one of those modes to interchange with other services, such as train services. Space is rarely available to provide designated car parking at local urban train stations. In addition, the provision of significant parking facilities in a high density environment such as that planned for this area, attracting external trips to the car park, would not align with Transit-Oriented Development (TOD) principles. The exception is stations on the outskirts of urban areas where strategic park and ride provision is merited. The Transport Strategy for the Greater Dublin Area 2022-2042 sets out proposals for a network of strategic park and ride sites in the Greater Dublin Area. Accordingly, we confirm that there are no plans at present for the development of additional car parking facilities at Park West Cherry Orchard Station. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

13/01/2026	686	**PQ Referred: 1332/26, for answer 13/01/2026 , Written from - Barry Ward**	Dail Question No: 686 To ask the Minister for Transport when it will be possible for Bus Átha Cliath customers who do not have a Leap card, to buy tickets on board other than with cash; 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. The National Transport Authority (NTA) has been responsibility for the development of public transport infrastructure, including ticketing and technology projects. 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. 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. In August 2024, the NTA and Indra initiated the first call-off contract to equip the entire State subsidised public transport network in the Greater Dublin Area 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. 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.It is anticipated that the new ticketing system across the Greater Dublin Area will be implemented in 2028, with further rollouts thereafter.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 686 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. We note that the Minister provided a substantive response to this Parliamentary Question. As stated in the Minister's response, it is anticipated that the new ticketing system across the Greater Dublin Area will be implemented in 2028, with further rollouts thereafter. I trust that the above information is of assistance. Yours sincerely,	**Barry Ward, T.D**

			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 within 10 working days.		

Data Classification: Public

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<tr>
<td>13/01/2026</td>
<td>570</td>
<td>PQ Referred: 74636/25, for answer 13/01/2026 , Written from - Naoise Ó Muirí</td>
<td>Dail Question No: 570

To ask the Minister for Transport the payroll cost of his Department and of each organisation or agency under its remit individually, in 2015 to 2025, by year, in tabular form.

Identical Question(s): to all Depts.

Answer

The table below outlines the payroll costs of my Department from 2015-2025.

2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

€27,192,549 €26,866,030 €28,433,187 €31,076,913 €34,177,911 €33,307,157 €34,737,841 €38,182,569 €42,422,994 €47,283,624 €53,551,156

As this question also relates to agencies under the remit of the Department of Transport, I have referred the question to these agencies to reply to you directly. If the Deputy does not receive a response within ten working days, please contact my Private Office.</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 570 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. Your query sought details of the payroll cost of relevant agencies, including the NTA.

Please see the table below which provides the relevant costs each year from 2015 to 2025 inclusive.

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<tr><th>2015</th><th>2016</th><th>2017</th><th>2018</th><th>2019</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025</th></tr>
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<tr><td>4,420</td><td>4,851</td><td>5,532</td><td>6,074</td><td>7,702</td><td>11,182</td><td>14,585</td><td>17,455</td><td>20,978</td><td>25,431</td><td>29,929</td></tr>
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I trust that the above information is of assistance.

Yours sincerely,</td>
<td>Naoise O'Muiri, T.D</td>
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13/01/2026	569	**PQ Referred: 74616/25, for answer 13/01/2026 , Written from - Shane Moynihan**	Dail Question No: 569 To ask the Minister for Transport the way in which BusConnects Corridors will interface with future light rail routes to ensure optimal compatibility; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport in the Greater Dublin Area (GDA), which includes MetroLink, BusConnects and Luas. The NTA published the Transport Strategy for the GDA 2022-2042 in January 2023. This strategy sets out a statutory framework for transport investment across the region over a 20-year period and provides a clear statement of transport planning policy for the GDA. There are a number of infrastructure investments which are planned or underway to support increased public transport demand across the GDA. The NTA's redesign of the bus network and development of Core Bus Corridor schemes are being progressed in parallel with light rail expansion plans. This will help ensure that bus schedules align with projected Luas and MetroLink frequencies, minimising passenger wait times. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 569 of 13 of January 2026, which was referred to the National Transport Authority (NTA) for reply. The BusConnects Core Bus Corridor Schemes have been designed from the outset to integrate effectively with existing public transport infrastructure, including Luas and are compatible with proposed light rail corridors identified in the National Transport Authority's Transport Strategy for the Greater Dublin Area. The infrastructure being delivered through the Core Bus Corridor Programme incorporates sufficient flexibility to accommodate future modal upgrades where appropriate. In practical terms, this means that along corridors where light rail is envisaged in the longer term, the BusConnects Core Bus Corridor designs safeguard the necessary alignments, protect key route options, and avoid introducing infrastructure that would conflict with a future rail-based system. The enhanced bus priority, junction upgrades, and reallocation of road space being delivered now will support high capacity bus operations in the near term while also laying the groundwork for the implementation of future light rail schemes should Government approval be secured at a later stage. The NTA continues to coordinate planning across all major transport programmes to ensure long term compatibility, and BusConnects Core Bus Corridor Schemes remains fully aligned with that strategic approach. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

13/01/2026	563 - 566	**PQ Referred: 74610/25, for answer 13/01/2026 , Written from - Shane Moynihan**	Dail Question No: 563 To ask the Minister for Transport for an update on the Luas to Lucan project; the expected milestones; and if he will make a statement on the matter. Dail Question No: 564 To ask the Minister for Transport for an update on the Luas to Finglas project; the expected milestones; and if he will make a statement on the matter. Dail Question No: 565 To ask the Minister for Transport for an update on the Luas to Bray project; the expected milestones; and if he will make a statement on the matter. Dail Question No: 566To ask the Minister for Transport for an update on the Luas to Poolbeg project; the expected milestones; 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. 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. There are four light rail proposals identified for development and delivery within the 2022-2042 lifetime of the strategy. These are proposed expansions of the Luas network to Finglas, Lucan, Poolbeg, and Bray. AnCoimisiúnPleanálapublished its decision to grant theLuasFinglas Railway Order in October 2025, which is currently subject to legal challenges. Assuming no successful legal challenge, the project will move toward procurement with a view to commencing construction by 2029. In relation to Luas Poolbeg, the development of a Luas red line extension to serve Poolbeg is currently one of the longer-term proposals in the NTA's Transport Strategy for the GDA 2022-2042. The Strategy states that the proposed Luas extension to Poolbeg is subject to the assessment of forecast	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 563 - 566 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. Please see responses below to your Parliamentary Questions 563 to 566 of the 13 January 2026. **PQ 563:** Transport Infrastructure Ireland (TII) has been progressing the Luas Lucan project, funded by, and in collaboration with, the NTA. An engineering design team was appointed in 2024. Work has been ongoing on the early development stages of the project, in particular the undertaking of a comprehensive route selection process. It is currently expected that in 2026 an emerging preferred route will be identified, and a non-statutory public consultation will be undertaken to inform the public and stakeholders on the proposed route and obtain their feedback on the proposals. Luas Lucan is identified as a medium-term proposal as per the current Greater Dublin Area (GDA) Transport Strategy and is scheduled for delivery within the 2031-2036 timeframe. The exact timeframe for delivery is dependent on a successful Railway Order decision and a funding allocation envelope. **PQ 564:** 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. 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 18 of November 2024 the Railway Order application was submitted to An Coimisiún Pleanála (formally An Bord Pleanála). An Coimisiún Pleanála granted the Railway Order, with conditions, on 28th October 2025. 3 judicial review applications have been submitted on the project. The project team are currently preparing for future phases of the project including the drafting of tender documents for future consultants, future construction contract documents and enabling works contracts. In line with the recently published National Development Plan Review 2025 Transport Sectoral Investment Plan, it is anticipated that main construction works will commence by 2029, with some enabling works commencing prior to this. **PQ 565:** The Greater Dublin Area (GDA) Transport Strategy, 2022-2042 sets out the objective for an extension of the Luas Green Line to Bray. Measure LRT5 of the Transport Strategy states: "It is intended to extend the Luas Green Line southwards in order to serve the Bray and Environs area." The GDA Transport Strategy phases the delivery of projects between short-, medium- and long-term projects. The delivery of the Luas Green line extension to Bray is proposed in the medium term between 2031-2036. Prior to being able to extend the Luas system to Bray, there is a need to increase the capacity of the	**Shane Moynihan, T.D**

			travel demand arising out of development patterns in the Poolbeg Strategic Development Zone and environs.The Luas Poolbeg Pre-Feasibility study has been completed by Transport Infrastructure Ireland and is currently under consideration by the NTA. Following this review by the NTA, it is planned to publish the report in early 2026. An extension of the Luas Green line to Bray is part of the strategy's medium-term proposals for development and delivery within 2031-2036 and is part of a number of proposed expansions to the Luasnetwork over the lifetime of the strategy. Transport Infrastructure Ireland (TII) is progressing the Luas Lucan project in collaboration with the NTA. In 2025, the NTA submitted the Project Outline Document (POD) for Luas Lucan to my Department, as required under the Transport Appraisal Framework for investment proposals in the transport sector with an estimated potential cost of €20 million or more. TII are currently working to identify the emerging preferred route for Luas Lucan and this is expected to undergo anon-statutory public consultation in 2026. As part of the periodic review of the Transport Strategy, the demand for possible light rail lines - including any developments in demand since the 2022 Transport Strategy - will also be considered. In reviewing the Transport Strategy for the GDA 2022-2042, the NTA will be informed in part by Transport Infrastructure Ireland and their Luas 2050 vision. 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 more detailed reply. Please contact my private office if you do not receive a reply within 10 days.	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. 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 TII will begin this capacity enhancement study in 2026. Subsequent to this enabling study being completed, an options assessment process can then begin to determine the most suitable alignment and stop locations. 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. **PQ 566:** As outlined in the GDA Transport Strategy, Luas Poolbeg is an extension of the existing red line to serve the Poolbeg Strategic Development Zone (SDZ) and environs. The alignment and locations to be served between the existing Red Line and Poolbeg have yet to be determined and will be subject to detailed design and planning work. A Luas Poolbeg Pre-Feasibility study was completed by Transport Infrastructure Ireland (TII) in late 2025 to determine sufficient demand to progress the project. Following the completion of this Pre-Feasibility Study and a review by the NTA, TII have been instructed to progress the project to Phase 1 of the National Transport Authority Project Approval Guidelines (PAG). TII will progress the project to Phase 1 of the PAG in 2026 including issuing a tender for consultants to progress the project's design. I trust that the above information is of assistance. Yours sincerely,	

13/01/2026	556	**PQ Referred: 74543/25, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 556 To ask the Minister for Transport when Q3 and Q4 data will be available for a route to determine whether it is performing within the contractual obligations as set out by the National Transport Authority (details supplied); and if he will make a statement on the matter. Details Supplied: Dublin Bus 40e 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 556 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Please see below Q3 of 2025 on time and lost kilometres performance results for route 40e. In terms of low frequency punctuality, the 40e achieved above the minimum performance standard in each period in Q3. Similarly for lost km's, the 40e recorded rates below the contractual threshold of 2% in each period. Full performance results for all routes in Q3 2025 are expected to be published on the NTA website by the end of February. Please note that Q4 2025 results remain preliminary, subject to operator cause coding and report finalisation and will be published in due course. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

13/01/2026	551	**PQ Referred: 74513/25, for answer 13/01/2026 , Written from - Mark Wall**	Dail Question No: 551 To ask the Minister for Transport the position regarding the provision of a bus shelter on a route (details supplied) in County Kildare; and if he will make a statement on the matter. Details Supplied: Bus shelters along the 126D route, particularly along the Suncroft part of the route. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 551 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. Similar to 2025, each local authority across the State, including Kildare County Council, is being allocated €500,000 during 2026, under the Bus Stop Enhancement Programme (BSEP). The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate. 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. The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the BSEP, with the final programme of installations to be agreed with the NTA. The NTA continues to engage further with the Executive of each local authority on an ongoing basis to agree the programme of such works going forward including for 2026. We will bring this request to the attention of the relevant Council personnel who are responsible for the Council's programme in respect of bus stop enhancements in addition to other planned works. It is worth noting that not all locations are suitable for the installation of bus shelters due to underground services, width issues, sight line issues, access issues, or similar other items such as the negative impact on affected parties / adjacent premises. Each location is required to be technically assessed against current technical requirements, road safety matters, accessibility standards, third party planning matters, available space in addition to the design details. I trust that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

13/01/2026	697	**PQ Referred: 1374/26, for answer 13/01/2026, Written from - Robert O'Donoghue**	Dail Question No: 697 To ask the Minister for Transport the position regarding the DART+ North Project; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme which comprises five different projects in and around the GDA will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. As part of the DART+ programme, DART+ Coastal North will provide an extension of DART services from the City Centre to Drogheda. The Railway Order for DART+ Costal North was approved by An Coimisiún Pleanála in August 2025. The DART+ fleet project provides a ten-year procurement framework for electric and battery-electric train fleet. Three fleet orders have been placed comprising 285 battery-electric and electric carriages. The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have arrived in Ireland and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027, which will provide additional capacity on the line. The NDP Sectoral Investment Plan published by my Department in November 2025 notes that there is also potential to commence works on other elements of DART+ Coastal North, including supporting infrastructure such as track passing loops and a new platform at Drogheda station, prior to 2030, in advance of works on Overhead Line	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 697 of 13 January 2026, which was referred to the National Transport Authority for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. As such, we have nothing further to add to the Ministers response. I trust that the above information is of assistance. Yours sincerely,	**Robert O'Donoghue T.D**

			Equipment (OHLE). 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 within10 days.		

13/01/2026	692	**PQ Referred: 1353/26, for answer 13/01/2026 , Written from - John Paul O'Shea**	Dail Question No: 692 To ask the Minister for Transport the active travel projects that are planned or underway in towns and villages in Cork; the way in which rural communities are being supported to improve walking and cycling infrastructure; 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 Active Travel infrastructure. The National Transport Authority (NTA) along with the relevant local authorities are responsible for the allocation of funding at local authority level as well as the oversight of development and delivery of individual projects. In general, the main focus of active travel investment is to support high quality walking and cycling infrastructure, for everyday trips in villages, towns and cities with a view to promoting the greatest potential modal shift to active travel. Investment in active travel across the country, including in Cork, has remained at a consistently high level in recent years with over €290 million in funding provided to the NTA last year alone. Between both local authorities in Cork, €47 million was allocated for walking and cycling infrastructure in 2025. I was delighted to secure a similar funding for Active Travel in Budget 2026, meaning that the Department of Transport and the NTA can continue to progress walking and cycling projects around Ireland into this year. 2026 allocations for all local authorities, including Cork City and Cork County Councils, will be announced in mid-January. Given the ramping up of activities over the last few years in the Active Travel area, 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 has to prioritise certain projects over others in order to remain within its allocated budget.While a project may not be selected by the NTA for funding in a particular year, it may be funded	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 692 of 13 January last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. For 2026, the Active Travel allocation for the Cork County Council administrative area is €2,580,000. The breakdown of this has not yet been finalised and we are awaiting Cork County Council's proposals for review to outline what projects will be covered under the allocation. We currently expect the above review to be completed within the first quarter of the year. I trust that the above information is of assistance. Yours sincerely, Hugh Creegan, Deputy Chief Executive.	**John Paul O'Shea, T.D**

			in subsequent years.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. 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.		

13/01/2026	724	**PQ Referred: 1654/26, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 724 To ask the Minister for Transport to provide a breakdown of the spending on service control training with transport operators regarding RTPI accuracy, from 2020 to date, broken down per operator, in tabular form; 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 light of the NTA's responsibility in this area, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 724 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA does not hold a detailed breakdown of the training costs incurred by transport operators in relation to service control training or activities associated with RTPI accuracy. I trust that the above information clarifies the position. Yours sincerely,	**Emer Currie T.D**

Data Classification: Public

13/02/2026	723	**PQ Referred: 1647/26, for answer 13/01/2026, Written from - Michael Fitzmaurice**	Dail Question No: 723 To ask the Minister for Transport further to Parliamentary Question No. 189 of 4 December 2025, and accepting that the High Court declined to grant certiorari in respect of the new street scheme notwithstanding a confirmed breach by Fingal County Council of its statutory obligation to prepare a Local Area Plan, if a number of matters arising for public expenditure governance will be clarified (details supplied); and if he will make a statement on the matter. Details Supplied: 1. Whether, notwithstanding the refusal of certiorari, the confirmed statutory non-compliance identified by the High Court is regarded as a material fact for the purposes of Department of Public Expenditure rules governing the approval, certification, and drawdown of public funds. 2. Whether the National Transport Authority was required to certify compliance with DPER Circular 13/2014, including legality, procedural regularity, and fairness, when advancing or transferring funds to Fingal County Council for transport and active travel projects in Malahide and Skerries during periods when mandatory Local Area Plans had not been prepared. 3. On what basis such certification was given, if at all, in circumstances where a statutory planning obligation had been judicially confirmed as unmet. 4. Whether the Minister considers that funding decisions and expenditure approvals are severable from underlying statutory non-compliance by a local authority, and if so, the administrative or legal basis on which such severability is relied upon for expenditure control purposes. 5. Whether the Minister will set out the total amount of NTA funding advanced or expended to date in Skerries during the period in which no Local Area Plan was in place, and the governance checks applied to ensure compliance with DPER fairness and due process requirements. 6. Whether, in assessing such expenditure, regard was had to the requirement that public bodies must not rely on their own or another body's statutory default as a basis for proceeding with discretionary spending decisions. Having regard to the reply to Parliamentary Question No. 189 of 4 December 2025, and accepting that the High Court declined to grant certiorari in respect of the New Street scheme notwithstanding a confirmed breach by Fingal County Council of its statutory obligation to prepare a Local Area Plan, will the	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 723 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. By way of background, this query relates primarily to the pedestrianisation of New Street in Malahide by Fingal County Council, funded by the NTA. The project has been the subject of lengthy legal proceedings in the High Court, culminating in a Court judgement in April of last year. That judgement did find that Fingal County Council has not complied with section 19(1)(b) of the Planning and Development Act 2000 by failing to adopt a local area plan for Malahide. However, it is noteworthy that the Judge refused to quash the decision to undertake the project and stated that: "the pedestrianisation of New Street isn't something done in a plan-related vacuum. Provision for that pedestrianisation is contained in the development plan, so the chief executive and council had plan-based guidance for the project". It is fully acknowledged that the local authority did have a statutory obligation to prepare local area plans for Malahide and Skerries and have failed, to date, to do so. However, that default does not, and cannot, mean that all development in those areas – housing development, commercial development, domestic extensions, water and wastewater projects, energy installations, in addition to transport projects and a myriad of other development types - should not be progressed, and/or not be granted planning consent, in the absence of a local area plan. Such a position is not supported by the overall framework of planning legislation. In addition, the recent court case concerning New Street in Malahide does not reflect this position and confirmed that the absence of a local area plan did not preclude or prevent the pedestrianisation of the street in question. Indeed, the Judge in that case also stated, "[a} default in preparation of an overarching plan – whether national, regional, county-wide or local, can't have the effect that decision-taking has to stop or can't be lawfully completed." In addition, while it is always preferable that all hierarchies of development planning are in place, it is not the position that there is an absence of a statutory framework governing transport provision in Malahide or Skerries. The Fingal County Development Plan provides the overall planning framework for the County. And a statutory overall transport strategy for the region is in place – the Greater Dublin Area Transport Strategy 2022-2042. The NTA is satisfied that, given the existence of a statutory county development plan and a statutory transport strategy, the absence of a local area plan does not preclude any development of any kind occurring in Malahide or Skerries at the present time. Accordingly, where projects align with that development plan, the NTA's Transport Strategy and statutory objectives, the NTA will continue to support those projects where it considers that there is a sufficient basis to do so. In relation to the specific items in your question, these are addressed in turn below. 1. Whether, notwithstanding the refusal of certiorari, the confirmed statutory non-compliance identified by the High Court is regarded as a material fact for the purposes of Department of Public Expenditure rules governing the approval, certification, and drawdown of public funds. Response: As identified earlier, and as reflected in the High Court decision, the NTA is satisfied that, given the existence of a statutory county development plan and a statutory transport strategy, the absence of a local area plan does not preclude the grant funding of appropriate transport projects in the relevant towns.	**Michael Fitzmaurice, T.D.**

			Minister clarify the following matters arising for public expenditure governance 7. Whether, notwithstanding the refusal of certiorari, the confirmed statutory non-compliance identified by the High Court is regarded as a material fact for the purposes of Department of Public Expenditure rules governing the approval, certification, and drawdown of public funds. 8. Whether the National Transport Authority was required to certify compliance with DPER Circular 13/2014, including legality, procedural regularity, and fairness, when advancing or transferring funds to Fingal County Council for transport and active travel projects in Malahide and Skerries during periods when mandatory Local Area Plans had not been prepared. 9. On what basis such certification was given, if at all, in circumstances where a statutory planning obligation had been judicially confirmed as unmet. 10. Whether the Minister considers that funding decisions and expenditure approvals are severable from underlying statutory non-compliance by a local authority, and if so, the administrative or legal basis on which such severability is relied upon for expenditure control purposes. 11. Whether the Minister will set out the total amount of NTA funding advanced or expended to date in Skerries during the period in which no Local Area Plan was in place, and the governance checks applied to ensure compliance with DPER fairness and due process requirements. 12. Whether, in assessing such expenditure, regard was had to the requirement that public bodies must not rely on their own or another body's statutory default as a basis for proceeding with discretionary spending decisions. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. As the Deputy is aware, 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. Firstly, it is important to highlight the ruling made by the High Court which determined that the lack of a Local Area Plan does not preclude the development and delivery of infrastructure projects in a certain area, when they have been provided for in an overarching plan or strategy. I am also given to	2. Whether the National Transport Authority was required to certify compliance with DPER Circular 13/2014, including legality, procedural regularity, and fairness, when advancing or transferring funds to Fingal County Council for transport and active travel projects in Malahide and Skerries during periods when mandatory Local Area Plans had not been prepared. Response: Refer to Response 1. The NTA confirms full compliance with DPER Circular 13/2014 in respect of the NTA's grant funding of expenditure on transport projects in Malahide and Skerries. 3. On what basis such certification was given, if at all, in circumstances where a statutory planning obligation had been judicially confirmed as unmet. Response: As stated above, the NTA is satisfied that, given the existence of a statutory county development plan and a statutory transport strategy, the absence of a local area plan does not preclude any development of any kind occurring in Malahide or Skerries at the present time. Accordingly, where projects align with that development plan, the NTA's Transport Strategy and statutory objectives, the NTA will continue to support those projects where it considers that there is a sufficient basis to do so. This aligns with the High Court judgement issued in respect of New Street, Malahide. 4. Whether the Minister considers that funding decisions and expenditure approvals are severable from underlying statutory non-compliance by a local authority, and if so, the administrative or legal basis on which such severability is relied upon for expenditure control purposes. Response: The High Court judgement addressed the issue of severability where it declared that Fingal County Council had not complied with their obligation to prepare a Local Area Plan for Malahide while confirming that this did not preclude the New Street scheme from proceeding. 5. Whether the Minister will set out the total amount of NTA funding advanced or expended to date in Skerries during the period in which no Local Area Plan was in place, and the governance checks applied to ensure compliance with DPER fairness and due process requirements. Response: The NTA are currently and have been funding two Active Travel schemes in Skerries during this period. The relevant information on these two projects are set out below. • Skerries, Harbour Road – Upgrade existing footpaths, improved pedestrian crossing facilities and cycle facilities. Part 8 Planning has been completed with decision to Grant permission at the June 2025 Council meeting. Project is currently at the detailed design stage with proposed construction in 2027. Cost expenditure to date: €227k • Skerries Active Travel Plan - To improve walking and cycling infrastructure in Skerries. Current status is to progress an Options Report which will allow establishment of possible projects. It is also intended to carry out non-statutory public consultation with various stakeholders and the general public. Cost expenditure to date: €446k 6. Whether, in assessing such expenditure, regard was had to the requirement that public bodies must not rely on their own or another body's statutory default as a basis for proceeding with discretionary spending decisions. Response: As stated above, the NTA is satisfied that, given the existence of a statutory county	

			understand that the NTA further clarified in response to a previous question posed by the Deputy that "Under planning legislation, local authorities' development plans and local area plans are required to be consistent with the NTA's Transport Strategy. While it is always preferable that all hierarchies of development planning are in place, it is not the position that there is an absence of a statutory framework governing transport provision in any location in Fingal where a local area plan has not yet been developed. Accordingly, where projects align with the NTA's Transport Strategy and statutory objectives, the NTA will continue to support those projects where it considers that there is a sufficient basis to do so". The principal functions of the NTA under the Dublin Transport Authority Act 2008include promoting increased recourse to cycling and walking as a means of transport, as well as securing the provision of public transport infrastructure, and effective management of traffic and transport demand. The NTA may also do all such things as arise out of, or are consequential on, or are necessary, or expedient for, the performance of its functions or are ancillary thereto. The delivery of Active Travel infrastructure and transport demand fall firmly within the remit of the NTA. The NTA is also statutorily enabled to make grants, out of moneys provided by the Oireachtas, to public transport authorities including local authorities as road authorities, to secure public transport infrastructure. That public transport infrastructure includes, but is not restricted to,cycleways, cycle and pedestrian facilities and interchange facilities. Further, the NTA is enabled by statute to allocate moneys and make payments to road authorities in relation to traffic and demand management measures. In light of the above, I fully support the active travel projects in Malahide and Skerries, as they form part of the nationwide network that we are developing to help achieve our ambitions of more sustainable transport and greater modal shift. I am referring the Deputy's question to the NTA in relation to some specific queries posed. Please contact my private office if a response is not received within 10 working days.	development plan and a statutory transport strategy, the absence of a local area plan does not preclude any development of any kind occurring in Malahide or Skerries at the present time. Accordingly, where projects align with that development plan, the NTA's Transport Strategy and statutory objectives, the NTA will continue to support those projects where it considers that there is a sufficient basis to do so. I trust that the above information is of assistance. Yours sincerely,	

13/01/2026	529	**PQ Referred: 74311/25, for answer 13/01/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 529 To ask the Minister for Transport the passenger-protection measures the NTA currently requires from operators in non-fault incidents; 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 light of the NTA's responsibility in this area, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 529 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The development of a “no-fault compensation system” is outside the remit of the NTA and is more appropriately a policy matter for Government. As such a system does not currently operate in Ireland, there are no requirements on transport operators to provide financial compensation to passengers in respect of incidents where they are not at fault. I trust that the above information is of assistance. Yours sincerely,	**Naoise O'Muiri, T.D**

13/01/2026	525 & 567	**PQ Referred: 74241/25, for answer 13/01/2026 , Written from - Mark Wall**	Dail Question No: 525 To ask the Minister for Transport the current progress on the development of a Luas line in Cork; and if he will make a statement on the matter. Dail Question No: 567 To ask the Minister for Transport for an update on the Cork Luas project; the expected milestones; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the proposed Cork Light Rail, or Luas Cork, project. Transport Infrastructure Ireland (TII), in partnership with the NTA, invited members of the public to take part in a non-statutory public consultation of the emerging preferred route for Luas Cork between April and June 2025. Approximately 1,000 responses were received as part of the public consultation and the issues highlighted in those submissions have been included in the post consultation report published by TII in October 2025. It is proposed to go to a second round of Non-Statutory Public Consultation in Quarter 1 2026. The Department of Transport's annual capital allocations from 2026 to 2030 were set in the Review of the National Development Plan, published by the Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation in November 2025. My Department published the Sectoral Plan for Transport in November 2026, which outlines the pathway for transport investment from 2026 to 2030. A key commitment of the plan is to submit the application for the Railway Order for Luas Cork. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a detailed reply. Please contact my private office if you do not receive a reply within 10 working days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 525 & 567 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Luas Cork is a proposed light rail line running from Ballincollig to Mahon Point, connecting key destinations such as MTU, Cork University Hospital, UCC, Cork city centre, Kent Station, Cork Docklands, Blackrock and Mahon. A non-statutory public consultation was launched in April 2025 on the Emerging Preferred Route for Luas Cork. Just over one thousand submissions were received in respect of that consultation, which have been reviewed and assessed by Transport Infrastructure Ireland (TII) and their design team. Arising from the consultation process, some amendments are anticipated to be made to the scheme proposals. Following the development of those revised designs, it is intended that TII will undertake a second round of public consultation in Q2 2026, setting out a proposed “Preferred Route”. It is expected that, following the finalisation of the Preferred Route later this year, the project would progress to preparing the Preliminary Design and Preliminary Business Case in the second half of 2026 and 2027, followed by the extensive documentation required for a Railway Order application to An Coimisiún Pleanála, as required by the Government’s Infrastructure Guidelines. The National Development Plan Review 2025 Sectoral Investment Plan: Transport was published on the 26th of November 2025, this plan set out funding allocations for transport projects from 2026 to 2030. One of the key commitments of the Investment Plan is to fund the Luas Cork project to bring it to Railway Order in the lifetime of the plan. It is currently expected that a Railway Order will be lodged in Q4 2028. I trust that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

13/01/2026	526	**PQ Referred: 74242/25, for answer 13/01/2026 , Written from - Mark Wall**	Dail Question No: 526 To ask the Minister for Transport the current progress on BusConnects across Cork; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Cork. BusConnects is the National Transport Authority's (NTA) 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 our cities. As Deputy may be aware, I secured Cabinet approval for BusConnects Cork in October 2025. With that decision, the Government issued Approval Gate 1 approval in line with the Infrastructure Guidelines, allowing the three Sustainable Transport Corridor schemes to enter the planning system. These schemes will provide for a total of 11 Sustainable Transport Corridors. Following public consultation, the new BusConnects Cork network was published in June 2022, and it aims to provide an increase of over 50% in bus services across the city. Planning for the implementation of the new bus network has commenced and it is expected that the new network will be implemented on a phased basis in the coming years. Implementation will be subject to funding and resources available. 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 within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 526 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The BusConnects Cork programme is made up of a number of different elements and is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes. New Cork Bus Network Detailed planning for the implementation of the new bus network (Network Redesign) is well underway. The new network aims to provide an increase of over 50% in bus services across the city. The NTA is currently discussing funding for new bus services with the Department of Transport and precise dates for introducing the new services are dependent on the outcome of these funding discussions as well as on operational readiness. We are currently working on the delivery of hundreds of new and upgraded bus stops across the city in advance of the new network rollout. As part of this, BusConnects Cork has issued information leaflets to people living in close proximity of these planned bus stop works. Sustainable Transport Corridors Sustainable Transport Corridors (STCs) are bus priority infrastructure schemes along key bus corridors in the city. They will have dedicated bus lanes or other bus priority measures, with improved cycling and pedestrian facilities. To date, three rounds of non-statutory public consultation on STCs have taken place, with each round requiring extensive public engagement. Across the three rounds of public consultation, the NTA received more than 9,800 submissions and the feedback received has informed the design development. We are currently preparing all the required documentation ahead of submitting the statutory consent applications for the STC schemes to An Coimisiún Pleanála. We anticipate we will begin submitting these applications, on a phased basis, beginning in Q2 this year. In addition, a new bus depot in Tivoli is expected to open later this year which will facilitate the additional bus fleet needed for Cork, and provision of chargers for electric fleet at Capwell depot. We are also progressing a new depot at Kinsale Road. I trust that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

13/01/2026	722	**PQ Referred: 1646/26, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 722 To ask the Minister for Transport the breakdown of the PSO provision for bus services, by county from 2020 to date, in tabular form; 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; which is then allocated to the National Transport Authority (NTA) that has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA are responsible for the operation and budgeting of State supported PSO public transport services in conjunction with the relevant transport operators. In light of the NTA's responsibility in this area, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 722 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The information requested in your Parliamentary Question is not currently available. Many bus services cross county boundaries, and it would be a large and complex task to break PSO expenditure down by county. Yours sincerely,	**Emer Currie T.D**

13/01/2026	717	**PQ Referred: 1641/26, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 717 To ask the Minister for Transport the total amount invested in existing bus services versus new services in the greater Dublin area from 2020 to date, in tabular form; 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 allocation of funding across those services. In light of the NTA's responsibility in this area, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 717 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The below table outlines the estimated additional investment in new and enhanced services in the Greater Dublin Area between 2020 and 2025. Note that this includes investment through the Dublin Bus Direct Award and Go-Ahead's ODMA and W4/W6 PSO contracts only. GDA | New | Enhanced | Total 2020 | €0.00 | €8,346,458.00 | €8,346,458.00 2021 | €13,348,227.23 | €83,462.03 | €13,431,689.26 2022 | €15,987,609.61 | €38,581.00 | €16,026,190.61 2023 | €19,022,311.31 | €2,522,543.40 | €21,544,854.71 2024 | €2,883,072.00 | €4,589,152.00 | €7,472,224.00 2025 | €24,304,671.79 | €5,907,556.00 | €30,212,227.79 Enhanced refers to services that saw increased frequency, additional capacity trips as well as timetable adjustments to address punctuality or reliability issues. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

13/01/2026	716	**PQ Referred: 1640/26, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 716 To ask the Minister for Transport the total fare revenue from bus services in the greater Dublin area from 2020 to date, in tabular form; 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. The NTA also has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. In light of the NTA's responsibility in this area, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 716 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The information requested in your Parliamentary Question is published by the NTA as part of the Annual Bus and Rail Statistics report. The 2024 report is available at the following link. https://www.nationaltransport.ie/wp-content/uploads/2025/11/PSO-Bus-and-Rail-Statistics-Bulletins-2024_18.11.25_WEB-FA-V2.pdf. The 2025 report will be published later this year once all relevant information has been received and collated. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

13/01/2026	715	**PQ Referred: 1639/26, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 715 To ask the Minister for Transport the PSO provision for bus services nationally from 2020 to date, in tabular form; 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 light of the NTA's responsibility in this area, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 715 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The information requested in your Parliamentary Question is published by the NTA as part of the Annual Bus and Rail Statistics report. The 2024 report is available at the following link. https://www.nationaltransport.ie/wp-content/uploads/2025/11/PSO-Bus-and-Rail-Statistics-Bulletins-2024_18.11.25_WEB-FA-V2.pdf. The 2025 report will be published later this year once all relevant information has been received and collated. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

13/01/2026	714	**PQ Referred: 1638/26, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 714 To ask the Minister for Transport the PSO provision for bus services in the greater Dublin area from 2020 to date, in tabular form; 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 light of the NTA's responsibility in this area, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 714 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The information requested in your Parliamentary Question is – the level of PSO funding provided for the Dublin region from 2020 to 2025 – is provided in the table below. | Year	Dublin Area PSO Subsidy (€m)
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2020	157.03
2021	168.90
2022	168.25
2023	170.46
2024	211.17
2025	246.12	 In addition, further related information is published by the NTA as part of the Annual Bus and Rail Statistics report. The 2024 report is available at the following link. https://www.nationaltransport.ie/wp-content/uploads/2025/11/PSO-Bus-and-Rail-Statistics-Bulletins-2024_18.11.25_WEB-FA-V2.pdf. The 2025 report will be published later this year once all relevant information has been received and collated. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

13/01/2026	514	**PQ Referred: 74012/25, for answer 13/01/2026 , Written from - Donnchadh Ó Laoghaire**	Dail Question No: 514 To ask the Minister for Transport his views on the TFI Live App and its description of being 'real time' when there are numerous reports of buses not running, but yet those buses still appear on the TFI Live App and passenger screens at bus stops. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 514 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. 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 verbatim. 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 or ghost 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. NTA acknowledges that, while most real-time information is accurate and valued by customers, improvements are needed. We emphasise to operators the importance of undertaking cancellations on time, so that a cancellation notice gets sent to the TFI Live app and on-street information screens, and customers can be informed, and we are actively working with Dublin Bus, Bus Éireann, and Go-Ahead Ireland to ensure timely updates and better data quality. There are a number of factors contributing to the issue of a service that is cancelled or not operated, most notably recently due to a shortage of mechanics or drivers. Or it can be due to incidents occurring in service, such as traffic accidents, health emergencies or bus breakdown. Increasing traffic congestion is also a frequent cause of cancellations. On many routes the driver is scheduled to complete an outbound section of a route, stop for a short break and then commence a return journey. If traffic congestion, which is an increasing phenomenon in Dublin, prevents the bus from reaching its turnaround location in sufficient time to operate the return leg, the return service will not be able to run at the intended time. This may not become apparent until the driver is very close to the end of his/her outward journey and the cancellation information isn't available as promptly as the system needs. From a customer perspective, the NTA would also note that in the TFI Live app, bus services that appear with the word "Scheduled" are not providing real-time updates and therefore may not be operating. This text is specifically included so that customers can distinguish between services where there is real time information available, and those where there is not. Customers can also view the live position of the bus using the "Map" option within the TFI Live App; if there is no moving dot on the map the bus may not be operating. Where a bus is cancelled by the operator, and the message is received by the NTA, the service is listed as "cancelled". Finally, the current bus Automatic Vehicle Location systems, which feeds information to the operator's control room and from there to the TFI Live app and on-street signs, dates from 2009. Subject to a successful pilot in Q2 this year, a new Automatic Vehicle Location system will commence implementation on all bus services nationwide later this year, which we expect will lead to improved quality of information for bus passengers. Lastly it should be noted that the app also provides nationwide journey planning capability over and above the provision of real-time information. I trust that the above information is of assistance. Yours sincerely,	**Donnchadh O' Laoighaire, T.D.**

13/01/2026	513	**PQ Referred: 74011/25, for answer 13/01/2026, Written from - Donnchadh Ó Laoghaire**	Dail Question No: 513 To ask the Minister for Transport the total expense incurred on the TFI live app for each of the past five years; the total spent to date in 2025; and the projected expenditure for 2026; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 513 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The TFI Live app is one component in the overall scope of services in the contract NTA has with the particular supplier (Trapeze Group). These services include: the provision of a cloud-based server system supporting nationwide journey planning and real-time passenger information, operational support and maintenance, ICT security services, ICT hosting costs, public transport data management services, provision of data exports for the national open data portal, at stop publicity materials, and provision and support for the TFI Live mobile apps. It is worth noting that the TFI Live app features (journey planning and real-time passenger data) is dependent on the cloud-based server system. Under this contract NTA pays monthly operational charges that encompasses all of these services. The portion of these costs attributable to the TFI Live app alone is not separately identifiable. The total operational costs spent for the last 5 years are as follows: Year Total Operational Costs for the entire solution 2021 €0 2022 €69,946 2023 €12,095 2024 €1,219,620 2025 €242,557 2026 (Spend to date) €3,828 Total €1,548,046 The 2026 projected spend on support for entire solution is: €195,849. Yours sincerely,	**Donnchadh O' Laoighaire, T.D.**

13/01/2026	757	**PQ Referred: 1930/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 757 To ask the Minister for Transport the contingency arrangements that are in place in the event of delays to the delivery or commissioning of the new DART carriages, including measures to maintain service reliability while older carriages are being replaced; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. As part of the DART+ programme, DART+ Fleet provides a ten-year procurement framework for electric and battery-electric train fleet. Three fleet orders have been placed comprising both battery-electric and electric carriages, bringing the total number of DART carriages ordered to 285, made up of 57 five-carriage trains. The first order for the purchase of 95 additional DART carriages (65 battery-electric and 30 electric) have arrived in Ireland and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027. Part of the second order of 90 battery-electric carriages, which are planned to start entering service from 2028, will allow the commencement of the extension of the DART to Wicklow from around 2029. The NTA in consultation with Iarnród Éireann will decide where best to deploy the remainder of the second order across the DART network. Deployment of the first and second orders will free up Intercity and Commuter trains for use on other routes. The location of where the redeployed fleet will be used will be determined by Iarnród Éireann in consultation with the NTA. In December 2025, the Department funded a third fleet order for a further 100 electric DART carriages, which will fully replace the original DART fleet in	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 757 of 13 January last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Ministers response and with regards to the contingency arrangements that are in place in the event of delays with the new trains entering services. Please note that the NTA is working closely with Iarnród Éireann to monitor the testing and commissioning/approval phases for the new trains entering in service, and that progressive mitigations are being put in place when new delay events are flagged, to minimise the probability of overall slippage/delay on the final date for entering service. At this stage, like in all projects with high innovative components, further delays are not expected but cannot be fully excluded, and in the very unlikely event these manifest, it is planned that the level of service on the affected lines will be kept at least as that of today, by operating the current services with the current trains. The effect of a delay in delivering the new fleet will be the delayed benefits in providing higher services with higher capacity, but no reduction of current services will be expected in the unlikely event of delay. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

			service since the DART first opened in 1984. It is planned to deploy this third order of 100 electric carriages from the end of 2028. 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 within10 days.		

13/01/2026	758	**PQ Referred: 1931/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 758 To ask the Minister for Transport the expected operational lifespan of the new DART carriages and the planned timetable for the phased withdrawal of the original DART fleet currently in service; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. As part of the DART+ programme, DART+ Fleet provides a ten-year procurement framework for electric and battery-electric train fleet. Three fleet orders have been placed comprising both battery-electric and electric carriages, bringing the total number of DART carriages ordered to 285, made up of 57 five-carriage trains. The first order for the purchase of 95 additional DART carriages, consisting of 65 battery-electric and 30 electric, have arrived in Ireland and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027. Part of the second order of 90 battery-electric carriages, which are planned to start entering service from 2028, will allow the commencement of the extension of the DART to Wicklow from around 2029. The NTA in consultation with Iarnród Éireann will decide where best to deploy the remainder of the second order across the DART network. Deployment of the first and second orders will free up Intercity and Commuter trains for use on other routes. The location of where the redeployed fleet will be used will be determined by Iarnród Éireann in consultation with the NTA. In December 2025, the Department funded a third fleet order for a further 100 electric DART carriages, which will fully replace the original DART fleet in service since the DART first opened in 1984. It is	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 758 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We note that the Minister has provided a substantive response to this Parliamentary Question. In addition, we would like to note that the lifespan of the new DART carriages is approximately 35 years. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

			planned to deploy this third order of 100 electric carriages from the end of 2028. 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 within10 days.		

13/01/2026	743 & 744	**PQ Referred: 1856/26, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 743 To ask the Minister for Transport the progress on a project (details supplied); and if he will make a statement on the matter. Dail Question No: 744 To ask the Minister for Transport the progress on a project (details supplied); and if he will make a statement on the matter. Details Supplied: steps taken in preparation to roll out the B-Spine BusConnects, including construction and changes to bus stops, hiring of mechanics and drivers, timetable changes, system changes, and other relevant steps Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the BusConnects routes in Dublin. As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, with the aim to provide better bus services across five cities. It is the largest investment in the bus system in the history of the State and is managed by the NTA. The roll-out of the remaining phases of the BusConnects Dublin Network Redesign will occur over the coming years, subject to funding and operational readiness. Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 743 & 744 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The exact implementation date for B-Spine which will be introduced as part of Phase 10 of the Dublin Network Redesign will be determined by funding provision and operational readiness. The Department of Transport and the National Transport Authority (NTA) are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. The commencement date of the B-Spine and associated routes is subject to confirmation of funding so a precise date cannot be provided at this time. Please note that all associated operational readiness, such as infrastructure, recruitment, development of timetables, are part of the design process which continues to be planned in accordance with the programme as dictated by funding provision. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

13/01/2026	506-509	**PQ Referred: 73977/25, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 506 To ask the Minister for Transport the rollout date of a project (details supplied); and if he will make a statement on the matter. Dail Question No: 507 To ask the Minister for Transport the details of a project (details supplied); and if he will make a statement on the matter. Dail Question No: 508 To ask the Minister for Transport the rollout date of a project (details supplied); and if he will make a statement on the matter. Dail Question No: 509 To ask the Minister for Transport the details of a project (details supplied); and if he will make a statement on the matter. Details Supplied: BusConnects Phase 9 Answer As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities, including Dublin. BusConnects is the largest investment in the bus system in the history of the State and is managed by the National Transport Authority (NTA). Following on from three rounds of public consultation which concluded in 2020, new bus services in Dublin are already being delivered, with the first seven phases of the Network Redesign rolled out in recent years. The most recent phase, Phase 7, which commenced in October 2025, saw the introduction of the F Spine connecting Finglas to Tallaght. Matters relating to bus service delivery and planning fall under the remit of the NTA, in co-operation with the relevant transport operator, and are subject to	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 506-509 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The exact implementation date for the A-Spine and B-Spine and associated routes which form phases 9 and 10 of BusConnects Network Redesign will be determined by funding provision and operational readiness. The Department of Transport and the NTA are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. The commencement dates of new routes are subject to confirmation of funding so a precise date cannot be provided at this time. All associated operational readiness, such as infrastructure, recruitment, development of timetables, are part of the design process which continues to be planned in accordance with the programme as dictated by funding provision I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

			resource availability. Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days		

13/01/2026	504	**PQ Referred: 73958/25, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 504 To ask the Minister for Transport his views on a matter (details provided); and if he will make a statement on the matter. Details Supplied: Marymount Care Centre is willing to install the bus shelter on their land but want to discuss or set up a meeting first with the NTA. They want to meet before applying for planning as they will need the NTA's assistance. Could the NTA arrange such a meeting? Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 504 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. As requested in your Parliamentary Question, the NTA will meet with Marymount Care Centre, to assist in the preparation of a planning application for the provision of a bus shelter adjacent to the Centre at Westmanstown, Lucan, Co. Dublin. Marymount Care Centre can make contact with Joe O'Sullivan at joe.osullivan@nationaltransport.ie, to agree a suitable time and date for that initial meeting. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

13/01/2026	754	**PQ Referred: 1924/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 754 To ask the Minister for Transport the total number of new DART carriages ordered to date under the DART programme, including the most recent order announced in December 2025, the total capital investment committed, and the breakdown of carriages by order batch; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. As part of the DART+ programme, DART+ Fleet provides a ten-year procurement framework for electric and battery-electric train fleet. Three fleet orders have been placed comprising both battery-electric and electric carriages, bringing the total number of DART carriages ordered to 285, made up of 57 five-carriage trains. The first order for the purchase of 95 additional DART carriages (65 battery-electric and 30 electric) have arrived in Ireland and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027. Part of the second order of 90 battery-electric carriages, which are planned to start entering service from 2028, will allow the commencement of the extension of the DART to Wicklow from around 2029. The NTA in consultation with Iarnród Éireann will decide where best to deploy the remainder of the second order. Deployment of the first and second orders will free up existing Intercity and Commuter trains for use on other routes. The location of where the redeployed fleet will be used will be determined by Iarnród Éireann in consultation with the NTA. In December 2025, the Department funded a third fleet order for a further 100 electric DART carriages,	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 754 of 13 January last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Ministers response, we would like to note that the total capital investment committed per order is outlined below: • 1st order: 95 additional DART carriages (65 battery-electric and 30 electric). Capital costs: €318m • 2nd order: 90 battery-electric carriages. Capital costs: €183m • 3rd order: 100 electric DART carriages. Capital costs: €174m I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

			which will fully replace the original DART fleet in service since the DART first opened in 1984. It is planned to deploy this third order of 100 electric carriages from the end of 2028. 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 within10 days.		

13/01/2026	741	**PQ Referred: 1836/26, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 741 To ask the Minister for Transport for an update regarding the rollout date of the N8 airport bus; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the BusConnects routes in Dublin. As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, with the aim to provide better bus services across five cities. It is the largest investment in the bus system in the history of the State and is managed by the NTA. The roll-out of the remaining phases of the BusConnects Dublin Network Redesign will occur over the coming years, subject to funding and operational readiness. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 741 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The exact implementation date for route N8 will be determined by funding provision and operational readiness. The Department of Transport and the National Transport Authority (NTA) are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. The commencement date of the route N8 is subject to confirmation of funding so a precise date cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

13/01/2026	502	**PQ Referred: 73939/25, for answer 13/01/2026 , Written from - Seán Crowe**	Dail Question No: 502 To ask the Minister for Transport if he is aware of complaints that the F spine is overly circuitous, longer than previous services, and less accessible for commuters; and if a review of the F spine will be conducted to ensure that it is providing an adequate service for users and the date by which this review will commence. 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. BusConnectsis 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. The aim of the network is to improve the existing Transport for Ireland system through enhanced services with high frequency spines and new local, Orbital and Radial routes. It is acknowledged that reliability has been a key concern during the initial rollout of Phase 7, with challenges primarily linked to traffic congestion on new city-centre alignments and driver availability. When implementing new phases of the BusConnects network, the NTA continuously monitors services, identifies any issues that arise, and puts in fixes where appropriate. In that context, and as the Deputy may be aware, the NTA have recently announced changes to certain route alignments for Phase 7, including routes 80, 23, and 24, following feedback from passengers and local representatives. These amendments reflect the NTA's commitment to improving services in direct response to that input. My Department will continue to work with the NTA to ensure the redesigned network delivers on its objectives and its performance is closely monitored.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 497 – 502 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. **PQ 497, 498 & 499** The NTA can provide figures for customer contacts from March 2025 which is when our Customer Care Centre became fully operational. Prior to that transport providers operated their own customer care functions. Our figures are broken into 'March to December 2025' and 'January 2026'. In these figures, 'Customer contacts' includes complaints as well as questions, comments and queries. We have included figures for the F-spine (F1, F2 and F3) services that came into effect on October 19, 2025. It's not unusual to see a surge in contacts coming in around the time of the launch of new services as people seek assistance in understanding the new arrangements. Nor is it unusual to see the level of contacts tail off as services bed in. Figures for the 'S' services are also included. The 'S' designation on some routes indicates that they are orbital services (as distinct from spine services) in the south of Dublin. These services (S2, S4, S6, S8) serve different parts of the city and so are timetabled separately from each other. (The 'N' designation refers to northern orbitals, while 'W' refers to western orbitals.) Customer contacts to NTA's Customer Care Centre Since March 2025 Mar – Dec 2025 Jan 2026 Contacts Complaints Contacts Complaints **PQ 500** The F spine routes (i.e. F1, F2 and F3) are classed as high-frequency services and, as such, they are measured based on regularity rather than on-time performance to schedule times. For these routes, managing and keeping a consistent headway (gap) between services is essential. As these services operate very frequently, from a passenger perspective it is more important that the service arrives at a regular interval (e.g. every 10 mins) rather than arriving at a stop at a specific time. The NTA have been monitoring the performance of the F Spine in shadow format with Dublin Bus since launch to allow a period of time to adapt to operational conditions on the network. In January 2026, Dublin Bus implemented revised timetable updates on the F Spine routes which have corresponded in an improvement in regularity and reliability within the resources available. The NTA is currently working with Dublin Bus to implement further timetable changes to improve performance on the F Spine routes later in 2026 subject to funding and resource availability. **PQ 501** The Peak Vehicle Requirement (PVR) on the S6 route is 14, while on the S8 route, it stands at 17. In terms of contracted buses, there is an element of spare capacity of approximately 10% allocated for all	**Seán Crowe, T.D.**

	Mar – Dec 2025		Jan 2026	
	Contacts	Complaints	Contacts	Complaints
Total	368,190	86,102	26,492	4,930
F1, F2, F3	1,721	1,027	307	177
S2, S4, S6, S8	4,943	2,988	370	211

			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.	buses operating on ODMA (Outer Dublin Metropolitan Area) routes. **PQ 502** The BusConnects Dublin Network Redesign proposals were completed in 2020 following three rounds of public consultation in which approximately 72,000 submissions were received. In designing the new network, the NTA had to take account of the planned closure of part of College Green and part of Dame Street in 2026/2027 for the creation of the new College Green pedestrian plaza. This new plaza requires the removal of all east-west buses from the College Green area. As a consequence, all of the services that previously operated through College Green, such as the 9, 49, 54a, 83, 83a, 123, 140 and others, had to be re-routed to new alignments as College Green (east-west) and Dame Street would be no longer available as bus routes due to the planned plaza. There are very limited alternative alignments and these alternatives had to be used for the new routes. The most significant alternative alignment is the use of St. Stephen's Green and Dawson Street, which has been used for the F-Spine. It is accepted that this is a longer route than utilising the Dame Street/College Green corridor. However, this is a consequence of the non-availability of the Dame Street/College Green corridor for future bus movement and the need, therefore, to route the services onto other, less direct, alignments. I trust that the above information is of assistance. Yours sincerely,	

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<td>13/01/2026</td>
<td>501</td>
<td>PQ Referred: 73938/25, for answer 13/01/2026 , Written from - Seán Crowe</td>
<td>Dail Question No: 501

To ask the Minister for Transport the number of buses that are contracted to provide services on the S6 and S8 routes; and if that number is in operation.

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 Go Ahead.In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</td>
<td>Dear Deputy,

I refer to the matters you raised in Parliamentary Question Nos. 497 – 502 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.

PQ 497, 498 & 499
The NTA can provide figures for customer contacts from March 2025 which is when our Customer Care Centre became fully operational. Prior to that transport providers operated their own customer care functions. Our figures are broken into ‘March to December 2025’ and ‘January 2026’.

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We have included figures for the F-spine (F1, F2 and F3) services that came into effect on October 19, 2025. It’s not unusual to see a surge in contacts coming in around the time of the launch of new services as people seek assistance in understanding the new arrangements. Nor is it unusual to see the level of contacts tail off as services bed in.

Figures for the ‘S’ services are also included. The ‘S’ designation on some routes indicates that they are orbital services (as distinct from spine services) in the south of Dublin. These services (S2, S4, S6, S8) serve different parts of the city and so are timetabled separately from each other. (The ‘N’ designation refers to northern orbitals, while ‘W’ refers to western orbitals.)
Customer contacts to NTA’s Customer Care Centre Since March 2025
Mar – Dec 2025 Jan 2026

Contacts Complaints Contacts Complaints

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PQ 500
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PQ 501
The Peak Vehicle Requirement (PVR) on the S6 route is 14, while on the S8 route, it stands at 17. In terms of contracted buses, there is an element of spare capacity of approximately 10% allocated for all</td>
<td>Seán Crowe, T.D.</td>
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Data Classification: Public

				buses operating on ODMA (Outer Dublin Metropolitan Area) routes. **PQ 502** The BusConnects Dublin Network Redesign proposals were completed in 2020 following three rounds of public consultation in which approximately 72,000 submissions were received. In designing the new network, the NTA had to take account of the planned closure of part of College Green and part of Dame Street in 2026/2027 for the creation of the new College Green pedestrian plaza. This new plaza requires the removal of all east-west buses from the College Green area. As a consequence, all of the services that previously operated through College Green, such as the 9, 49, 54a, 83, 83a, 123, 140 and others, had to be re-routed to new alignments as College Green (east-west) and Dame Street would be no longer available as bus routes due to the planned plaza. There are very limited alternative alignments and these alternatives had to be used for the new routes. The most significant alternative alignment is the use of St. Stephen's Green and Dawson Street, which has been used for the F-Spine. It is accepted that this is a longer route than utilising the Dame Street/College Green corridor. However, this is a consequence of the non-availability of the Dame Street/College Green corridor for future bus movement and the need, therefore, to route the services onto other, less direct, alignments. I trust that the above information is of assistance. Yours sincerely,	

13/01/2026	500	**PQ Referred: 73937/25, for answer 13/01/2026 , Written from - Seán Crowe**	Dail Question No: 500 To ask the Minister for Transport the percentage average of F spine buses that do not meet their schedule times. 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 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 497 – 502 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. **PQ 497, 498 & 499** The NTA can provide figures for customer contacts from March 2025 which is when our Customer Care Centre became fully operational. Prior to that transport providers operated their own customer care functions. Our figures are broken into 'March to December 2025' and 'January 2026'. In these figures, 'Customer contacts' includes complaints as well as questions, comments and queries. We have included figures for the F-spine (F1, F2 and F3) services that came into effect on October 19, 2025. It's not unusual to see a surge in contacts coming in around the time of the launch of new services as people seek assistance in understanding the new arrangements. Nor is it unusual to see the level of contacts tail off as services bed in. Figures for the 'S' services are also included. The 'S' designation on some routes indicates that they are orbital services (as distinct from spine services) in the south of Dublin. These services (S2, S4, S6, S8) serve different parts of the city and so are timetabled separately from each other. (The 'N' designation refers to northern orbitals, while 'W' refers to western orbitals.) Customer contacts to NTA's Customer Care Centre Since March 2025 Mar – Dec 2025 Jan 2026 Contacts Complaints Contacts Complaints **PQ 500** The F spine routes (i.e. F1, F2 and F3) are classed as high-frequency services and, as such, they are measured based on regularity rather than on-time performance to schedule times. For these routes, managing and keeping a consistent headway (gap) between services is essential. As these services operate very frequently, from a passenger perspective it is more important that the service arrives at a regular interval (e.g. every 10 mins) rather than arriving at a stop at a specific time. The NTA have been monitoring the performance of the F Spine in shadow format with Dublin Bus since launch to allow a period of time to adapt to operational conditions on the network. In January 2026, Dublin Bus implemented revised timetable updates on the F Spine routes which have corresponded in an improvement in regularity and reliability within the resources available. The NTA is currently working with Dublin Bus to implement further timetable changes to improve performance on the F Spine routes later in 2026 subject to funding and resource availability. **PQ 501** The Peak Vehicle Requirement (PVR) on the S6 route is 14, while on the S8 route, it stands at 17. In terms of contracted buses, there is an element of spare capacity of approximately 10% allocated for all	**Seán Crowe, T.D.**

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	Contacts	Complaints	Contacts	Complaints
Total	368,190	86,102	26,492	4,930
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<td>499</td>
<td>PQ Referred: 73936/25, for answer 13/01/2026 , Written from - Seán Crowe</td>
<td>Dail Question No: 499

To ask the Minister for Transport the number of complaints received by the NTA about S spine services in 2025.

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.</td>
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PQ 497, 498 & 499
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Data Classification: Public

				buses operating on ODMA (Outer Dublin Metropolitan Area) routes. **PQ 502** The BusConnects Dublin Network Redesign proposals were completed in 2020 following three rounds of public consultation in which approximately 72,000 submissions were received. In designing the new network, the NTA had to take account of the planned closure of part of College Green and part of Dame Street in 2026/2027 for the creation of the new College Green pedestrian plaza. This new plaza requires the removal of all east-west buses from the College Green area. As a consequence, all of the services that previously operated through College Green, such as the 9, 49, 54a, 83, 83a, 123, 140 and others, had to be re-routed to new alignments as College Green (east-west) and Dame Street would be no longer available as bus routes due to the planned plaza. There are very limited alternative alignments and these alternatives had to be used for the new routes. The most significant alternative alignment is the use of St. Stephen's Green and Dawson Street, which has been used for the F-Spine. It is accepted that this is a longer route than utilising the Dame Street/College Green corridor. However, this is a consequence of the non-availability of the Dame Street/College Green corridor for future bus movement and the need, therefore, to route the services onto other, less direct, alignments. I trust that the above information is of assistance. Yours sincerely,	

Data Classification: Public

13/01/2026	738	**PQ Referred: 1704/26, for answer 13/01/2026 , Written from - Shane Moynihan**	Dail Question No: 738 To ask the Minister for Transport the provision being made for new bus routes and a bus service for the Clonburris SDZ. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the BusConnects routes in Dublin. As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, with the aim to provide better bus services across five cities. It is the largest investment in the bus system in the history of the State and is managed by the NTA. The roll-out of the remaining phases of the BusConnects Dublin Network Redesign will occur over the coming years, subject to funding and operational readiness. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 738 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Development at Clonburris is primarily focused on the eastern quarter which is currently served by routes W2 and L54 which serve Ninth Lock Road and the R113 respectively. As development continues the NTA will seek to extend existing services or introduce new routes to expand the catchment of the public transport network for residents and is actively developing plans in this regard. The NTA is liaising with South Dublin County Council to ensure any expansion of service fits with the overall development of the area and the related phasing of construction and provision of infrastructure for bus operations. Please note that the expansion of public transport services in Clonburris is subject to funding and the availability of resources. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

<table>
<tr>
<td>13/01/2026</td>
<td>498</td>
<td>PQ Referred: 73935/25, for answer 13/01/2026 , Written from - Seán Crowe</td>
<td>Dail Question No: 498

To ask the Minister for Transport the number of complaints received by the NTA about F spine services in 2025.

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.</td>
<td>Dear Deputy,

I refer to the matters you raised in Parliamentary Question Nos. 497 – 502 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.

PQ 497, 498 & 499
The NTA can provide figures for customer contacts from March 2025 which is when our Customer Care Centre became fully operational. Prior to that transport providers operated their own customer care functions. Our figures are broken into ‘March to December 2025’ and ‘January 2026’.

In these figures, ‘Customer contacts’ includes complaints as well as questions, comments and queries.

We have included figures for the F-spine (F1, F2 and F3) services that came into effect on October 19, 2025. It’s not unusual to see a surge in contacts coming in around the time of the launch of new services as people seek assistance in understanding the new arrangements. Nor is it unusual to see the level of contacts tail off as services bed in.

Figures for the ‘S’ services are also included. The ‘S’ designation on some routes indicates that they are orbital services (as distinct from spine services) in the south of Dublin. These services (S2, S4, S6, S8) serve different parts of the city and so are timetabled separately from each other. (The ‘N’ designation refers to northern orbitals, while ‘W’ refers to western orbitals.)
Customer contacts to NTA’s Customer Care Centre Since March 2025
Mar – Dec 2025 Jan 2026

Contacts Complaints Contacts Complaints

<table>
<tr><th></th><th colspan="2">Mar – Dec 2025</th><th colspan="2">Jan 2026</th></tr>
<tr><td></td><td>Contacts</td><td>Complaints</td><td>Contacts</td><td>Complaints</td></tr>
<tr><td>Total</td><td>368,190</td><td>86,102</td><td>26,492</td><td>4,930</td></tr>
<tr><td>F1, F2, F3</td><td>1,721</td><td>1,027</td><td>307</td><td>177</td></tr>
<tr><td>S2, S4, S6, S8</td><td>4,943</td><td>2,988</td><td>370</td><td>211</td></tr>
</table>

PQ 500
The F spine routes (i.e. F1, F2 and F3) are classed as high-frequency services and, as such, they are measured based on regularity rather than on-time performance to schedule times. For these routes, managing and keeping a consistent headway (gap) between services is essential. As these services operate very frequently, from a passenger perspective it is more important that the service arrives at a regular interval (e.g. every 10 mins) rather than arriving at a stop at a specific time. The NTA have been monitoring the performance of the F Spine in shadow format with Dublin Bus since launch to allow a period of time to adapt to operational conditions on the network. In January 2026, Dublin Bus implemented revised timetable updates on the F Spine routes which have corresponded in an improvement in regularity and reliability within the resources available. The NTA is currently working with Dublin Bus to implement further timetable changes to improve performance on the F Spine routes later in 2026 subject to funding and resource availability.

PQ 501
The Peak Vehicle Requirement (PVR) on the S6 route is 14, while on the S8 route, it stands at 17. In terms of contracted buses, there is an element of spare capacity of approximately 10% allocated for all</td>
<td>Seán Crowe, T.D.</td>
</tr>
</table>

Data Classification: Public

				buses operating on ODMA (Outer Dublin Metropolitan Area) routes. **PQ 502** The BusConnects Dublin Network Redesign proposals were completed in 2020 following three rounds of public consultation in which approximately 72,000 submissions were received. In designing the new network, the NTA had to take account of the planned closure of part of College Green and part of Dame Street in 2026/2027 for the creation of the new College Green pedestrian plaza. This new plaza requires the removal of all east-west buses from the College Green area. As a consequence, all of the services that previously operated through College Green, such as the 9, 49, 54a, 83, 83a, 123, 140 and others, had to be re-routed to new alignments as College Green (east-west) and Dame Street would be no longer available as bus routes due to the planned plaza. There are very limited alternative alignments and these alternatives had to be used for the new routes. The most significant alternative alignment is the use of St. Stephen's Green and Dawson Street, which has been used for the F-Spine. It is accepted that this is a longer route than utilising the Dame Street/College Green corridor. However, this is a consequence of the non-availability of the Dame Street/College Green corridor for future bus movement and the need, therefore, to route the services onto other, less direct, alignments. I trust that the above information is of assistance. Yours sincerely,	

13/01/2026	497	**PQ Referred: 73934/25, for answer 13/01/2026 , Written from - Seán Crowe**	Dail Question No: 497 To ask the Minister for Transport the number of complaints received by the NTA about issues relating to public transport, by means of transport, each year for the past five years, in tabular form. 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 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 497 – 502 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. **PQ 497, 498 & 499** The NTA can provide figures for customer contacts from March 2025 which is when our Customer Care Centre became fully operational. Prior to that transport providers operated their own customer care functions. Our figures are broken into 'March to December 2025' and 'January 2026'. In these figures, 'Customer contacts' includes complaints as well as questions, comments and queries. We have included figures for the F-spine (F1, F2 and F3) services that came into effect on October 19, 2025. It's not unusual to see a surge in contacts coming in around the time of the launch of new services as people seek assistance in understanding the new arrangements. Nor is it unusual to see the level of contacts tail off as services bed in. Figures for the 'S' services are also included. The 'S' designation on some routes indicates that they are orbital services (as distinct from spine services) in the south of Dublin. These services (S2, S4, S6, S8) serve different parts of the city and so are timetabled separately from each other. (The 'N' designation refers to northern orbitals, while 'W' refers to western orbitals.) Customer contacts to NTA's Customer Care Centre Since March 2025 Mar – Dec 2025 Jan 2026 Contacts Complaints Contacts Complaints **PQ 500** The F spine routes (i.e. F1, F2 and F3) are classed as high-frequency services and, as such, they are measured based on regularity rather than on-time performance to schedule times. For these routes, managing and keeping a consistent headway (gap) between services is essential. As these services operate very frequently, from a passenger perspective it is more important that the service arrives at a regular interval (e.g. every 10 mins) rather than arriving at a stop at a specific time. The NTA have been monitoring the performance of the F Spine in shadow format with Dublin Bus since launch to allow a period of time to adapt to operational conditions on the network. In January 2026, Dublin Bus implemented revised timetable updates on the F Spine routes which have corresponded in an improvement in regularity and reliability within the resources available. The NTA is currently working with Dublin Bus to implement further timetable changes to improve performance on the F Spine routes later in 2026 subject to funding and resource availability. **PQ 501** The Peak Vehicle Requirement (PVR) on the S6 route is 14, while on the S8 route, it stands at 17. In terms of contracted buses, there is an element of spare capacity of approximately 10% allocated for all	**Seán Crowe, T.D.**

	Mar – Dec 2025		Jan 2026	
	Contacts	Complaints	Contacts	Complaints
Total	368,190	86,102	26,492	4,930
F1, F2, F3	1,721	1,027	307	177
S2, S4, S6, S8	4,943	2,988	370	211

				buses operating on ODMA (Outer Dublin Metropolitan Area) routes. **PQ 502** The BusConnects Dublin Network Redesign proposals were completed in 2020 following three rounds of public consultation in which approximately 72,000 submissions were received. In designing the new network, the NTA had to take account of the planned closure of part of College Green and part of Dame Street in 2026/2027 for the creation of the new College Green pedestrian plaza. This new plaza requires the removal of all east-west buses from the College Green area. As a consequence, all of the services that previously operated through College Green, such as the 9, 49, 54a, 83, 83a, 123, 140 and others, had to be re-routed to new alignments as College Green (east-west) and Dame Street would be no longer available as bus routes due to the planned plaza. There are very limited alternative alignments and these alternatives had to be used for the new routes. The most significant alternative alignment is the use of St. Stephen's Green and Dawson Street, which has been used for the F-Spine. It is accepted that this is a longer route than utilising the Dame Street/College Green corridor. However, this is a consequence of the non-availability of the Dame Street/College Green corridor for future bus movement and the need, therefore, to route the services onto other, less direct, alignments. I trust that the above information is of assistance. Yours sincerely,	

13/01/2026	479 - 483 & 485, 486 & 488	**PQ Referred: 73877/25, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 479 To ask the Minister for Transport the current status of the Luas tram procurement programme announced by Transport Infrastructure Ireland in August 2023; if a contract has been awarded; the stage the procurement is now at; and if he will make a statement on the matter. Dail Question No: 480 To ask the Minister for Transport the number of Luas trams ordered to date under the Luas tram procurement programme; the number of trams planned to be ordered in total; the number that will be replacement vehicles; and the number that will represent net additional capacity; and if he will make a statement on the matter. Dail Question No: 481 To ask the Minister for Transport the expected delivery schedule for the new Luas trams, including the anticipated delivery date of the first tram; the phased delivery timetable thereafter; and the expected date on which the trams will enter passenger service; and if he will make a statement on the matter. Dail Question No: 482 To ask the Minister for Transport if any delays have arisen in the procurement, manufacture or delivery of the new Luas trams to date; if so, the reasons for those delays; the revised timelines involved; and if he will make a statement on the matter. Dail Question No: 483To ask the Minister for Transport the plans in place for future ordering of additional Luas trams beyond the current procurement, having regard to passenger demand, projected population growth and planned Luas extensions; and if he will make a statement on the matter. Dail Question No: 485To ask the Minister for Transport if Transport Infrastructure Ireland has	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 479 to 483 & 485, 486 & 488 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. **PQ 479 – 483** Transport Infrastructure Ireland (TII) commenced a procurement process in August 2023 for the purchase of new Light Rail Vehicles (trams) and all associated supplies and services. The procurement will deliver a single party framework from which future tram orders can be placed. The framework covers replacement of end-of-life trams, in addition to supplying new trams for network expansions, additional trams and/or extension modules to meet increasing demand on existing lines, and additional new fleet to support new light rail projects nationally. Following a pre-qualification process, TII shortlisted tenderers and issued the tender documents in April 2025. Tenders have been returned and are currently being evaluated. It is expected to establish the framework in Q4 2026 in line with the planned programme. Orders can be placed under the framework for up to 15 years and there is no upper limit on the number of trams that can be ordered. The first order from the framework, which is included in the current procurement process is for 35 trams which will facilitate the full replacement of the existing Red Line fleet. Subsequent orders will be linked to separate capacity enhancement projects and extensions of the existing Luas network. A range of projects are identified in the Greater Dublin Area Transport Strategy 2022-2042 and these projects are at various stages of development. As the procurement is on-going it is not possible to give details on the delivery programme. For the initial orders there will be a period of design, production, testing and regulatory approval to place the trams in service. **PQ 485** TII monitors the condition of all assets making up of the Luas system informing steady state maintenance and assets renewal requirements, including electrical infrastructure. At present there is a programme of Lifecycle Asset Renewals which funds the steady state maintenance and renewal. Given the age of Luas, which is now in operation for over 20 years, the required level of investment in steady state maintenance and renewals is increasing. TII is currently preparing a 10-year asset management programme to ensure the continued and future resilience and robustness of the network. In 2026, NTA has allocated funding €18.3m to TII to progress Lifecycle Asset Renewals which includes for replacement of some elements of the Luas electrical infrastructure. **PQ 486** The Luas service is designed to be reliant on electricity provided by the national grid and is not currently designed to facilitate battery operation to maintain passenger services during significant power outages. TII is however considering all practical alternatives which would better mitigate the impact to passenger services and general traffic congestion should the network experience a significant a similar power failure in the future. **PQ 488** The cost of the contract set up, delivery of the first order (35 trams), logistics and initial spares is understood to be in the range of €145m to €192m. An allowance of €250k has been provided for the modification of depots if required. The specification of the new trams is such that the supplier must	**Grace Boland, T.D**

			assessed the resilience of the Luas electrical infrastructure; the upgrades or investments planned to improve system redundancy and reliability; and if he will make a statement on the matter. Dail Question No: 486 To ask the Minister for Transport the options Transport Infrastructure Ireland has examined to allow Luas services to continue operating during electrical power failures, including the potential use of battery electric or alternative traction trams, onboard energy storage, or other technological solutions; and if he will make a statement on the matter. Dail Question No: 488 To ask the Minister for Transport the total projected cost of the Luas tram procurement programme, including associated infrastructure and electrical upgrades; the way this investment is being funded within the capital programme; 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. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure including light rail. 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.	meet the requirements of the current infrastructure and electrical systems. I trust that the above information is of assistance. Yours sincerely,	

13/01/2026	496	**PQ Referred: 73898/25, for answer 13/01/2026 , Written from - Paul Murphy**	Dail Question No: 496 To ask the Minister for Transport if he is aware that the National Transport Authority's own Transport for Ireland Real Time Vehicle Location data also known as the Automatic Vehicle Location or GTFS Realtime feed publicly published by the Authority confirms that during the period from 1 January 2025 to 1 December 2025 these taxpayer funded PSO buses specifically models such as the Volvo B5TL Wright Gemini 3 double decker were rostered 17064 times on Route 103 Dublin to Ashbourne alone and were also routinely deployed on the intercity Route 115 Dublin to Mullingar requiring sustained operation on roads with speed limits of 100 km per hour and 120 km per hour. 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, timetabling, and deployment of fleet for these services in conjunction with the relevant transport operators. In light of the NTA's responsibility in this area, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 496 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA purchases new buses and coaches for use on Public Service Obligation (PSO) bus services operated by Dublin Bus, Bus Éireann, Go-Ahead Ireland and City Direct. Both of these vehicle types are designed and constructed by their manufacturers in accordance with EU/UNECE Regulation No. 107 or "R107" (Uniform provisions concerning the approval of category M2 or M3 vehicles with regard to their general construction); for the purpose of R107, a bus or coach is regarded as a category M3 vehicle, and R107 identifies three classes of vehicle within this category: • Class I: vehicles constructed with areas for standing passengers, to allow frequent passenger movement; • Class II: vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats; and • Class III: vehicles constructed exclusively for the carriage of seated passengers. Buses intended for use on bus services that are predominantly urban in nature must allow frequent passenger movement (owing to the high turnover of passengers at stops and the shorter distances between stops) and must accommodate standing passengers (to maximise capacity, facilitate shorter journeys and enable straightforward usage by all passenger types). In all instances where the NTA has sought to procure buses intended for use on bus services that are predominantly urban in nature, the market has, in response, offered M3 Class I vehicles designed and constructed as per R107. This means that the buses offered by the market are constructed with areas for standing passengers, to allow frequent passenger movement. Statutory Instrument (S.I.) No. 546/2008 (Road Traffic (Ordinary Speed Limits Buses, Heavy Goods Vehicles, Etc) Regulations 2008) prescribes the speed limits applicable to buses and coaches. It specifies that the speed limit of these M3 Class I buses which are "designed or adapted for the carriage of standing passengers when driven on any public road is 65 kilometres per hour". It should be noted that physical speed limiters are fitted to each new bus by the relevant vehicle manufacturer to restrict their maximum speed to 65 kilometres per hour. The Volvo B5TL Wright Gemini 3 double deck bus falls into the M3 Class 1 bus category referenced above and are fully compliant with regulatory and legislative requirements. Accordingly, the use of these vehicles on all road types is fully permitted under the relevant legislation, subject to the operational speed limit of 65 kilometres per hour. I trust that the above information is of assistance. Yours sincerely,	**Paul Murphy, T.D.**

<table>
<tr>
<td>13/01/2026</td>
<td>808</td>
<td>PQ Referred: 2456/26, for answer 13/01/2026, Written from - John Clendennen</td>
<td>Dail Question No: 808

To ask the Minister for Transport to detail the annual spend on external consultants by his Department and its agencies in each of the past three years; the number of consultancy contracts, the largest individual consultancy engagements by value, and whether internal capacity-building or cost-benefit assessments were undertaken prior to engaging external consultants; and if he will make a statement on the matter.

Identical Question(s): to all Depts.

Answer

My Department regularly reviews its resourcing requirements and will, where appropriate, build additional capacity into its structure, such as expanding its strategic research capabilities and its ICT project management through dedicated divisions and appointing specialist staff, to ensure that it maintains and develops appropriate in-house expertise.

Department external consultancy information for 2023:
Spend: €4,979,189.82
Contracts: 52
Largest individual contract: Development of an IT Operating Model and Governance Model - €1,248,280.97

Department external consultancy information for 2024
Spend: €2,405,755
Contracts: 40
Largest individual contract: Project management support (Via TII Task Order) - €533,198.85

Department external consultancy information for 2025
Spend: €1,018,610
Contract: 25
Largest individual contract: Provision of Services to revise the Transport Climate Change Adaptation Plan - €285,000 (Over 2 years, 2024/25 and paid in 2025)

The above are, in some cases, indicative costs as each contract is subject to different terms</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 808 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.

The NTA works with the Department to regularly review its resourcing requirements and will, where appropriate, build additional capacity into its structure, including through strategic staffing requests and the annual budget submissions. The NTA seeks to build its internal capacity and expertise in order to deliver on its remit and may be required to supplement this with specialist advice on occasion.

Please see table below for outlining the annual spend on external consultants by the NTA over the last three years

<table>
<tr><th></th><th>2023
€000s</th><th>2024
€000s</th><th>2025 (unaudited)
€000s</th></tr>
<tr><td>Consultancy Costs</td><td>6,024</td><td>4,974</td><td>4,941</td></tr>
<tr><td>Number of Contracts</td><td>20</td><td>29</td><td>22</td></tr>
<tr><td>Largest Contract</td><td>Engineering</td><td>Real Estate and valuation</td><td>Business Intelligence and development</td></tr>
</table>

I trust that the above information is of assistance.

Yours sincerely,</td>
<td>John Clendennen, T.D</td>
</tr>
</table>

			depending on supplier, their location and other payment adjustments, such as Professional Services Withholding Tax and variable application of VAT and other taxes by both exclusion and using varied rates. A small number of consultancies where the Department was reimbursed its costs are not included in the value or contract count. With regard to expenditure on external consultants by agencies, I have referred your question to the agencies under the Department's aegis to answer on behalf of their organisations. If you do not receive a reply within 10 working days, please contact my private office.		

13/01/2026	779 - 785	**PQ Referred: 2030/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 779 To ask the Minister for Transport whether his Department, or any body under its aegis, has funded, or is funding, other than where legal costs were awarded against the employer by a court or tribunal, the legal costs of any current or concluded litigation taken by an employee or former employee against that Department or body, in each of the past five years; if so, to provide details of the number of such cases, the bodies involved, and the total costs incurred in each year; and if he will make a statement on the matter. Identical Question(s): to all Depts. Dail Question No: 780 To ask the Minister for Transport the basis on which his Department, or a body under its aegis, may fund the legal costs of an employee or former employee in litigation where that employee is in dispute with, or taking proceedings against, the same body; and if he will make a statement on the matter. Identical Question(s): to all Depts. Dail Question No: 781 To ask the Minister for Transport whether the funding of employee legal costs in disputes against his Department, or a body under its aegis, is standard practice; if not, the circumstances in which such funding may be permitted; and if he will make a statement on the matter. Identical Question(s): to all Depts. Dail Question No: 782 To ask the Minister for Transport to outline the guidance, codes, circulars or directions that govern the payment of legal costs by his Department, and bodies under its aegis, in employment-related disputes, including any requirements under the Code of Practice for the Governance of State Bodies or Departmental sanction arrangements; and if he will make a statement on the matter. Identical Question(s): to all Depts.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 779 - 785 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Please see details below in response to your Parliamentary Questions Nos. 779 to 785 of 13 January 2026. **PQ 779** We have not funded the legal costs of any current or concluded litigation taken by an employee or former employee in the past five years. **PQs 780-785** In dealing with any disputes, including those related to employees, NTA complies with the requirements of the Code of Practice for the Governance of State Bodies and more specifically Circular 09/2018 dealing with the issue raised in this query and seek legal advice where relevant. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

			Dail Question No: 783 To ask the Minister for Transport whether the funding of employee legal costs in litigation against the employing body could give rise to governance, accountability, or value for money concerns; whether his Department has issued any guidance in this regard; and if he will make a statement on the matter. Identical Question(s): to all Depts. Dail Question No: 784 To ask the Minister for Transport whether his Department has reviewed, or intends to review, the practice of Departments, and bodies under their aegis, funding legal costs in employment disputes involving those same bodies; and if so, the outcome or timeline for such a review; and if he will make a statement on the matter. Identical Question(s): to all Depts. Dail Question No: 785 To ask the Minister for Transport whether arrangements to fund legal costs in employment disputes involving his Department, or bodies under its aegis, require the prior approval of his Department or the Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer Deputy, The information requested is currently being collated by my officials and will be forwarded to the Deputy by my private office within ten working days. As these questions also relate to agencies under the remit of the Department of Transport, I have referred the question to these agencies to reply to you directly. If the Deputy does not receive a response		

			within ten working days, please contact my Private Office.		

13/01/2026	792	**PQ Referred: 2256/26, for answer 13/01/2026 , Written from - Richard Boyd Barrett**	Dail Question No: 792 To ask the Minister for Transport if his Department is using artificial intelligence tools for any graphic design or similar work in place of artists, designers or videographers; and if so, to outline which projects or units of the Department are affected. Identical Question(s): to all Depts. Dail Question No: 793 To ask the Minister for Transport whether any agencies or other bodies under his remit are using artificial intelligence tools for any graphic design or similar work in place of artists, designers or videographers; and if so, to outline which projects or units of the organisation are affected. Identical Question(s): to all Depts. Answer My Department has not used any artificial intelligence (AI) tools for graphic design or similar work to replace creative agencies by taking work in-house and using AI to create imagery. Noting the relevance of the Deputy's second question to the agencies and other bodies under the aegis of my Department, I have referred this question to them for a direct reply. If you do not receive a response within 10 working days, please advise my private office.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 792 & 793 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. The NTA is not using artificial intelligence tools for any graphic design or similar work in place of artists, designers or videographers. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Richard Boyd Barrett, T.D.**

13/01/2026	777	**PQ Referred: 1953/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 777 To ask the Minister for Transport whether as part of the redesign of the Rush Lusk Railway Station entrance and the railway order application for the DART+ Coastal North scheme there will be an increase in the number of parking spaces in the station car park taking into account the rise in demand for parking since the fare increases for Skerries commuters and the expected population growth in the area; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme and also the provision of parking spaces at Railway Stations. As part of the DART+ programme, DART+ Coastal North will provide an extension of DART services from the City Centre to Drogheda. The Railway Order for DART+ Coastal North was approved by An Coimisiún Pleanála in August 2025. However, a redesign of the Rush Lusk Railway Station entrance is not included under the scope of the DART+ Coastal North project. Noting the NTA's responsibility in the matter, 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 777 of 13 January last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In relation to Rush Lusk Railway Station, the DART+ Coastal North Railway Order does not include for an increased level of parking provision. The works at this station primarily relate to the construction of a substation for power supply to the overhead lines that will be installed under the electrification part of the project, and alterations to the station entrance. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

13/01/2026	776	**PQ Referred: 1952/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 776 To ask the Minister for Transport to provide details of the engagement with disability representative organisations undertaken during the development and implementation of transport accessibility improvements; the way in which feedback from those organisations has been incorporated; and if he will make a statement on the matter. Answer It is only by really engaging with those who have lived experience of disability, that we can remove the barriers which disabled people face on a daily basis. As the Deputy is aware, Government launched the National Human Rights Strategy for Disabled People (NHRSDP) on 3rd September 2025, a strategy that puts great importance on engagement with disabled people, in line with the United Nation Convention on the Rights of Persons with Disabilities. In line with my role as Minister for Transport, with responsibility for policy (including Pillar 5 of the new Strategy) and overall funding in relation to public transport, I met with members of the disability sector on 29 September 2025 for a constructive dialogue around our shared ambition to ensure 100% transport accessibility in Ireland. I really welcomed the opportunity to hear views on transport accessibility and the NHRSDP priority transport actions. It was a valuable and rewarding exchange with Disabled Person Organisations, service providers, Disability User Groups, and board representatives from transport operators. Additionally, in the coming weeks, my Department will be establishing the Pillar 5 Monitoring Group. in line with the agreed NHRSDP monitoring and oversight structures. This group will see representation from the key stakeholders mentioned above, in addition to the relevant Government Departments and agencies responsible for ensuring a whole of journey approach is taken to public transport accessibility. Under the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009, the Oireachtas assigned statutory responsibility to the National Transport Authority (NTA) for promoting the development of an integrated, accessible public transport network and public transport	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 776 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA recognises the importance of providing accessible transport for all people and the benefit of hearing people's feedback to improve services. This is done a number of ways such as: • In the Public Service Obligation (PSO) Contracts with Transport Operators Irish Rail, Bus Eireann, Dublin Bus , Go Ahead and Luas, the NTA require them to set up their own Disability User Groups who then input into the accessibility of TFI services. • The NTA has a Transport User Advisory Group (TUAG) which includes a number of members representing people with vision impairments, mobility issues and intellectual disabilities. Also, a member from Age Friendly Ireland participates alongside representatives of pedestrians, cyclists, students, businesses and others. They provide important feedback on new policies, programmes products and services that the NTA are developing. • When new bus fleet has been procured, the NTA have engaged with the Irish Wheelchair Association to gain valuable feedback from people with mobility difficulties on what works for them; other members of the Transport Operators Disability User Groups were also invited to give feedback. Additionally, Irish Rail had many workshops with their Disability User Group to input into the design of the new DART+ Fleet. • The NTA have held workshops with people with disabilities and cyclists on "Floating Island" bus stops at the Wayfinding Centre to input into designs for the updated Cycle Design Manual. • The NTA have invited disability groups to give feedback on a pilot on new Real Time Passenger Information signs which have an audio button to call out the information to people with vision impairments. • Also, the NTA have invited people with disabilities to partake in a survey on designs for the Next Generation Ticketing Screens and they will be invited to give feedback on the new payment validators and gates at railway stations in the coming months. • On new elements such as benches at bus stops or raised tactile and braille with the bus stop ID number on the carousels, all received feedback from Disability User groups which allows the NTA to adapt designs to incorporate input from them. • Next month, the NTA is doing a pilot at 70 bus stops of Navilens, which allows a person to obtain directions from their phone to the bus stop pole and then receive the real time bus information at that bus stop in 40 different languages. We will reach out to many Disability User Groups to ask them to test it and give their feedback. • The NTA carry out Mystery Shopping surveys twice a year, which is carried out by people with disabilities and older people on various forms of public transport. The feedback is shared with the transport operators and allows the NTA to monitor how the services are working for people with disabilities and older people and therefore identify any gaps that need to be improved. • A condition of any grants given to Sponsoring Agencies, such as Local Authorities developing schemes with NTA Funding, is that they consult with people with disabilities. • For NTA Public Consultations, the NTA reaches out to relevant Disability User Groups to inform them that the consultation is happening and where they can get information to make a submission. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

			infrastructure. The NTA in turn works with the relevant public transport operators, for example Dublin Bus, who have responsibility for day-to-day operational issues, to progressively make public transport accessible. Each of the transport operators has an Access Officer whose role includes assisting disabled people to use public transport services, and a Disability User Group (DUG).The DUGs provide a forum for operators to engage with Disability Person Organisations (DPOs) and disability organisations on operational type accessibility proposals and developments, and for disability organisations to raise accessibility issues. In light of the NTA's over-arching statutory responsibilities for accessible public transport, including the development and implementation of transport accessibility improvements, 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.		

13/01/2026	791	**PQ Referred: 2221/26, for answer 13/01/2026 , Written from - Erin McGreehan**	Dail Question No: 791 To ask the Minister for Transport if he will provide an updated list of all schools in County Louth currently participating in the Safe Routes to School Programme; and if he will outline the most recent status of each school, including any newly added schools or those progressing through assessment or implementation.; and if he will make a statement on the matter. 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. 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 932 applications were received from schools across every county in Ireland. Schools are processed in tranches with 4 Rounds having been announced to date. 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. Following the announcement of Round 4 of the SRTS Programme in December 2025, 14 schools in Louth County Council are now active in the Programme. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 791 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. 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. A total of 33 schools in Louth County applied for the scheme, split as follows: • 4 Schools included in Round 1 of the SRTS Programme (launched in June 2021); • 4 schools included in Round 2 of the SRTS Programme (launched in December 2022); • 3 schools included in Round 3 of the SRTS Programme (launched in November 2024); • 4 school included in Round 4 of the SRTS Programme (launched in December 2025); • 18 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.. As of December 2025, out of the schools already engaged in the programme there are: • 3 SRTS schemes are completed incorporating front of school ‘School Zone’ measures; • 3 schools are under construction; • 1 school is currently undergoing Statutory Process with public consultation; • 1 school is at Preliminary Design stage; • 3 schools are at options development; • The 4 Round 4 schools are at the moment in their engagement process. 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. I trust that the above information is of assistance. Yours sincerely,	**Erin McGreehan, T.D**

13/01/2026	773	**PQ Referred: 1947/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 773 To ask the Minister for Transport the way the National Transport Authority and transport operators are ensuring that training for staff interacting with passengers with disabilities (including frontline drivers and customer service personnel) is standardised and implemented across all services; 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. Under the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009, the Oireachtas assigned statutory responsibility to the National Transport Authority (NTA) for promoting the development of an integrated, accessible public transport network and public transport infrastructure. The NTA in turn works with the relevant public transport operators, for example Dublin Bus, who have responsibility for day-to-day operational issues, including for staffing issues and training, to progressively make public transport accessible. While the individual transport companies for responsibility for the provision of staff training in their own companies, in light of the Deputy's Question and the NTA's over-arching statutory responsibilities for accessible public transport, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 773 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA has Public Service Obligation (PSO) contracts with transport operators providing TFI public transport services. In each of those contracts, there is a contractual requirement for disability awareness training to be provided to customer facing staff, including drivers. Disability awareness training includes JAM Card training, an understanding of barriers faced by passengers plus information on how to support all passengers and people with hidden disabilities with patience and courtesy. The contracts require that the training must enable staff to gain a detailed understanding of all types of disabilities, including physical, sensory, intellectual, and also hidden disabilities. The training is to include testimonies from a range of people with disabilities and with differing real-life experience of accessing public transport and the barriers that they have faced. Refresher training is to be provided for staff every three years. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

13/01/2026	772	**PQ Referred: 1946/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 772 To ask the Minister for Transport the measures in place to ensure consistent provision of real-time accessible travel information (audio, visual and tactile) across all modes of public transport for persons with sensory or cognitive disabilities; 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. Under the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009, the Oireachtas assigned statutory responsibility to the National Transport Authority (NTA) for promoting the development of an integrated, accessible public transport network and public transport infrastructure. The NTA in turn works with the relevant public transport operators, for example Dublin Bus, who have responsibility for day-to-day operational issues, to progressively make public transport accessible. In light of the NTA's over-arching statutory responsibilities for accessible public transport, including real-time accessible travel information (audio, visual and tactile), 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 772 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. There has been significant funding and work on improving the audio-visual information by the NTA on the Public Transport Fleet over the last number of years. Between 2021 and 2023, funding was provided to Irish Rail to upgrade 47% of the DART fleet's faulty audio and visual systems. This was successfully completed in 2024 and these systems are now performing satisfactorily on their Inter City, Commuter and DART services. 100% of Dublin Bus and Go-Ahead fleet have audio-visual systems. Under the operating contract with the NTA, it is a requirement that these systems are checked daily to ensure that they are working satisfactorily given their importance to customers. Prior to 2024, bus stop audio announcements were only available on 55% of the bus stops served by Bus Éireann. The NTA acquired a supplier for production of required announcement recordings and received updated bus stop locations or Short Common Names (SCNs) by Bus Eireann for each stop required in both English and Irish. To date 95% of the bus stops audio announcements have been completed and updated onto the Bus Eireann vehicles. The work is ongoing as more bus stop locations are added onto the network. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

13/01/2026	769	**PQ Referred: 1943/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 769 To ask the Minister for Transport whether additional detail can be provided on the NTA's strategic priorities for public transport investment over the period to 2030, specifically on the way these align with targets on sustainability, modal shift, accessibility and climate commitments; 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. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, including setting its strategic priorities for public transport investment over the period to 2030. The Government published the National Development Plan (NDP) Review in July and the Department of Transport published the Sectoral Plan for Transport in November, which sees the allocation of €22.3 billion in Exchequer resources to the transport sector from 2026 to 2030, along with an additional allocation of €2 billion from the country's Infrastructure, Climate and Nature Fund to support the development of MetroLink. Of this total allocation, funding of circa €10 billion for public transport infrastructure is earmarked from 2026 to 2030, in addition to the €2 billion for MetroLink, primarily in line with the Department's NIFTI intervention hierarchy of Maintain, Optimise, Improve, and New. This approach involves prioritising investment in the protection and renewal of existing assets before investing in new ones, on economic and environmental grounds. In regards to the NTA's strategic priorities for public transport investment over the period to 2030, these will align with the funding priorities set out in the Sectoral Plan and broader Government policy. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 769 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. As identified in the Minister's response, the "NTA's strategic priorities for public transport investment over the period to 2030.... will align with the funding priorities set out in the Sectoral Plan and broader Government policy". Effectively, the Department of Transport's "Sectoral Investment Plan: Transport", sets out the strategic priorities and establishes the pipeline of projects to be delivered under the capital programme during the period 2026 to 2030. On an overall basis, it provides a framework for the delivery and progression of a large number of projects in line with the available funding, which has taken into account the relevant policies and objectives in the areas of sustainability, modal shift, accessibility and climate commitments. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

14/01/2026	24	**PQ Referred: 2696/26, for answer 14/01/2026 , Written from - Michael Cahill**	Dail Question No: 24 To ask the Minister for Transport the measures currently in place to address the lack of late-night public and private transport options in rural areas; and whether his Department has identified this issue as a barrier to the sustainability of rural social and hospitality businesses. Answer As the Deputy is aware, the regulation of the small public service vehicle (SPSV) industry, including the local area hackney licence, and the provision of public passenger transport services in rural and urban areas, 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 and the Dublin Transport Authority Act 2008. The purpose of the local area hackney (LAH) licence is to offer a part-time SPSV service in a rural community where existing transport services do not serve the needs of the community. The LAH can meet the demand for these services, but it cannot displace any existing SPSV services. Applications are open to any person who wishes to provide this service, subject to the regulations. As of 30 November 2025, there are 25 licensed LAH drivers and 24 licensed LAH vehicles in operation. The NTA held a public consultation, which closed on 28 November 2025, on proposed changes to the current LAH regulations to increase the LAH licence uptake. The proposed key changes to the regulations are to: (1) permit more than one local area hackney driver to operate the local area hackney; (2) enhance the voice of local communities regarding the transport needs assessment for their area, and (3) reduce the regulatory burden on applicants by giving greater clarity to local communities and applicants on the areas nationwide that are open for applications for LAH licences. In addition to those key changes, the NTA also proposes to: extend the maximum licence period for vehicles and drivers from 3 years to 5 years; mandate licence holders to demonstrate that they are providing satisfactory service to their community	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 24 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. As part of the Connecting Ireland Rural Mobility Plan, the NTA has worked with Local Link, Bus Éireann and other operators to significantly expand the night-time public transport services in rural areas. Examples of routes that have late evening rural services include: • Local Link 278 Fenit – Tralee (latest departure 23:15) • Local Link 399 Hook Head – New Ross (latest departure 23:30) • Bus Éireann 424 Galway – Carraroe (latest departure 23:30) • Local Link 982 Sligo – Ballyshannon (latest departure 23:30) • Local Link 363 Tallow – Dungarvan (latest departure 23:30) • Local Link 880 Naas – Carlow (latest departure 23:15) Subject to availability of funding, the NTA will continue to grow late evening services in rural areas. I trust that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

			when renewing their licence; reduce the time period in which a licence holder must complete their licence renewals from 12/24 months following expiration to within 3 months of their licence expiry to ensure that a community is not without the required services, and introduce a new fixed penalty notice offence for picking up passengers outside of their permitted local area. The NTA is currently evaluating the feedback from this consultation and the NTA expects to implement any related enhancements in early 2026. Of the 36 new and enhanced routes launched under Connecting Ireland in 2025, 20 of them include evening services. Two of these routes also include late night services,Route 567 between Carrick-on-Shannon and Drumshanbo has a late-night service every Friday and Saturday, and Route 351 between Galway and Ennis also operates a late-night service. Given the NTA's responsibility in securing the provision of public transport passenger services in rural and urban areas, 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.		

Data Classification: Public

14/01/2026	19	**PQ Referred: 2574/26, for answer 14/01/2026 , Written from - Joe Cooney**	Dail Question No: 19 To ask the Minister for Transport to provide passenger numbers as a total number, and occupancy rates as a percentage, for all TFI services in County Clare in 2024 and 2025, by route, in tabular form; the plans for expanding existing and new services in Clare during 2026; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing and monitoring the provision of public passenger transport services nationally, including passenger data. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 19 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Please find below a table showing the totals per route of the Limerick-Clare Local Link Passenger Numbers. Please note that the information provided does not indicate the service on which passengers travelled or where they got on and off and therefore we do not hold the information on average occupancy rates of services. **Route** / **2024** / **2025** 331 Ballyvaughan - Ennis: 57,193 / 44,313 C26 Kilbaha - Kilrush: 1,086 / 1,480 318 Ennis - Limerick: 15,004 / 18,049 335 Ennis - Quilty - Kilrush: 12,472 / 12,625 337 Ennis - Kilrush: 18,445 / 18,608 339 Kilrush - Loop Head: 9,786 / 7,883 342 Flagmount - Ennis: 18,011 / 20,085 344 Whitegate - Ennis: 19,336 / 24,692 351 Cliffs of Moher - Galway: N/A / 17,025 520 Ballyorgan - Doneraile: 13,158 / 13,178 521 Newcastle West - Charleville: 39,285 / 39,060 593 Newcastle West - Glin: 17,695 / 16,988 595 Tarbert - Croom: 9,162 / 9,393 C6C Clarecastle - Ennis: 8,082 / 22,367 I trust that the above information is of assistance. Yours sincerely,	**Joe Cooney, T.D**

14/01/2026	14	**PQ Referred: 2536/26, for answer 14/01/2026, Written from - Carol Nolan**	Dail Question No: 14 To ask the Minister for Transport the actions currently being taken to address the limited availability of late-night public and private transport services in rural areas; whether his Department regards this issue as a barrier to the sustainability of rural social and hospitality businesses; and if he will make a statement on the matter. Answer As the Deputy is aware, the regulation of the small public service vehicle (SPSV) industry, including the local area hackney licence, and the provision of public passenger transport services in rural and urban areas, 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 and the Dublin Transport Authority Act 2008. The purpose of the local area hackney (LAH) licence is to offer a part-time SPSV service in a rural community where existing transport services do not serve the needs of the community. The LAH can meet the demand for these services, but it cannot displace any existing SPSV services. Applications are open to any person who wishes to provide this service, subject to the regulations. As of 30 November 2025, there are 25 licensed LAH drivers and 24 licensed LAH vehicles in operation. The NTA held a public consultation, which closed on 28 November 2025, on proposed changes to the current LAH regulations to increase the LAH licence uptake. The proposed key changes to the regulations are to: (1) permit more than one local area hackney driver to operate the local area hackney; (2) enhance the voice of local communities regarding the transport needs assessment for their area, and (3) reduce the regulatory burden on applicants by giving greater clarity to local communities and applicants on the areas nationwide that are open for applications for LAH licences. In addition to those key changes, the NTA also proposes to: extend the maximum licence period for vehicles and drivers from 3 years to 5 years; mandate licence holders to demonstrate that they are providing satisfactory service to their community when renewing their licence; reduce the time period	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 14 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. As part of the Connecting Ireland Rural Mobility Plan, the NTA has worked with Local Link, Bus Éireann and other operators to significantly expand the night-time public transport services in rural areas. Examples of routes that have late evening rural services include: • LL 278 Fenit – Tralee (latest departure 23:15) • LL 399 Hook Head – New Ross (latest departure 23:30) • BE 424 Galway – Carraroe (latest departure 23:30) • LL 982 Sligo – Ballyshannon (latest departure 23:30) • LL 363 Tallow – Dungarvan (latest departure 23:30) • LL 880 Naas – Carlow (latest departure 23:15) Subject to availability of funding, the NTA will continue to grow late evening services in rural areas. I trust that the above information is of assistance. Yours sincerely,	**Carol Nolan, T.D.**

			in which a licence holder must complete their licence renewals from 12/24 months following expiration to within 3 months of their licence expiry to ensure that a community is not without the required services, and introduce a new fixed penalty notice offence for picking up passengers outside of their permitted local area. The NTA is currently evaluating the feedback from this consultation and the NTA expects to implement any related enhancements in early 2026. Of the 36 new and enhanced routes launched under Connecting Ireland in 2025, 20 of them include evening services. Two of these routes also include late night services,Route 567 between Carrick-on-Shannon and Drumshanbo has a late-night service every Friday and Saturday, and Route 351 between Galway and Ennis also operates a late-night service. Given the NTA's responsibility in securing the provision of public transport passenger services in rural and urban areas, 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.		

14/01/2026	25	**PQ Referred: 2697/26, for answer 14/01/2026 , Written from - Michael Cahill**	Dail Question No: 25 To ask the Minister for Transport the progress that has been made to increase the availability of taxis in rural areas, particularly during late-night hours; and whether changes to licensing, incentives or pilot schemes are under consideration. Answer The regulation of the small public service vehicle (SPSV) industry, including the local area hackney, 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. The purpose of the local area hackney (LAH) licence is to offer a SPSV service in a rural community where existing transport services do not serve the needs of the community. The LAH can meet the demand for these services, but it cannot displace any existing SPSV services. Applications are open to any person who wishes to provide this service, subject to the regulations. As of 30 November 2025, there are 25 licensed LAH drivers and 24 licensed LAH vehicles. The NTA held a public consultation, which closed on 28 November 2025, on proposed changes to the current LAH regulations to increase LAH licence uptake. The proposed key changes to the regulations are to: (1) permit more than one local area hackney driver to operate the local area hackney; (2) enhance the voice of local communities regarding the transport needs assessment for their area, and (3) reduce the regulatory burden on applicants by giving greater clarity to local communities and applicants on the areas nationwide that are open for applications for LAH licences. In addition to those key changes, the NTA also proposes to: extend the maximum licence period for vehicles and drivers from 3 years to 5 years; mandate licence holders to demonstrate that they are providing satisfactory service to their community when renewing their licence; reduce the time period in which a licence holder must complete their licence renewals from 12/24 months following expiration to within 3 months of their licence expiry to ensure that a community is not without the required services, and introduce a new Fixed Penalty	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 25 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. By way of background, the NTA is the licensing authority for Small Public Service Vehicles (SPSVs) (taxis, hackneys and limousines) and dispatch operators, and works closely with An Garda Síochána, the licensing authority for SPSV drivers. The NTA is currently accepting applications for wheelchair accessible taxi, wheelchair accessible hackney, local area hackney and limousine licences. An Garda Síochána continues to accept SPSV driver licence applications. SPSV licence holders are independent business owners who are free to decide on their own business model, including their hours and area of operation. An SPSV driver licence entitles the holder to operate taxis, hackneys and limousines. SPSV driver licences can be operated anywhere in Ireland on a pre-booked basis (e.g. by phone or app booking), but the ability to stand and ply for hire on the street as a taxi is restricted to the county in which the driver is licenced to operate. SPSV drivers can apply to operate in as many counties as they wish. There are no caps on SPSV (vehicle) or SPSV Driver licences in Ireland: both remain open for application by suitable applicants. For your information, approximately 2,000 new SPSV drivers licence holders joined the sector in 2023 and 2024 with almost the same again in 2025, the highest numbers in some time, showing strong interest and growth in the sector. In addition to the above, to support rural transport the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 provides for a special licence type for persons wishing to provide hackney services to their local community. This ‘Local Area Hackney’ (LAH) licence is easier and cheaper to apply for than a standard SPSV licence, in recognition of its limited area of operation i.e. the licence holder’s local community. The LAH Licence has remained open for application, however uptake nationwide by applicants has been consistently low. This is notwithstanding significant efforts by the NTA to increase uptake, including two grant aided schemes being rolled out in 2019 and 2023. In response to the continued low uptake, this year the NTA reviewed the associated legislation and processes and is currently in the process of consulting on changes. Proposals included giving communities greater say in whether their area would benefit from a local area hackney as well as allowing multiple drivers to operate it. Further information can be found here and the NTA expects to implement any related enhancements in early 2026. I trust that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

			Notice offence for picking up passengers outside of their permitted local area. The NTA is currently evaluating the feedback from this consultation and the NTA expects to implement any related enhancements in early 2026. 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 reply within 10 working days.		

14/01/2026	17	**PQ Referred: 2547/26, for answer 14/01/2026 , Written from - Mark Wall**	Dail Question No: 17 To ask the Minister for Transport if he will consider extending a recently announced 24-hour bus service (details supplied) to include Kildare town; and if he will make a statement on the matter. Details Supplied: Kildare Commuter Bus Service Revisions Announced - National Transport - www.nationaltransport.ie/news/kildare-commuter-bus-service-revisions-announced/ 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 17 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have no current plans to extend the proposed 24 hour route 126 bus service to Kildare Town. Passengers will have the option of using the commercially operated Route 726 service between Newbridge and Kildare, which currently offers connections late into the night / very early morning. I trust that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

14/01/2026	18	**PQ Referred: 2550/26, for answer 14/01/2026 , Written from - Brian Stanley**	Dail Question No: 18 To ask the Minister for Transport further to Parliamentary Question No. 280 of 8 September 2025, if there is a further update from the National Transport Authority with regard to the extension of the SPSV licencing period for standard taxi vehicles first registered in 2016 (details supplied). Details Supplied: I have not received any update from the NTA regarding this issue. Answer As the Deputy is aware, the regulation of the small public service vehicle (SPSV) industry, including SPSV age limits, 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. Further to Parliamentary Question No. 280 of 8 September 2025 and in relation to the Deputy's comments stating that no update has been received by the NTA, I have been informed that a reply was sent to the Deputy from the NTA on 23 September 2025 in which the NTA confirmed that no further extensions to the maximum permissible age are under consideration. Nevertheless, I have referred your question to the NTA for further information, given their responsibility in this area. Please advise my private office if you have not received a reply within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 18 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The age limits applying to vehicles operated in the SPSV industry are provided for in legislation. Regulations enacted in 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. Temporary changes introduced in recent years to mitigate the effects of firstly Covid-19 and secondly shortage of supply following Russia's military aggression against Ukraine resulted in certain SPSVs having an extended maximum permissible age (MPA) and, therefore, remain in the fleet. 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 in the fleet at the time with an original final operation date between 13 March 2020, and the end of 2024. 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 "Extend the ten-year vehicle limit for taxis registered in 2015, offering another year of service". The Cabinet approved the Programme on the 24 January 2025. Following consultation with the Department of Transport and other relevant parties, the NTA moved as quickly as possible to implement the change as directed and commenced a public consultation on the maximum permissible age of 2015 registered taxis, in accordance with the related Programme for Government 2025 objective. The Taxi Regulation (Taxi Maximum Permissible Age) Regulations 2025 were enacted with effect from 1 April 2025, following completion of the public consultation process; 84% (1,538) of all respondents agreed with the proposed change to the Maximum Permissible Age Regulations and the submissions and outcome are set out in the Consultation Report. This regulation permitted an extension to the final operation date of taxis in the fleet, first registered in 2015 and due to reach their final operation date between 1 January 2025 and 31 December 2025. Vehicles bearing 2016 registrations were, therefore, not included in this extension. No further extensions to the Maximum Permissible Age of SPSVs are under consideration and the NTA can confirm that SPSVs with registrations 161 and 162 have a final operation date in 2026. I trust that the above information is of assistance. Yours sincerely,	**Brian Stanley, T.D.**

14/01/2026	16	**PQ Referred: 2546/26, for answer 14/01/2026 , Written from - Grace Boland**	Dail Question No: 16 To ask the Minister for Transport the status of the opening of the Luas to Lucan route; 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. 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. Transport Infrastructure Ireland (TII) is progressing the Luas Lucan project in collaboration with the NTA. In 2025, the NTA submitted the Project Outline Document (POD) for Luas Lucan to my Department, as required under the Transport Appraisal Framework for investment proposals in the transport sector with an estimated potential cost of €20 million or more. TII are currently working to identify the emerging preferred route for Luas Lucan and this is expected to undergo anon-statutory public consultation in 2026. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 16 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Transport Infrastructure Ireland (TII) has been progressing the Luas Lucan project, funded by, and in collaboration with, the NTA. An engineering design team was appointed in 2024. Work has been ongoing on the early development stages of the project, in particular the undertaking of a comprehensive route selection process. It is currently expected that in 2026 an emerging preferred route will be identified, and a non-statutory public consultation will be undertaken to inform the public and stakeholders on the proposed route and obtain their feedback on the proposals. Luas Lucan is identified as a medium-term proposal as per the current Greater Dublin Area (GDA) Transport Strategy and is scheduled for delivery within the 2031-2036 timeframe. The exact timeframe for delivery is dependent on a successful Railway Order decision and a funding allocation envelope. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

14/01/2026	15	**PQ Referred: 2537/26, for answer 14/01/2026 , Written from - Carol Nolan**	Dail Question No: 15 To ask the Minister for Transport the progress that has been made in expanding the availability of taxi services in rural areas, particularly during late-night hours; whether any reforms to licensing requirements, financial incentives or pilot schemes are under active consideration; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including the local area hackney, 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. The purpose of the local area hackney (LAH) licence is to offer a SPSV service in a rural community where existing transport services do not serve the needs of the community. The LAH can meet the demand for these services, but it cannot displace any existing SPSV services. Applications are open to any person who wishes to provide this service, subject to the regulations. As of 30 November 2025, there are 25 licensed LAH drivers and 24 licensed LAH vehicles. The NTA held a public consultation, which closed on 28 November 2025, on proposed changes to the current LAH regulations to increase LAH licence uptake. The proposed key changes to the regulations are to: (1) permit more than one local area hackney driver to operate the local area hackney; (2) enhance the voice of local communities regarding the transport needs assessment for their area, and (3) reduce the regulatory burden on applicants by giving greater clarity to local communities and applicants on the areas nationwide that are open for applications for LAH licences. In addition to those key changes, the NTA also proposes to: extend the maximum licence period for vehicles and drivers from 3 years to 5 years; mandate licence holders to demonstrate that they are providing satisfactory service to their community when renewing their licence; reduce the time period in which a licence holder must complete their licence renewals from 12/24 months following expiration to within 3 months of their licence expiry	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 15 of 14 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. By way of background, the NTA is the licensing authority for Small Public Service Vehicles (SPSVs) (taxis, hackneys and limousines) and dispatch operators, and works closely with An Garda Síochána, the licensing authority for SPSV drivers. The NTA is currently accepting applications for wheelchair accessible taxi, wheelchair accessible hackney, local area hackney and limousine licences. An Garda Síochána continues to accept SPSV driver licence applications. SPSV licence holders are independent business owners who are free to decide on their own business model, including their hours and area of operation. An SPSV driver licence entitles the holder to operate taxis, hackneys and limousines. SPSV driver licences can be operated anywhere in Ireland on a pre-booked basis (e.g. by phone or app booking), but the ability to stand and ply for hire on the street as a taxi is restricted to the county in which the driver is licenced to operate. SPSV drivers can apply to operate in as many counties as they wish. There are no caps on SPSV (vehicle) or SPSV Driver licences in Ireland: both remain open for application by suitable applicants. For your information, approximately 2,000 new SPSV drivers licence holders joined the sector in 2023 and 2024 with almost the same again in 2025, the highest numbers in some time, showing strong interest and growth in the sector. In addition to the above, to support rural transport the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 provides for a special licence type for persons wishing to provide hackney services to their local community. This ‘Local Area Hackney’ (LAH) licence is easier and cheaper to apply for than a standard SPSV licence, in recognition of its limited area of operation i.e. the licence holder’s local community. The LAH Licence has remained open for application, however uptake nationwide by applicants has been consistently low. This is notwithstanding significant efforts by the NTA to increase uptake, including two grant aided schemes being rolled out in 2019 and 2023. In response to the continued low uptake, this year the NTA reviewed the associated legislation and processes and is currently in the process of consulting on changes. Proposals included giving communities greater say in whether their area would benefit from a local area hackney as well as allowing multiple drivers to operate it. Further information can be found here and the NTA expects to implement any related enhancements in early 2026. I trust that the above information is of assistance Yours sincerely,	**Carol Nolan, T.D.**

			to ensure that a community is not without the required services, and introduce a new Fixed Penalty Notice offence for picking up passengers outside of their permitted local area. The NTA is currently evaluating the feedback from this consultation and the NTA expects to implement any related enhancements in early 2026. 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 reply within 10 working days.		

13/01/2026	582	**PQ Referred: 74845/25, for answer 13/01/2026 , Written from - Réada Cronin**	Dail Question No: 582 To ask the Minister for Transport the rationale behind the delaying of the Dart+ Southwest project until after 2030 under the National Development Plan Review 2025 Sectoral Investment Plan; when a timeline will be announced for its completion; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ South West will extend DART services from the City Centre to Hazelhatch and Celbridge including four-tracking from Park West to Heuston. A Railway Order was approved for DART+ South West by An Coimisiún Pleanála in November 2024. In addition, procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. The Government is committed to the delivery of major public transport projects. That commitment is evidenced by last year's review of the National Development Plan which allocated a total of €24.3 billion in Exchequer funding to transport projects from 2026 to 2030. Of this total allocation, funding of circa €10 billion for public transport infrastructure is earmarked from 2026 to 2030, in addition to the €2 billion for MetroLink, primarily in line with the Department's NIFTI intervention hierarchy of Maintain, Optimise, Improve, and New. This approach involves prioritising investment in the protection andrenewal of existing assets before investing in new ones, on	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 582 of 13 January 2026, which was referred to the National Transport Authority for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. As such, we have nothing further to add to the Ministers response. I trust that the above information is of assistance. Yours sincerely,	**Reada Cronin, T.D**

			economic and environmental grounds. This is an unprecedented level of investment in transport and represents an almost 87% increase as compared to the last five-year period under the previous NDP. However, it also a simple fact that within any funding envelope, no matter how big, there are decisions required in relation to sequencing and prioritisation and those are the decisions that come with the responsibilities of being in Government. Funding secured under this NDP will see construction start before 2030 on the DART+ programme, beginning with DART+ West, which is the crucial enabler of the rest of the programme and particularly DART+ South-West. DART+ West must be advanced as it will provide the depot capacity for the new fleet to be used on South-West and also will provide the capacity in the city centre to allow for South-West services to proceed. The CPO processes for South-West will commence this year and aspects of the procurement frameworks put in place for DART+ West will be available for use on South-West when its main construction works commence, which I hope to accelerate through the additional NDP funding made available in 2028 onwards. Related, my Department will also explore any EU funding which may become available to accelerate public transport projects. 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 within10 days.		

13/01/2026	630	**PQ Referred: 75223/25, for answer 13/01/2026 , Written from - Matt Carthy**	Dail Question No: 630 To ask the Minister for Transport the amount expended on advertising and promotion in his Department, and within each agency for which he is responsible, for 2022 to 2024, by year and budgeted for 2026; and if he will make a statement on the matter. Answer The Department of Transport uses advertising to engage with the public on a range of matters, including highlighting public consultations, encouraging sustainable travel choices, and promoting recruitment opportunities. In 2023, my Department launched its flagship Your Journey Counts emissions-reduction campaign to encourage people to walk, cycle, and take public transport where they can, in line with our Climate Action Plan goals to reduce transport-related carbon emissions. This TV-led, integrated campaign was the first of its kind undertaken by my Department and relates to the increase on advertising expenditure by my Department in recent years. The Your Journey Counts campaign will continue in 2026 along with other campaigns promoting and encouraging a modal shift to active travel, public transport and electric vehicle adoption. Details relating to budgetary spend across such campaigns is to be finalised. These campaigns will feature across a range of platforms as required, including TV, out-of-home/outdoor, national and local print, national and local radio, digital, social media, search engine optimisation (SEO), video on demand, digital audio and streaming and paid partnerships. The figures for my Department's total advertising spend for the years 2022, 2023 and 2024 are given in the table below and the information requested by the Deputy in relation to agencies has been referred to them for direct reply. Please advise my private office if you do not receive a reply within 10 working days. Year 2022 2023 2024 2026 Total Advertising Spend €121,006.40 €1,990,373.15 €648,587.00 Budgeted TBC	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 630 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. Your query sought details of "the amount expended on advertising and promotion". The total expenditure on advertising and promotion in the NTA for 2022-2024, and budgeted spend for advertising in 2026, is set out below. **Year** / **Spend** / **Estimated Spend** 2022 / €4,891,787 / 2023 / €4,297,501 / 2024 / €3,754,764 / 2026 / / €4,657,000 I trust that the above information is of assistance. Yours sincerely,	**Matt Carthy, T.D**

Data Classification: Public

15/01/2026	257	**PQ Referred: 2966/26, for answer 15/01/2026, Written from - Donnchadh Ó Laoghaire**	Dail Question No: 257 To ask the Minister for Transport when his Department intends to approve the Strategic Assessment Report for the Cork southern distributor link multi-modal route. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the roads programmes and public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 257 of 15 January, which has been referred to the National Transport Authority (NTA) for reply. The NTA is not involved with the development of the proposed “Cork southern distributor link multi-modal route” at the present time. Our understanding is that project currently falls under the remit of the Department of Transport, specifically the regional roads section within the Department. I trust that the above information clarifies the position on this matter. Yours sincerely,	**Donnchadh O’ Laoighaire, T.D.**

15/01/2026	284	**PQ Referred: 3150/26, for answer 15/01/2026 , Written from - William Aird**	Dail Question No: 284 To ask the Minister for Transport the position regarding planned active travel (cycling and walking infrastructure) improvements in towns and villages in County Laois; the timeline and budgetary measures allocated for these works in 2026; 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 Active Travel infrastructure. The National Transport Authority (NTA) along with the relevant local authorities are responsible for the development and delivery of individual projects. In general, the main focus of active travel investment will be to support high quality walking and cycling infrastructure, for everyday trips, in villages, towns and cities, particularly in designated growth settlements, with a view to promoting the greatest potential modal shift to active travel. Given the ramping up of activities over the last few years in the Active Travel area, 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 has to prioritise certain projects over others in order to remain within its allocated budget.While a project may not be selected by the NTA for funding in a particular year, it may be funded in subsequent years. Of the 2025 funding, Laois County Council received €3 million. 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. I was delighted to secure a similar funding for Active Travel in Budget 2026, meaning that we can continue to progress walking and cycling projects around Ireland into this year. Local authority funding allocations for 2026 are due to be announced in the coming days. Noting the role of the NTA in the matter, I have referred your question in relation to planned active travel improvements in Laois to that agency for a	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 284 of 15 January 2026, which was referred to the National Transport Authority for reply. The Active Travel allocations for Laois in 2026 were announced on 19 of January and are available to view on the NTA website and below. https://www.nationaltransport.ie/wp-content/uploads/2026/01/Active-Travel-Investment-Grants-2026-Allocations.pdf The NTA work closely with the Laois Active Travel team and schemes are phased and planned to have a balanced mix of projects at various stages of the lifecycle of a programme - for example, various schemes will be at pre-design, planning, detailed design and construction stages. This allows for a pipeline of projects to be progressed through design development and planning stages, which will then be available for advancement into the construction stage. Allocations represent the funding being provided for a specific project in a single year. As the majority of projects are developed over a few years, the overall cost for the project differs from the single year allocation. Accordingly, the yearly allocations do not represent total project cost or total project funding. In addition, projects are progressed through clearly defined stages in line with the NTA Project Approval Guidelines, and funding provision is linked to the completion of the relevant stage. Project timelines can vary significantly, depending on the scale of the project, local authority and external resources (design and construction), timelines for public consultation and securing planning consent, timing construction periods to minimise disturbance and annual funding envelopes. Typical timelines for different scales of active travel infrastructure are available here Active Travel Infographic_Timelines & Costs (Oct 2025) I trust that the above information is of assistance. Yours sincerely,	**William Aird, T.D**

			more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.		

15/01/2026	305	**PQ Referred: 3272/26, for answer 15/01/2026 , Written from - Emer Currie**	Dail Question No: 305 To ask the Minister for Transport the details of the changes to a service under BusConnects (details supplied); and if he will make a statement on the matter. Details Supplied: 70 Dublin Bus Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the BusConnects routes in Dublin. As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, with the aim to provide better bus services across five cities. It is the largest investment in the bus system in the history of the State and is managed by the NTA. The roll-out of the remaining phases of the BusConnects Dublin Network Redesign will occur over the coming years, subject to funding and operational readiness. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 305 of 15 January 2026, which was referred to the National Transport Authority (NTA) for reply. Route 70 is planned for removal as part of Phase 10 (B Spine and associated routes) of the Dublin Network Redesign. Route 70 is to be replaced by a new local route L64 running at a higher frequency to and from Blanchardstown centre where free interchange will be available on high frequency “spine” routes B1, B2, B3 and B4 to and from the City Centre. Some through journeys between Dunboyne and the City Centre will continue run at peak times on route P64. Discussions on the overall PSO (Public Service Obligation) funding programme are ongoing between the Department and the NTA. At present, we currently anticipate that the B Spine will launch in 2027. This will be subject to funding availability and operational readiness. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

15/01/2026	303	**PQ Referred: 3268/26, for answer 15/01/2026 , Written from - Michael Healy-Rae**	Dail Question No: 303 To ask the Minister for Transport the status of a PSV licence (details supplied); and if he will make a statement on the matter. Details Supplied: [Details removed] Answer 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 Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector. There are two statutory bodies involved in the SPSV driver licensing process; the NTA and An Garda Síochána (AGS).As set out in section 6(2) of the Taxi Regulation Act 2013, AGS is the driver licensing authority for SPSVs in Irelandand is responsible for: Vetting applicants to assess their suitability Administering applications received Where appropriate, granting and renewing SPSV driver licences. The NTA is responsible for: Administering the SPSV Driver Entry Test Processing SPSV driver licence fees Issuing the SPSV driver identity and display cards, on receipt of the SPSV Driver Licence from An Garda Síochána Maintaining the SPSV driver and vehicle licence register, together with the Driver Check App. From an analysis carried out on driver licence issuance in the first half of 2025, the average time between a candidate passing their SPSV Driver Entry Test to having their driver licence issued, was 15 weeks for Dublin and 13 weeks for the rest of the country. Given the NTA's responsibility regarding vehicle licensing, 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.	Dear Minister, I refer to the matter you raised in Parliamentary Question No. 303 of 15 of January 2026, which was referred to the National Transport Authority (NTA) for reply. By way of background, SPSV licences can be in any one of the following 3 status points: • active – has been renewed and licence is current; • inactive expired – licence has expired and licence holder has a statutory period of time (see further below) within which the licence can be replaced; • timed out – the statutory period of time within which the licence can be replaced has expired and the licence is incapable of being replaced. Vehicle registration [Details removed] is associated to the SPSV Licence Number W51761, which entered an inactive expired status on 31 October 2025. Once a licence is expired (“inactive expired” status), a licence holder has a period of 24 months under law to replace it. Regulation 17 and S.I. No. 363 of 2021 provide for this. Licence number W51761 has until 31 October 2027 to renew the licence on the vehicle. If it is not renewed before then it will enter a Timed-Out status. A late renewal fee of €500 applies if the licence holder is keeping the same vehicle on the licence and €545 if it is a replacement vehicle. Please note that [Details removed] has a final operation date of 31 January 2032, meaning that this vehicle can stay on the licence, providing it’s renewed each year, until then. I trust that the above information is of assistance. Yours sincerely,	**Michael Healy-Rae, T.D.**

15/01/2026	297	**PQ Referred: 3248/26, for answer 15/01/2026 , Written from - Mark Wall**	Dail Question No: 297 To ask the Minister for Transport the position regarding Dart southwest in County Kildare; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ South West will extend DART services from the City Centre to Hazelhatch and Celbridge including four-tracking from Park West to Heuston. A Railway Order was approved for DART+ South West by An Coimisiún Pleanála in November 2024. In addition, procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. The Government is committed to the delivery of major public transport projects. That commitment is evidenced by last year's review of the National Development Plan which allocated a total of €24.3 billion in Exchequer funding to transport projects from 2026 to 2030. Of this total allocation, funding of circa €10 billion for public transport infrastructure is earmarked from 2026 to 2030, in addition to the €2 billion for MetroLink, primarily in line with the Department's NIFTI intervention hierarchy of Maintain, Optimise, Improve, and New. This approach involves prioritising investment in the protection andrenewal of existing assets before investing in new ones, on economic and environmental grounds.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 297 of 15 January 2026, which was referred to the National Transport Authority for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. As such, we have nothing further to add to the Ministers response. I trust that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

			This is an unprecedented level of investment in transport and represents an almost 87% increase as compared to the last five-year period under the previous NDP. However, it also a simple fact that within any funding envelope, no matter how big, there are decisions required in relation to sequencing and prioritisation and those are the decisions that come with the responsibilities of being in Government. Funding secured under this NDP will see construction start before 2030 on the DART+ programme, beginning with DART+ West, which is the crucial enabler of the rest of the programme and particularly DART+ South-West. DART+ West must be advanced as it will provide the depot capacity for the new fleet to be used on South-West and also will provide the capacity in the city centre to allow for South-West services to proceed. The CPO processes for South-West will commence this year and aspects of the procurement frameworks put in place for DART+ West will be available for use on South-West when its main construction works commence, which I hope to accelerate through the additional NDP funding made available in 2028 onwards. Related, my Department will also explore any EU funding which may become available to accelerate public transport projects. 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 within10 days.		

15/01/2026	296	**PQ Referred: 3229/26, for answer 15/01/2026 , Written from - Ann Graves**	Dail Question No: 296 To ask the Minister for Transport to ensure that the NTA delivers the proposed additional 33D bus service for Donabate; if he will confirm that the active travel and road projects for Donabate can be delivered before 2027; and if the DART+ Coastal North include an upgrade and electrification for Donabate. Answer Deputy, please see below an update on transport related investment in the environs of Donabate. 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 (including the 33D service) 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. Concerning rail, DART+ Coastal North provides an extension of DART services from the City Centre to Drogheda. Planning approval for DART+ Costal North was granted by An Coimisiún Pleanála in August 2025.The programme includes:An extension of existing overhead electric wires to Drogheda by approximately 37km;Reconfiguration of the existing track layout and associated infrastructure at Clongriffin, Malahide, and Howth Junction and Donaghmede stations;Construction of a new platform at Drogheda MacBride Station;Modifications to existing depots at Drogheda MacBride and Fairview;Undertaking upgrades to existing signalling, telecoms and power supplies to support the planned increase in train services; including the introduction of new electrical substations at key locations alongside the railway line including Donabate. The Review of the National Development Plan (NDP) has confirmed the Department of Transport's annual capital allocations from 2026 to 2030. The NDP	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 296 of 15 January 2026, which was referred to the National Transport Authority for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. In relation to Active Travel projects, please note that €23.5 million has been allocated to Fingal County Council for active travel projects across the county. That funding includes for the progression of a number of scheme benefitting Donabate. A list of the projects being allocated funding under the NTA's Active Travel programme is available at https://www.nationaltransport.ie/wp-content/uploads/2026/01/Active-Travel-Investment-Grants-2026-Allocations.pdf . Pages 11 to 13 detail within that document provides details of the individual project allocations to Fingal County Council. In relation to train services on the Northern Line, as identified in the Minister's response, new battery-electric DART fleet is due to come into operation between Drogheda and the City Centre early next year. In respect of bus route 33d, please note that an additional morning departure will be implemented on the 09 of February departing at 07.00hrs Monday to Friday. I trust that the above information is of assistance. Yours sincerely,	**Ann Graves, T.D**

			Sectoral Implementation Plan, which was published by my Department in November 2025, notes that there is potential to commence works on other elements of DART+ Coastal North, including supporting infrastructure such as track passing loops and a new platform at Drogheda station over the period 2026-2030, in advance of works on Overhead Line Equipment (OHLE). DART+ Fleet provides a ten-year procurement framework for electric and battery-electric train fleet. Three fleet orders have been placed comprising both battery-electric and electric carriages, bringing the total number of DART carriages ordered to 285, made up of 57 five-carriage trains. The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027 In relation to active travel, there are four key active travel projects in the environs of Donabate. An update on each project is set out below: Broadmeadow Estuary Cycle Pedestrian Bridge – This project will be delivered in stages. Construction of the Broadmeadow Estuary Bridge took place in 2024, and construction of causeway works are expected to commence during the summer months of 2026 and continue into 2027. The Donabate and Malahide landward works will take place during a similar timeframe. Due to the seasonal constraints of working within the estuary, along with the technical challenges of building on the Northern Causeway, it is expected that the completion of the Broadmeadow Way will be in late 2027 or in 2028; Donabate Pedestrian and Cycle Bridge –Works were completed in 2025; Donabate Hearse Rd/Main Street/Portrane Road (Link 1 Link 2) – This project is at optioneering stage with feasible design works and viable route identification to be continued into 2026; Donabate to Portrane – Options report for this project has been completed and the local authority is working with the NTA on project approval in 2026. Construction works are planned for 2029.		

15/01/2026	302	**PQ Referred: 3264/26, for answer 15/01/2026 , Written from - Brendan Smith**	Dail Question No: 302 To ask the Minister for Transport the progress to date in advancing a proposal to introduce a subsidised hackney service for remote rural areas, taking into account the specific needs of older persons who do not have their own transport; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including the local area hackney, 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. The purpose of the local area hackney (LAH) licence is to offer a SPSV service in a rural community where existing transport services do not serve the needs of the community. The LAH can meet the demand for these services, but it cannot displace any existing SPSV services. Applications are open to any person who wishes to provide this service, subject to the regulations. As of 31 December 2025, there are 26 licensed LAH drivers and 24 licensed LAH vehicles in operation. The NTA held a public consultation, which closed on 28 November 2025, on proposed changes to the current LAH regulations to increase LAH licence uptake. The proposed key changes to the regulations are to: (1) permit more than one local area hackney driver to operate the local area hackney; (2) enhance the voice of local communities regarding the transport needs assessment for their area, and (3) reduce the regulatory burden on applicants by giving greater clarity to local communities and applicants on the areas nationwide that are open for applications for LAH licences. In addition to those key changes, the NTA also proposes to: extend the maximum licence period for vehicles and drivers from 3 years to 5 years; mandate licence holders to demonstrate that they are providing satisfactory service to their community when renewing their licence; reduce the time period in which a licence holder must complete their licence renewals from 12/24 months following expiration to within 3 months of their licence expiry,	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 302 of 15 of January 2026, which was referred to the National Transport Authority (NTA) for reply. By way of background, to support rural transport the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 provides for a special licence type for persons wishing to provide hackney services to their local community. This 'Local Area Hackney' (LAH) licence is easier and cheaper to apply for than a standard SPSV licence, in recognition of its limited area of operation i.e. the licence holder's local community. The LAH Licence has remained open for application, however uptake nationwide by applicants has been consistently low. This is notwithstanding significant efforts by the NTA to increase uptake, including two grant aided schemes being rolled out in 2019 and 2023. In response to the continued low uptake, this year the NTA reviewed the associated legislation and processes and publicly consulted on proposals for change during late 2025. The proposals include giving communities a greater say in whether their area would benefit from a local area hackney as well as allowing multiple drivers to operate it. Further information can be found here and the NTA expects to implement any related enhancements in early 2026. Additionally, the Transport for Ireland Local Links serve rural communities across Ireland with safe, reliable, and inclusive transport. TFI Local Link bus services are used by local residents, commuters, students and tourists alike with numerous routes offering regular peak-time, evening and weekend services throughout rural Ireland. Further information on Local Link routes and services can be found here: https://www.transportforireland.ie/tfi-local-link/ I trust that the above information is of assistance. Yours sincerely,	**Brendan Smith, T.D.**

			to ensure that a community is not without the required services, and introduce a new fixed penalty notice offence for picking up passengers outside of their permitted local area. The NTA is currently evaluating the feedback from this consultation and expects to implement any related enhancements in early 2026. 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 reply within 10 working days.		

15/01/2026	157	**PQ Referred: 1758/26, for answer 15/01/2026 , Oral from - Paula Butterly**	Dail Question No: 157 To ask the Minister for Transport the rationale of his Department and the National Transport Authority to not progress the introduction of a dedicated east–west bus service in County Louth; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing and monitoring the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 157 of 15 January 2026, which was referred to the National Transport Authority (NTA) for reply. The Connecting Ireland Rural Mobility Plan is an ambitious programme designed to create a more integrated, accessible, and sustainable public transport network for rural Ireland. In 2021, more than 3,000 people participated in a public consultation process in which the NTA sought feedback on the Connecting Ireland proposals. We have made great progress in implementing the Connecting Ireland Rural Mobility Plan over the last number of years with further phases to be rolled out subject to funding availability. It should be noted that during the development of the Connecting Ireland Rural Mobility Plan, no east–west bus route between Clogherhead, Togher, Dunleer, and Ardee was proposed or adopted as part of this plan. Hence there are no current plans to progress this alignment. I trust that the above information is of assistance. Yours sincerely,	**Paula Butterly, T.D**

15/01/2026	123	**PQ Referred: 2665/26, for answer 15/01/2026 , Oral from - Catherine Callaghan**	Dail Question No: 123 To ask the Minister for Transport the scope that is available to expand rural bus services across Carlow, in particular to service Tullow, Ardattin and Clonegal; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing and monitoring the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 123 of 15 January 2026, which was referred to the National Transport Authority (NTA) for reply. Our current focus in relation to rural transport services is on consolidating existing services and, subject to funding, implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. There are a number of new routes and route enhancements under this plan that are still to be implemented in Carlow, including an increase in services to Tullow and a new service serving Clonegal. The timetable of implementation of these services is subject to availability of resources including funding availability and agreement on priorities with the relevant TCU (Transport Coordination Unit). As of yet, we don't have a definitive timeframe for the implementation of these services. The NTA has no current plans for a regular bus service to operate via Ardattin. I trust that the above information is of assistance. Yours sincerely,	**Catherine Callaghan, T.D**

Data Classification: Public

16/01/2026	199	**PQ Referred: 2868/26, for answer 15/01/2026 , Oral from - Aindrias Moynihan**	Dail Question No: 199 To ask the Minister for Transport for an update on implementation of enhanced bus services for routes (details supplied); and if he will make a statement on the matter. Details Supplied: Route 233 and new services 233N; 233C and 233S; Route 256 new service; enhanced timetable for route 239; timeline on the further expansion of route 257. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing and monitoring the provision of public passenger transport services nationally, including the Connecting Ireland Rural Mobility Plan. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question Nos. 199 of 15 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The Department of Transport and the National Transport Authority (NTA) are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. The implementation date of the routes noted in your Parliamentary Question is subject to confirmation of funding so a precise date cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Aindrias Moynihan, T.D.**

15/01/2026	160	**PQ Referred: 1405/26, for answer 15/01/2026 , Oral from - Darren O'Rourke**	Dail Question No: 160 To ask the Minister for Transport the funding that has been provided for new public transport services in County Meath for 2026; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing and monitoring the provision of public passenger transport services nationally, including allocating funding to Transport Coordination Units. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 160 of 15 January 2026, which was referred to the National Transport Authority (NTA) for reply. Discussions on the overall PSO (Public Service Obligation) funding programme for 2026 are ongoing between the Department and the NTA. While plans for new and enhanced services in County Meath under the Connecting Ireland Rural Mobility Plan have been developed, their progression is subject to the outcome of these discussions in relation to funding availability. I trust that the above information is of assistance. Yours sincerely,	**Darren O'Rourke, T.D.**

15/01/2026	171	**PQ Referred: 2672/26, for answer 15/01/2026 , Oral from - Claire Kerrane**	Dail Question No: 171 To ask the Minister for Transport if he will increase funding to Local Link to allow existing routes to be expanded and additional services added in County Roscommon and County Galway; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing and monitoring the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 171 of 15 January 2026, which was referred to the National Transport Authority (NTA) for reply. Local Link services are funded by the NTA from an annual budget allocation received from the Department of Transport for the provision of public transport services. Discussions with the Department are ongoing regarding funding availability for the provision of new services in 2026. Accordingly, we are not currently in a position to confirm the status of additional Local Link services in County Roscommon and County Galway during 2026. I trust that the above information is of assistance. Yours sincerely,	**Claire Kerrane, T.D.**

Data Classification: Public

15/01/2026	237	**PQ Referred: 68443/25, for answer 15/01/2026 , Written from - Albert Dolan**	Dail Question No: 237 To ask the Minister for Transport if he will consider providing additional funding to expand Local Link bus services in the Galway east area, particularly in towns and villages without regular public transport; the current status of route development plans for 2025; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 237 of 15 January 2026, which was referred to the National Transport Authority (NTA) for reply. Discussions on the overall PSO (Public Service Obligation) funding programme for 2026 are ongoing between the Department and the NTA. While plans for new and enhanced services in County Galway under the Connecting Ireland Rural Mobility Plan have been developed, their progression is subject to the outcome of these discussions in relation to funding availability. The NTA is continuing planning work for new routes and route enhancements in East Galway under the Connecting Ireland Rural Mobility Plan. The following new routes or enhancements are currently in planning: Ø Bus Éireann route 415 Mountbellew to Galway – public consultation recently held on amending existing route 425a to additionally serve Athenry Ø Local Link route 416 Tuam to Athenry – public consultation recently held on proposal for a new route Ø Local Link route 934 Loughrea to Gort – frequency enhancement and Sunday services in planning Ø Portumna to Whitegate – new route in planning Ø Athenry to Nenagh via Loughrea and Portumna – new route in planning I trust that the above information is of assistance. Yours sincerely,	**Albert Dolan, T.D**

Data Classification: Public

15/01/2026	251	**PQ Referred: 2951/26, for answer 15/01/2026 , Written from - Michael Cahill**	Dail Question No: 251 To ask the Minister for Transport to request the National Transport Authority to provide additional funding to Kerry Local Link to provide for a Bus Service from the Gap of Dunloe, Kate Kearney's Cottage to Beaufort village and onto Killarney (details supplied); and if he will make a statement on the matter. Details Supplied: The local community and the business community are of the strong opinion that there will be a significant uptake on such a new route and it will also help ease traffic congestion in the area and will. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing and monitoring the provision of public passenger transport services nationally, including allocating funding to Transport Coordination Units. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 251 of 15 January 2026, which was referred to the National Transport Authority (NTA) for reply. Discussions are ongoing with the Department of Transport in respect of the Public Service Obligation (PSO) programme generally and regarding funding for new or enhanced public transport services, including Local Link services. Given funding constraints and competing priorities, we have no current plans for additional Local Link services between Killarney and the Gap of Dunloe/Kate Kearney's Cottage. However, there are a number of licenced operators who provide commercial services from Killarney out to the Gap of Dunloe & Kate Kearney's Cottage. I would also note that there is a DRT (Demand Responsive Transport) Route R31 covering Beaufort Fossa Killarney operating every Friday. I trust that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

18/12/2025	335	**PQ Referred: 73770/25, for answer 18/12/2025 , Written from - James Geoghegan**	Dail Question No: 335 To ask the Minister for Transport further to Parliamentary Question No. 412 of 25 November 2025, wherein the NTA confirmed that the Luas Poolbeg Pre-Feasibility study has been completed by Transport Infrastructure Ireland and is currently under consideration by the NTA, where the Department of Transport has received a copy of this report or anyone in the Ministers office; if the Department has received a copy of this report or anyone in the Ministers office, if he can detail the key findings from the study; and if he will make a statement on the matter.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 335 & 336 of 18 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. A Luas Poolbeg Pre-Feasibility study was completed by Transport Infrastructure Ireland (TII) in late 2025 to determine sufficient demand to progress the project. Following the completion of this Pre-Feasibility Study and a review by the NTA, TII have been instructed to progress the project to Phase 1 of the NTA's Project Approval Guidelines (PAG). TII will progress the project to Phase 1 of the PAG in 2026 including procurement of engineering designers to further develop the project design. As outlined in the GDA Transport Strategy, Luas Poolbeg is an extension of the existing red line to serve the Poolbeg Strategic Development Zone (SDZ) and environs. The alignment and locations to be served between the existing Red Line and Poolbeg have yet to be determined and will be the subject of the options selection and preliminary design stages. I trust that the above information is of assistance. Yours sincerely,	**James Geoghegan, T.D**

18/12/2025	336	**PQ Referred: 73770/25, for answer 18/12/2025 , Written from - James Geoghegan**	Dail Question No: 336 To ask the Minister for Transport further to the reply provided to me from the NTA as a follow on from your reply to question 65872/25 wherein the NTA confirmed that the Luas Poolbeg Pre-Feasibility study has been completed by Transport Infrastructure Ireland and is currently under consideration by the NTA if he can detail to me what involvement officials in his Department or the Ministers' office have in subsequent steps following the completion of the NTA's consideration; and if he will make a statement on the matter.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 335 & 336 of 18 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. A Luas Poolbeg Pre-Feasibility study was completed by Transport Infrastructure Ireland (TII) in late 2025 to determine sufficient demand to progress the project. Following the completion of this Pre-Feasibility Study and a review by the NTA, TII have been instructed to progress the project to Phase 1 of the NTA's Project Approval Guidelines (PAG). TII will progress the project to Phase 1 of the PAG in 2026 including procurement of engineering designers to further develop the project design. As outlined in the GDA Transport Strategy, Luas Poolbeg is an extension of the existing red line to serve the Poolbeg Strategic Development Zone (SDZ) and environs. The alignment and locations to be served between the existing Red Line and Poolbeg have yet to be determined and will be the subject of the options selection and preliminary design stages. I trust that the above information is of assistance. Yours sincerely,	**James Geoghegan, T.D**

13/01/2026	725 - 732	**PQ Referred: 1655/26, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 725 To ask the Minister for Transport the total amount spent on the Next Generation Automatic Vehicle Location system, broken down per year from 2020 to date, in tabular form; and if he will make a statement on the matter.	Dear Deputy, I refer to the matters you raised in Parliamentary Questions Nos. 725, 726, 727, 728, 729, 730, 731 and 732 of 13 January last, which have been referred to the National Transport Authority (NTA) for reply. I will now address each of your questions in turn. **PQ 725** Pleas see table below in response to Parliamentary Question 725. ***NGAVL Project Spend – inc VAT*** Description | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 NG AVL Project Spend | €87k | €613k | €918k | €1,802m | €10,809m | €12,766m **PQ 726** The approved total amount for the full rollout of the NGAVL system nationally including a number of optional items is €65,343,299 in capital expenditure inclusive of VAT and contingency. **PQ 727** Pleas see table below in response to Parliamentary Question 727. Description | 2024 | 2025 NTA Project Team FTE Equivalents | 17 | 17 Transport Operator Resource Backfill | 8 | 8 Transport Operator Bus Retrofit Engineering Support | 6 | 6 TOTAL | 31 | 31 *Personnel allocated to NGAVL project team include Project Managers, AVL specialists, Data specialists, Business Analysts, System Testers and specialists in the commissioning and operation of AVL systems. Transport Operator personnel assigned to the project are being backfilled and funded by the project. The Retrofit personnel focus on wiring changes to buses in advance of introducing the new AVL system hardware on to bus. **PQ 728** At this time prior to pilot implementation, the estimated cost at completion is €48.9m inc. VAT. This is less than the total value approved for the project (€65,343,299) as that total amount includes some optional items that have not been requested of the supplier at this time. Should NTA wish to call off these options at a future point this will impact the estimated cost at completion. Supplier | Total Trapeze | €23,449,237 Project Delivery Costs (NTA) | €8,929,695 Bus Eireann | €4,182,322 Dublin Bus | €10,630,649 GoAhead | €1,755,167 TOTAL | €48,947,071	**Emer Currie T.D**

PQ 729
Please see below in response to Parliamentary Question 729.

The project implementation only commenced in 2024. Consequently, there is no spend with the transport operators for the years 2020 to 2023 inclusive.

Supplier	2023	2024	2025
Bus Éireann	€0	€1,074,773	€480,752
Dublin Bus	€0	€1,305,223	€4,659,228
Go Ahead	€0	€230,202	€2,589
TOTAL	€0	€2,610,198	€5,142,569

PQ 730
The total estimated operating expenditure for the NGAVL solution is €91,548,262 including VAT, inflation and contingency for 12 years of operational support and maintenance including updates and upgrades.

PQ 731
The NTA estimated the cost to the public purse to keep the 5 legacy AVL systems operational. As each of those systems were approaching end-of-life, this would have necessitated investment in each system to keep them working, including (for example) updating and upgrading the existing AVL systems with planned and essential upgrades (e.g. new server hardware) plus some procurement and new systems for when systems become end of life and/or could no longer be supported by the legacy suppliers. The total estimated cost to do this over 12 years from 2024 to 2036 was estimated to be €157m inclusive of VAT and contingency.

PQ 732
During the end-to-end testing of the new NGAVL solution a number of defects were identified that require fixing. These are currently being worked on by the supplier. Consequently, the pilot, which had been due to start at the end of 2025, has been deferred to the end of Q1 2026 in order for the supplier to remedy these defects. Provided that the supplier delivers the updated software that successfully passes NTA's User Acceptance Testing (re-testing), the pilot will then be carried out in Waterford, and subject to no further issues being identified during the pilot (planned to take 8 weeks), full rollout will commence immediately thereafter with completion in 2027.
I trust that the above information is of assistance.

Yours sincerely,

13/01/2026	793	**PQ Referred: 2256/26, for answer 13/01/2026 , Written from - Richard Boyd Barrett**	Dail Question No: 793 To ask the Minister for Transport whether any agencies or other bodies under his remit are using artificial intelligence tools for any graphic design or similar work in place of artists, designers or videographers; and if so, to outline which projects or units of the organisation are affected.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 792 & 793 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. The NTA is not using artificial intelligence tools for any graphic design or similar work in place of artists, designers or videographers. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Richard Boyd Barrett, T.D.**

15/01/2026	211 & 238	**PQ Referred: 1451/26, for answer 15/01/2026 , Oral from - Michael Murphy**	Dail Question No: 211 To ask the Minister for Transport if a comparative cost analysis with major European metro systems, including projects such as Madrid Metro expansions, has been completed by or on behalf of National Transport Authority in relation to the MetroLink project; when this benchmarking will be published and made available to the Houses of the Oireachtas (details supplied); the way in which value for money is being assessed at this stage of the project, prior to Approval Gate 2; and if he will make a statement on the matter.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 211 & 238 of 15 January last, which has been referred to the National Transport Authority (NTA) for reply. **PQ 211** Due to the scale and unique nature of MetroLink in an Irish context, a comprehensive approach has been taken to the cost forecasting methodology for potential capital cost range. Three estimating parties were engaged to carry out an independent estimate for the MetroLink Project: Jacobs / Idom (London Bridge & Associates), Chandler KBS and Turner & Townsend. The estimate was then benchmarked across reference class forecasting cost curves. The cost curves utilised for MetroLink benchmarking were derived from the cost performance history of over 200 complete international projects, predominantly metro and tunnel projects. As part of the reference class forecasting and cost benchmarking exercise, Oxford Global Projects reviewed Madrid Metro cost records to identify insights relevant to MetroLink. The detailed report is attached. https://data.oireachtas.ie/ie/oireachtas/committee/dail/34/joint_committee_on_infrastructure_and_national_development_plan_delivery/submissions/2025/2025-07-16_submission-appendix-10-department-of-transport_en.pdf The estimate was then further reviewed by an external Expert Judgment Group. The resultant estimate formed the basis of the Preliminary Business Case (PBC) range of potential capital costs from €7.16bn to €12.25bn, excluding VAT. Further information can be found within the MetroLink PBC Section 4 and the supplementary paper Appendix L: Cost Forecasting Methodology. In September 2024 Dr. Sean Sweeney commenced his role as the MetroLink Programme Director. Dr. Sweeney and the MetroLink senior leadership team bring extensive international metro experience to the project. This highly qualified and experienced team have been leading the development of the Detailed Business Case, Project Execution Plan and Procurement Strategy, as required by the Infrastructure Guidelines at Approval Gate 2 (AG2) and are developing the MetroLink programme and tender documentation to procure the project. As part of the development of the Detailed Business Case a substantiative review and update is ongoing of the MetroLink costs. This update will include additional benchmarking against key project parameters. **PQ 238** The information provided in response to the above query sets out the cost estimation and international comparator processes undertaken in relation to MetroLink. Also, the assurance process in relation to the MetroLink project at Approval Gate 1 – approval to commence the planning process – involved comprehensive reviews by a number of parties. In addition to assurance work by the NTA in its role as Approving Authority, the Department of Transport (DoT) undertook extensive assessments of the MetroLink Preliminary Business Case, including a detailed review by its Strategic Research and Analysis Division. The DoT has also established a Major Projects Governance Oversight Group (MPGOG) which includes international specialists in major public transport projects. The MPGOG group also reviewed the MetroLink Preliminary Business Case in detail, assisted by JASPERS, a consultancy arm of the European Investment Bank. Ultimately those reviews fed into a process seeking Government approval for the MetroLink Preliminary Business Case and authorisation to progress the project. It is understood by the NTA that the process of seeking Government approval did include extensive engagement with the Department of Public Expenditure and Reform, but the NTA were not a direct party to those engagements.	**Michael Murphy, T.D**

				I trust that the above information is of assistance. Yours sincerely,	

20/01/2026	368	**PQ Referred: 4351/26, for answer 20/01/2026 , Written from - Emer Currie**	Dail Question No: 368 To ask the Minister for Transport for details on a service enhancement (details supplied); and if he will make a statement on the matter. Details Supplied: 38b Dublin Bus has been selected for additional weekday peak time trips as part of the next round of service enhancements, currently planned for 08 of February. Can we get details on the scheduling of the new services? 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, Dublin Bus. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 368 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. The next round of service enhancements on Dublin Bus routes is scheduled for Sunday, 08 February. As part of this enhancement, there will be an additional inbound service on route 38B, departing Damastown on weekdays at 07:26hrs. Full details of trip information can be found at this link: https://www.transportforireland.ie/plan-a-journey/timetables/ Please note that you need to select date from 08 February onwards to see the additional service. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

20/01/2026	364	**PQ Referred: 4267/26, for answer 20/01/2026, Written from - Michael Fitzmaurice**	Dail Question No: 364 To ask the Minister for Transport whether he accepts the principle that public expenditure decisions must not rely on the existence of a statutory default, whether by a local authority or another public body, as a basis for proceeding with discretionary funding decisions; if clarification will be provided in relation to a series of matters in relation to same (details supplied); and if he will make a statement on the matter. Details Supplied: 1. Whether funding approvals by the National Transport Authority are regarded as legally severable from underlying statutory non compliance by a recipient local authority.2. If such severability is relied upon: a. the legal or administrative authority supporting that position b. the circumstances in which it may be applied c. the safeguards in place to ensure compliance with Department of Public Expenditure requirements 3. Whether the Minister will confirm that neither his Department nor the National Transport Authority may treat a confirmed statutory breach as irrelevant to expenditure approval solely on the basis that infrastructure delivery is permitted in principle. 4. Whether the Minister will set out, in tabular form: a. the total amount of National Transport Authority funding approved and drawn down for projects in Skerries during the period in which no Local Area Plan was in place b. the governance and certification checks applied to that expenditure c. whether any additional controls or conditions were imposed arising from the absence of a Local Area Plan 5. Whether the Minister will confirm that public bodies are required to demonstrate that statutory planning obligations and public participation requirements were not frustrated or bypassed by the sequencing of funding and works. Answer The Transport Strategy for the Greater Dublin Area, 2022-2042 was prepared and published by the NTA in accordance with Section 12 of the Dublin Transport Authority Act, 2008. This statutory document sets out how transport will be developed across the region, covering Dublin, Meath, Wicklow and Kildare, over the period of the strategy. It was published following public consultation and has been approved by the Minister for Transport in	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 364 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. While noting that most of the sub-queries in this question are mainly non-location specific, I note that there is a specific reference to Skerries in the Fingal County Council area. There has been extension correspondence with the NTA in relation to the issue of a local area plan for Skerries and for Malahide. It is also worth noting that the pedestrianisation of New Street in Malahide by Fingal County Council, funded by the NTA, has been the subject of lengthy legal proceedings in the High Court, culminating in a Court judgement in April of last year. The outcome of that court case is relevant in responding to these queries. That judgement did find that Fingal County Council has not complied with section 19(1)(b) of the Planning and Development Act 2000 by failing to adopt a local area plan for Malahide. However, it is noteworthy that the Judge refused to quash the decision to undertake the project and stated that: “the pedestrianisation of New Street isn’t something done in a plan-related vacuum. Provision for that pedestrianisation is contained in the development plan, so the chief executive and council had plan-based guidance for the project”. It is fully acknowledged that the local authority did have a statutory obligation to prepare local area plans for Malahide and Skerries and have failed, to date, to do so. However, that default does not mean, and cannot mean, that all development in those areas – housing development, commercial development, domestic extensions, water and wastewater projects, energy installations, in addition to transport projects and a myriad of other development types - should not be progressed, and/or not be granted planning consent, in the absence of a local area plan. Such a position is not supported by the overall framework of planning legislation. In addition, the recent court case concerning New Street in Malahide does not reflect this position and confirmed that the absence of a local area plan did not preclude or prevent the pedestrianisation of the street in question. Indeed, the Judge in that case also stated, “[a} default in preparation of an overarching plan – whether national, regional, county-wide or local, can’t have the effect that decision-taking has to stop or can’t be lawfully completed.” In addition, while it is always preferable that all hierarchies of development planning are in place, it is not the position that there is an absence of a statutory framework governing transport provision in Malahide or Skerries. The Fingal County Development Plan provides the overall planning framework for the County. And a statutory overall transport strategy for the region is in place – the Greater Dublin Area Transport Strategy 2022-2042. The NTA is satisfied that, given the existence of a statutory county development plan and a statutory transport strategy, the absence of a local area plan does not preclude any development of any kind occurring in Malahide or Skerries at the present time. Accordingly, where projects align with that development plan, the NTA’s Transport Strategy and statutory objectives, the NTA will continue to support those projects where it considers that there is a sufficient basis to do so. In relation to the specific items in your question, these are addressed in turn below. 1. Whether funding approvals by the National Transport Authority are regarded as legally severable from underlying statutory non compliance by a recipient local authority. Response: The High Court judgement referenced earlier addressed the issue of severability where it declared that Fingal County Council had not complied with their obligation to prepare a Local Area Plan	**Michael Fitzmaurice, T.D.**

			accordance with the relevant legislation. The current strategy provides a framework for the planning and delivery of, and investment in transport infrastructure and services across the region over a 20-year-period from 2022 to 2042. The Strategy provides a clear statement of transport planning policy for Dublin and surrounding counties. The Strategy has been developed to be consistent with the spatial planning policies and objectives set out in the Regional Spatial and Economic Strategy (RSES) as adopted by the Eastern and Midland Regional Assembly. These objectives in turn are consistent with the National Planning Framework and the National Development Plan as set out in Project Ireland 2040. The principal functions of the NTA under theDublin Transport Authority Act 2008include promoting increased recourse to cycling and walking as a means of transport, as well as securing the provision of public transport infrastructure, and effective management of traffic and transport demand. The NTA may also do all such things as arise out of, or are consequential on, or are necessary, or expedient for, the performance of its functions or are ancillary thereto. In relation to the existence or non existence of a Local Area Plan, at a local level the responsibility for the preparation of a Local Area Plan rests with the relevant Local Authority, in this instance Fingal County Council are the responsible Local Authority with regard to Skerries. The Minister for Housing, Local Government and Heritage, in conjunction with the Office of the Planning Regulator operationally, oversees the development and implementation of national planning policy and legislation at local and regional levels. It is important to highlight the ruling made by the High Court which determined that the lack of a Local Area Plan does not preclude the development and delivery of infrastructure projects in a certain area, when they have been provided for in an overarching plan or strategy. I am also given to understand that the NTA further clarified in response to a previous question posed by the Deputy that “Under planning legislation, local authorities’ development plans and local area plans are required to be consistent with	for Malahide while confirming that this did not preclude the New Street scheme from proceeding. 2. If such severability is relied upon: a. the legal or administrative authority supporting that position b. the circumstances in which it may be applied c. the safeguards in place to ensure compliance with Department of Public Expenditure requirements. Response: See response to Query 1 above. 3. Whether the Minister will confirm that neither his Department nor the National Transport Authority may treat a confirmed statutory breach as irrelevant to expenditure approval solely on the basis that infrastructure delivery is permitted in principle. Response: As identified earlier, and as reflected in the High Court decision, the NTA is satisfied that, given the existence of a statutory county development plan and a statutory transport strategy, the absence of a local area plan does not preclude the grant funding of appropriate transport projects in the relevant towns. 4. Whether the Minister will set out, in tabular form: a. the total amount of National Transport Authority funding approved and drawn down for projects in Skerries during the period in which no Local Area Plan was in place b. the governance and certification checks applied to that expenditure c. whether any additional controls or conditions were imposed arising from the absence of a Local Area Plan. Response: The NTA are currently and have been funding two Active Travel schemes in Skerries during this period. The relevant information on these two projects is set out below. • Skerries, Harbour Road – Upgrade existing footpaths, improved pedestrian crossing facilities and cycle facilities. Part 8 Planning has been completed with decision to Grant permission at the June 2025 Council meeting. Project is currently at the detailed design stage with proposed construction in 2027. Cost expenditure to date: €227k • Skerries Active Travel Plan - To improve walking and cycling infrastructure in Skerries. Current status is to progress an Options Report which will allow establishment of possible projects. It is also intended to carry out non-statutory public consultation with various stakeholders and the general public. Cost expenditure to date: €446k 5. Whether the Minister will confirm that public bodies are required to demonstrate that statutory planning obligations and public participation requirements were not frustrated or bypassed by the sequencing of funding and works. Response: As stated above, the NTA is satisfied that, given the existence of a statutory county development plan and a statutory transport strategy, the absence of a local area plan does not preclude any development of any kind occurring in Malahide or Skerries at the present time. Accordingly, where projects align with that development plan, the NTA’s Transport Strategy and statutory objectives, the NTA will continue to support those projects where it considers that there is a sufficient basis to do so. I trust that the above information is of assistance.	

			the NTA's Transport Strategy. While it is always preferable that all hierarchies of development planning are in place, it is not the position that there is an absence of a statutory framework governing transport provision in any location in Fingal where a local area plan has not yet been developed. Accordingly, where projects align with the NTA's Transport Strategy and statutory objectives, the NTA will continue to support those projects where it considers that there is a sufficient basis to do so". Under the provisions of the Infrastructure Guidelines, any Exchequer investment proposal with an estimated capital cost of over €200 million requires government approval. The NTA is also statutorily enabled to make grants, out of moneys provided by the Oireachtas, to public transport authorities including local authorities as road authorities, to secure public transport infrastructure. That public transport infrastructure includes, but is not restricted to,cycleways, cycle and pedestrian facilities and interchange facilities. Further, the NTA is enabled by statute to allocate moneys and make payments to road authorities in relation to traffic and demand management measures. In light of the above it is clear that a statutory basis is in place. Government is committed to transforming the transport system in Ireland ensuring that it will meet the evolving needs of the population andtheeconomy and that it will help achieve our ambitions of more sustainable transport and greater modal shift. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply on the questions posed. Please contact my private office if you do not receive a reply within 10 working days.	Yours sincerely,	

20/01/2026	362	**PQ Referred: 4258/26, for answer 20/01/2026 , Written from - Emer Currie**	Dail Question No: 362 To ask the Minister for Transport for clarity on the terms used by the NTA (details supplied); and if he will make a statement on the matter. Details Supplied: Parliamentary Question No. 173 of 03 July, which was referred to the National Transport Authority (NTA) for reply sought “the breakdown of the funding that has been invested in new bus routes versus existing services from 2020-2025 in Dublin, by year, in tabular form. The PQ response provided a table outlining funding for ‘new services’ and ‘enhanced services’. In Parliamentary Question No. 227 of 25 March 2025, which has been referred to the National Transport Authority (NTA) for reply, a table was provided illustrating budget invested in the bus network in Dublin West between 2020 and 2024 to deal with capacity issues. Funding was titled ‘new routes’ and ‘enhancements’. Funding in the first question (Dublin) was 0.00 for new services in 2024. However, funding for new routes in the second question (Dublin West) was 2,883,072 euro in 2024. Could the NTA provide a clear outline/definition of what they mean by ‘new services’, ‘enhanced services’, ‘new routes’, and ‘enhancements’? 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 theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 362 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. The data provided in response to Parliamentary Questions No. 227 of 25 March 2025 and No. 173 of 03 July are not directly comparable, hence the differences noted in your query. The data provided in response to PQ No. 227 related to the total investment in additional bus services in the Dublin West constituency across all contracts, including those operated by GoAhead Ireland as well as Dublin Bus. The data outlined in PQ No. 173 related to total investment in services operated under the Dublin Bus Direct Award Contract only, as noted in that response. For clarity, the categorisation of New Services / Routes relates to the introduction of a entirely new routes, as occurs through the BusConnects Network Redesign Programme, while enhancements relate to adjustments to existing routes, including additional peak trips or increased frequency of services. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

20/01/2026	305	**PQ Referred: 3445/26, for answer 20/01/2026 , Written from - Colm Burke**	Dail Question No: 305 To ask the Minister for Transport to give consideration to the provision of a 24-hour bus service for an area (details supplied); and if he will make a statement on the matter. Details Supplied: The provision of 24-hour bus service for the Glanmire area. Many residents in Glanmire and the surrounding area rely on public transportation, particularly outside of regular hours of work and essential travel. A 24-hour service would greatly improve accessibility and safety for those who depend on it. 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 theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 305 of 15 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We plan to introduce a second 24-hour bus route into the Cork Network through the BusConnects Programme. Once implemented there will be a 24-hour service on an east to west corridor, Ballincollig to Mahon, and a north to south corridor, Carrigaline to Hollyhill. Both services will operate via the city centre. There are no plans for a 24-hour service for Glanmire however the request is noted should future opportunities arise. Any further enhancements to operating hours will be subject to funding and the availability of resources. More information on the BusConnects Programme is available at: https://busconnects.ie/cities/cork/cork-bus-network-redesign/ I trust that the above information is of assistance. Yours sincerely,	**Colm Burke, T.D.**

Data Classification: Public

20/01/2026	359	**PQ Referred: 4239/26, for answer 20/01/2026 , Written from - Roderic O'Gorman**	Dail Question No: 359 To ask the Minister for Transport the planning that has been put in place for alternative public transport for commuters using the Maynooth train line; when that line is shut to allow the DART Plus West works to take place; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ West will provide an extension of DART services from the City Centre to M3 Parkway and Maynooth, and the construction of a new depot and city centre enhancements. Conditional planning approval was granted for DART+ West in July 2024. Procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. Funding has been provided in the NDP Sectoral Investment Plan published by my Department in November 2025 to advance DART+ West. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 359 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. As with any major infrastructural works on the railway, a number of planned temporary full and partial line closures will be required to facilitate rail upgrade works, bridge renewal, resignalling and overhead electrification works from Maynooth to the City centre as part of the Dart+ West construction. As much as possible temporary closures are planned for weekends, bank holidays and evenings to avoid disruption to commuters. However some disruption will be inevitable, and the project delivery team will plan for the deployment of bus replacement services during these periods. Irish Rail is currently developing tender documentation for the design and construction of the main works packages, which will include a series of proposed shut downs and engineering “windows” within which contractors will be allowed to carry out disruptive works, to ensure that contractors will not impact the operational railway more than it is strictly necessary, within the proposed high level methodology. It is the intention of Irish Rail and NTA, that well in advance of works starting, and possibly during the earlier development of the construction design by the selected contractors, a full calendar of planned closures will be published including information on bus replacement services and arrangements with other PSO (Public Service Obligation) operators (for example where rail tickets will be accepted by bus operators) if that is applicable. These may include bus replacements for the full line closures or for partial line closures. For example, for the part of works that will impact the rail line in the city centre for longer periods of time (due to the important works associated with Metrolink interchange at Glasnevin and the connections with the new Spencer Dock station), from Glasnevin to Connolly, it could be expected that subject to construction design, a temporary turn back facility could be installed at Broombridge, for trains to terminate there, where higher frequency Luas Green Line operation will ensure transport continuity towards the city centre on rail based mode. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

20/01/2026	303	**PQ Referred: 3375/26, for answer 20/01/2026 , Written from - Grace Boland**	Dail Question No: 303 To ask the Minister for Transport the reason real time passenger information signage at the bus stop located beside Balbriggan Garda station (stop number 137131) was removed; the reason it has not been replaced; when a replacement real time information display will be installed as a matter of urgency; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters and any related displays. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 303 of 20 January last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Bus Éireann advised the NTA of damage to the RTPI (Real Time Passenger Information) pole at this location as a result of a road traffic accident. Arising from the damage caused by the accident, the RTPI unit was subsequently removed from this location for health and safety reasons following a site visit by the supplier who maintains these units. When the unit was first installed, it was powered off the local authority's public lighting circuit. Under current regulations controlling who can distribute power supplies to other consumers, the powering of this supply off the local authority's public lighting network to the NTA's RTPI sign is no longer permitted. Accordingly, in order to repower a replacement pole and sign, a new electrical power supply is required to bring the unit back into operation, in line with current statutory requirements. Applying for a new connection from ESB Networks and constructing that new connection is expensive. To make such a connection more economic, we are exploring whether we can get a singular electrical connection to power both the bus shelter (it is currently solar powered) and the nearby RTPI pole. We expect to know shortly if that is possible, in which case we will seek a new ESB connection, and evaluate the likely costs when received. In the meantime, it is worth noting that all of the information available on such RTPI Displays is also available through the NTA's app for RTPI - "TFI Real Time Ireland 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 indicating the particular bus stop number. Simply inserting that number into the App provides the RTPI information on bus arrival times at that stop. The App and the RTPI units are supported by the same back of house data feed. There is no difference between the information contained on RTPI units and on the App. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

20/01/2026	301	**PQ Referred: 3373/26, for answer 20/01/2026 , Written from - Grace Boland**	Dail Question No: 301 To ask the Minister for Transport whether any analysis has been carried out by his Department, the National Transport Authority or Iarnród Éireann on displacement effects arising from fare increases, including commuters travelling from Skerries choosing to drive to and board trains at Rush and Lusk railway station due to substantially lower fare costs; 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, for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts, and any research and/or analysis into the same. In light of their responsibility in this area, I have forwarded the Deputy's question to the NTA and Iarnród Éireann for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 301 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA will carry out an assessment of the changes in travel patterns and passenger numbers since the fare changes in the commuter area in the coming months. This is to enable a sufficient period of time to elapse since the rollout of the new Dublin Commuter zones and associated fare changes in April 2025. In addition, the NTA publishes an annual Heavy Rail Census of boarding / alighting on a per station basis. The 2025 report is not yet available and is likely to be published in the first half of 2026. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

20/01/2026	358	**PQ Referred: 4238/26, for answer 20/01/2026 , Written from - Roderic O'Gorman**	Dail Question No: 358 To ask the Minister for Transport if the proposed Cabra train station can go ahead in advance of the DART south west project and serve commuters using the existing service that run from Newbridge and Hazelhatch/Celbridge to Connolly and Grand Canal Dock; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme and the provision of new railway stations. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ South West will extend DART services from the City Centre to Hazelhatch and Celbridge including four-tracking from Park West to Heuston. A Railway Order was approved for DART+ South West by An Coimisiún Pleanála in November 2024. In addition, procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. The 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 Cabra to better serve the suburb and surrounding areas. Cabra 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. A public information campaign on Cabra Train Station was held by Iarnród Éireann during June/July 2025.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 358 of 20 January 2026, which was referred to the National Transport Authority for reply. The Cabra Station project is currently being developed in parallel with the DART+ programme, however it is at an earlier stage of development and statutory planning approval has not yet been obtained. The current programme envisaged that planning approval would be obtained and design would be progressed to enable to construction of the station to be undertaken as part of the DART+ South West construction contracts. The NTA has allocated funding to allow the Cabra Station project to continue progressing towards the statutory planning phase. At this stage, the timing of construction of the Cabra Station will require further consideration when and if planning approval is secured and further clarity is available on the timeline for delivery of the DART+ South West programme including advanced and enabling works packages which may be delivered in advance of the main works contracts, which under the current Transport Sectoral Investment Plan are scheduled to commence from 2030. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

			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 within10 days.		

20/01/2026	357	**PQ Referred: 4237/26, for answer 20/01/2026 , Written from - Roderic O'Gorman**	Dail Question No: 357 To ask the Minister for Transport if funding will be provided under the NDP for the double tracking of the rail line between Galway City and Athenry; the expected timeframe for the delivery of this project; and if he will make a statement on the matter. Answer The Department of Transport is working with the National Transport Authority (NTA) and Iarnród Éireann (IÉ) to progress a number of rail projects in Galway, including double tracking of the line between Athenry and Galway. In order to progress this project, Iarnród Eireann appointed a Multidisciplinary Engineering Consultancy and the Galway Line Capacity Study commenced last summer. The development of an emerging preferred option is expected to be identified later this year. Separately and related, works commenced at Oranmore station last October. This project will provide an additional platform and a passing loop, increasing capacity on the Galway to Athenry line. This project is scheduled to be completed next year and will be of immediate benefit to the route. Works are also progressing to upgrade Galway Ceannt station, and these works, which are scheduled to be completed later this year, will increase the number of platforms from two to five, which will support the growth in train service frequencies envisioned under the All-Island Strategic Rail Review. In order to start making the vision set out in the Rail Review a reality, the NDP Sectoral Investment Plan for Transport, which my Department published in November last year, provides funding to advance a number of Early Interventions, to be delivered by 2030, including new track passing loops and platforms to boost the rail network's resilience and capacity. Included in these Early interventions are new platforms at Clara and Woodlawn on the Galway line, which will support journeys between Dublin and Galway. The Sectoral Plan also provides funding to commence the construction of the reinstatement of	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 357 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. As such, we have nothing further to add to the Ministers response. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

			the Western Rail Corridor between Claremorris and Athenry. Progressing these projects in the years ahead will deliver an enhanced rail service for the people of Galway. Noting the NTA and IÉ's responsibility in the matters referred to, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within10 days.		

20/01/2026	355	**PQ Referred: 4172/26, for answer 20/01/2026 , Written from - Sorca Clarke**	Dail Question No: 355 To ask the Minister for Transport number of bus services, scheduled departures affecting Longford-Westmeath PSO routes in 2024 and 2025, in tabular form. 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 theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 355 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. In response to this Parliamentary Question, please see timetables attached of the relevant PSO (Public Service Obligation) Local Link services in Longford/ Westmeath. In addition, please see links below to the timetables for Bus Éireann's PSO services in the area. https://www.buseireann.ie/routes-pages/longford-services https://www.buseireann.ie/routes-pages/westmeath-services I trust that the above information is of assistance. Yours sincerely,	**Sorca Clarke, T.D.**

20/01/2026	293	**PQ Referred: 3332/26, for answer 20/01/2026 , Written from - Eoin Ó Broin**	Dail Question No: 293 To ask the Minister for Transport to confirm comments made by him in a report (details supplied) that there is flexibility within the NDP with regard to the delivery of projects; if any reconsideration of projects is ongoing; if so, if DART+ Southwest is included in this; and if he will make a statement on the matter. Details Supplied: Irish Times Report of Thursday 8th January - https://www.irishtimes.com/transport/2026/01/08/funding-approval-for-dart-south-west-could-be-brought-forward-to-pre-2030/ Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ South West will extend DART services from the City Centre to Hazelhatch and Celbridge including four-tracking from Park West to Heuston. A Railway Order was approved for DART+ South West by An Coimisiún Pleanála in November 2024. In addition, procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. The Government is committed to the delivery of major public transport projects. That commitment is evidenced by last year's review of the National Development Plan which allocated a total of €24.3 billion in Exchequer funding to transport projects from 2026 to 2030.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 293 of 20 January 2026, which was referred to the National Transport Authority for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. As such, we have nothing further to add to the Ministers response. I trust that the above information is of assistance. Yours sincerely,	**Eoin O'Broin, T.D**

			Of this total allocation, funding of circa €10 billion for public transport infrastructure is earmarked from 2026 to 2030, in addition to the €2 billion for MetroLink, primarily in line with the Department's NIFTI intervention hierarchy of Maintain, Optimise, Improve, and New. This approach involves prioritising investment in the protection andrenewal of existing assets before investing in new ones, on economic and environmental grounds. This is an unprecedented level of investment in transport and represents an almost 87% increase as compared to the last five-year period under the previous NDP. However, it also a simple fact that within any funding envelope, no matter how big, there are decisions required in relation to sequencing and prioritisation and those are the decisions that come with the responsibilities of being in Government. Funding secured under this NDP will see construction start before 2030 on the DART+ programme, beginning with DART+ West, which is the crucial enabler of the rest of the programme and particularly DART+ South-West. DART+ West must be advanced as it will provide the depot capacity for the new fleet to be used on South-West and also will provide the capacity in the city centre to allow for South-West services to proceed. The CPO processes for South-West will commence this year and aspects of the procurement frameworks put in place for DART+ West will be available for use on South-West when its main construction works commence, which I hope to accelerate through the additional NDP funding made available in 2028 onwards. Related, my Department will also explore any EU funding which may become available to accelerate public transport projects. 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 within10 days.		

20/01/2026	312	**PQ Referred: 3532/26, for answer 20/01/2026 , Written from - John Connolly**	Dail Question No: 312 To ask the Minister for Transport for an update on the development of a second platform and passing loop at the train station in Oranmore, County Galway; 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, including the upgrade works at Oranmore train station. This project at Oranmore will provide an additional platform and a passing loop, increasing capacity on the line between Athenry and Galway. The construction of an underpass at the station commenced in October 2025, which will provide pedestrian access to the new platform, with main construction of the platform and passing loop due to start early this year and the project scheduled to be completed in 2027. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 312 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. As such, we have nothing further to add to the Ministers response. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**

20/01/2026	356	**PQ Referred: 4236/26, for answer 20/01/2026 , Written from - Roderic O'Gorman**	Dail Question No: 356 To ask the Minister for Transport for an update on the proposed DN2 bus route linking Haynestown to Fatima, Dundalk in County Louth; 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's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 356 of 20 January 2026, which was referred to the National Transport Authority for reply. Discussions are ongoing with the Department of Transport in respect of the Public Service Obligation (PSO) programme generally and regarding funding of new bus services, including a potential new bus route serving Dundalk Town. Until those discussions are complete, we are not in position to confirm when this route would be implemented. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

20/01/2026	310	**PQ Referred: 3520/26, for answer 20/01/2026 , Written from - Pádraig Rice**	Dail Question No: 310 To ask the Minister for Transport the progress made on BusConnects Cork; to provide an updated timeline for delivery;; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Cork.As Deputy may be aware, I secured Cabinet approval for BusConnects Cork in October 2025. With that decision, the Government issued Approval Gate 1 approval in line with the Infrastructure Guidelines, allowing the three Sustainable Transport Corridor schemes to enter the planning system. These schemes will provide for a total of 11 Sustainable Transport Corridors. Following public consultation, the new BusConnects Cork network was published in June 2022, and it aims to provide an increase of over 50% in bus services across the city. Planning for the implementation of the new bus network has commenced and it is expected that the new network will be implemented on a phased basis in the coming years. Implementation will be subject to funding and resources available. 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 within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 310 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. The BusConnects Cork programme is made up of a number of different elements and is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes. **New Cork Bus Network** Detailed planning for the implementation of the new bus network (Network Redesign) is well underway. The new network aims to provide an increase of over 50% in bus services across the city. The NTA is currently discussing funding for new bus services with the Department of Transport and precise dates for introducing the new services are dependent on the outcome of these funding discussions as well as on operational readiness. We are currently working on the delivery of hundreds of new and upgraded bus stops across the city in advance of the new network rollout. As part of this, BusConnects Cork has issued information leaflets to people living in close proximity of these planned bus stop works. **Sustainable Transport Corridors** Sustainable Transport Corridors (STCs) are bus priority infrastructure schemes along key bus corridors in the city. They will have dedicated bus lanes or other bus priority measures, with improved cycling and pedestrian facilities. To date, three rounds of non-statutory public consultation on STCs have taken place, with each round requiring extensive public engagement. Across the three rounds of public consultation, the NTA received more than 9,800 submissions and the feedback received has informed the design development. We are currently preparing all the required documentation ahead of submitting the statutory consent applications for the STC schemes to An Coimisiún Pleanála. We anticipate we will begin submitting these applications, on a phased basis, beginning in Q2 this year. In addition, a new bus depot in Tivoli is expected to open later this year which will facilitate the additional bus fleet needed for Cork, and provision of chargers for electric fleet at Capwell depot. We are also progressing a new depot at Kinsale Road. I trust that the above information is of assistance. Yours sincerely,	**Padraig Rice, T.D**

20/01/2026	292	**PQ Referred: 3331/26, for answer 20/01/2026 , Written from - Eoin Ó Broin**	Dail Question No: 292 To ask the Minister for Transport the reason the DART+ Southwest project has not been prioritised within the NDP given the real need and demand for the service across constituencies; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ South West will extend DART services from the City Centre to Hazelhatch and Celbridge including four-tracking from Park West to Heuston. A Railway Order was approved for DART+ South West by An Coimisiún Pleanála in November 2024. In addition, procurement for DART+ South West and West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. The Government is committed to the delivery of major public transport projects. That commitment is evidenced by last year's review of the National Development Plan which allocated a total of €24.3 billion in Exchequer funding to transport projects from 2026 to 2030. Of this total allocation, funding of circa €10 billion for public transport infrastructure is earmarked from 2026 to 2030, in addition to the €2 billion for MetroLink, primarily in line with the Department's NIFTI intervention hierarchy of Maintain, Optimise, Improve, and New. This approach involves prioritising investment in the protection and renewal of existing assets before investing in new ones, on	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 292 of 20 January 2026, which was referred to the National Transport Authority for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. As such, we have nothing further to add to the Ministers response. I trust that the above information is of assistance. Yours sincerely,	**Eoin O'Broin, T.D**

			economic and environmental grounds. This is an unprecedented level of investment in transport and represents an almost 87% increase as compared to the last five-year period under the previous NDP. However, it also a simple fact that within any funding envelope, no matter how big, there are decisions required in relation to sequencing and prioritisation and those are the decisions that come with the responsibilities of being in Government. Funding secured under this NDP will see construction start before 2030 on the DART+ programme, beginning with DART+ West, which is the crucial enabler of the rest of the programme and particularly DART+ South-West. DART+ West must be advanced as it will provide the depot capacity for the new fleet to be used on South-West and also will provide the capacity in the city centre to allow for South-West services to proceed. The CPO processes for South-West will commence this year and aspects of the procurement frameworks put in place for DART+ West will be available for use on South-West when its main construction works commence, which I hope to accelerate through the additional NDP funding made available in 2028 onwards. Related, my Department will also explore any EU funding which may become available to accelerate public transport projects. 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 within10 days.		

20/01/2026	327	**PQ Referred: 3572/26, for answer 20/01/2026 , Written from - Peter 'Chap' Cleere**	Dail Question No: 327 To ask the Minister for Transport if he will provide an updated list of all schools in County Kilkenny currently participating in the Safe Routes to School Programme; the most recent status of each school, including any newly added schools or those progressing through assessment or implementation; and if he will make a statement on the matter. 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. 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 932 applications were received from schools across every county in Ireland. Schools are processed in tranches with 4 rounds having been announced to date. 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. Following the announcement of Round 4 of the SRTS Programme in December 2025, 15 schools in Kilkenny County Council are now active in the Programme, with works at 5 of these schools having been completed. The remaining schools are at various levels of design and development. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 327 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. 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 16 of April 2021, 932 applications had been received from schools in every county in Ireland. A total of 24 schools in Kilkenny County applied for the scheme, split as follows: • 5 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); • 5 school included in Round 4 of the SRTS Programme (launched in December 2025); • 9 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. As of December 2025, out of the schools already engaged in the programme there are: • 6 SRTS schemes are completed incorporating front of school ‘School Zone’ measures; • 2 schools are at Preliminary Design stage; • 1 school is at options development; • The 5 Round 4 schools are at the moment in their engagement process; • 1 school deferred from the programme. 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. I trust that the above information is of assistance. Yours sincerely,	**Peter 'Chap' Cleere, T.D**

Data Classification: Public

20/01/2026	338	**PQ Referred: 3964/26, for answer 20/01/2026 , Written from - Emer Currie**	Dail Question No: 338 To ask the Minister for Transport for an update on the underpass at Ashtown station following the recent NDP review; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme, which comprises five different projects in and around the GDA, will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ West, which will serve Ashtown Station, will provide an extension of DART services from the City Centre to M3 Parkway and Maynooth, and the construction of a new depot and city centre enhancements. Conditional planning approval was granted for DART+ West in July 2024.Procurement for DART+ West is progressing with pre-qualification questionnaires (PQQ) notices for Design and Build works advertised in May 2025. Funding secured under the NDP Sectoral Investment Plan, published by the Department of Transport in November 2025, will see construction start before 2030 on the DART+ programme, beginning with DART+ West, which is the crucial enabler of the rest of the programme. 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 within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 338 of 20 January 2026, which was referred to the National Transport Authority for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Ministers response, we would note that it is intended to issue a request for tenders for various engineering construction works along this line in Q4 of this year. It is likely that the contract for this overall package of works will be awarded towards the end of next year. That package of works does include construction of the revised road layout at/close to Ashtown Station. However, because this is only one part of a larger construction contract, we will not be in a position to confirm the likely commencement date for works on site at Ashtown until the contractor is appointed and has developed his construction programme. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

20/01/2026	330	**PQ Referred: 3626/26, for answer 20/01/2026 , Written from - Ciarán Ahern**	Dail Question No: 330 To ask the Minister for Transport to list the roles within public or semi-State organisations under his Department that are excluded from the single public service pension scheme; the number of people employed in those roles, in tabular form; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer The information requested, which relates to the pension scheme(s) in effect in the public or semi-state Bodies under the aegis of my Department, is an operational matter for those State Bodies themselves. I have referred the Deputy's question to the bodies and have requested that a response should issue within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 330 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA does not have any employees that are excluded from the public service pension scheme. I trust that the above information is of assistance. Yours sincerely,	**Ciaran Ahern, T.D**

20/01/2026	326	**PQ Referred: 3571/26, for answer 20/01/2026 , Written from - Peter 'Chap' Cleere**	Dail Question No: 326 To ask the Minister for Transport if he will provide an updated list of all schools in County Carlow currently participating in the Safe Routes to School Programme; the most recent status of each school, including any newly added schools or those progressing through assessment or implementation; and if he will make a statement on the matter. 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. 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 932 applications were received from schools across every county in Ireland. Schools are processed in tranches with 4 Rounds having been announced to date. 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. Following the announcement of Round 4 of the SRTS Programme in December 2025, 9 schools in Carlow County Council are now active in the Programme, with works at 4 of these schools having been completed. The remaining schools are at various levels of design and development. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 326 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. 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 16 of April 2021, 932 applications had been received from schools in every county in Ireland. A total of 23 schools in Carlow County applied for the scheme, split as follows: • 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); • 2 school included in Round 4 of the SRTS Programme (launched in December 2025); • 12 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. As of December 2025, out of the schools already engaged in the programme there are: • 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 are currently undergoing Statutory Process with public consultation; • The 2 Round 4 schools are at the moment in their engagement process; • 2 schools deferred from the programme. 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. I trust that the above information is of assistance. Yours sincerely,	**Peter 'Chap' Cleere, T.D**

20/01/2026	321	**PQ Referred: 3562/26, for answer 20/01/2026 , Written from - Peter 'Chap' Cleere**	Dail Question No: 321 To ask the Minister for Transport the progress that has been made in expanding Local Link services in Carlow; whether additional routes, increased frequency, or evening and weekend services are planned for 2026; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 321 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. Our current focus in relation to rural transport services is on consolidating existing services and implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan, subject to funding availability. There are a number of new routes and route enhancements under this plan that are still to be implemented in Carlow. The timetable of implementation of these services is subject to availability of resources including funding availability and agreement on priorities with the relevant TCU (Transport Coordination Unit). As of yet, we don't have a definitive timeframe for the implementation of these services. I trust that the above information is of assistance. Yours sincerely,	**Peter 'Chap' Cleere, T.D**

20/01/2026	353	**PQ Referred: 4146/26, for answer 20/01/2026 , Written from - Michael Healy-Rae**	Dail Question No: 353 To ask the Minister for Transport if there are plans to introduce a daily bus service from Kenmare to Cork (details supplied); and if he will make a statement on the matter. Details Supplied: Minister there is a lack of transport between Kenmare and Cork City. A person living in Kenmare needs to travel to Killarney to avail of a bus service to Cork City. This service would benefit so many people both young and old. Students could use it for college purposes and others for shopping and hospital trips. College students would be able to live at home and save on the enormous rates of rent they are paying. So many people in Kerry need to travel to Cork for hospital appointments and this service would be massively supported. While I welcome the funding from 2026 for rural transport a service from Kenmare to Cork City is also vital. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally including the Connecting Ireland Rural Mobility Plan. In light of the NTA responsibilities 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.	Dear Minister, I refer to the matter you raised in Parliamentary Question No. 353 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has no current plans for a regular TFI (Transport for Ireland) bus service to operate from Kenmare to Cork. Our current focus in relation to rural transport services is on consolidating the existing Local Link network and, subject to funding, implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. Public transport options for people wishing to travel between Kenmare and Cork can be accessed by using our Journey Planner, link below, or the TFI Live app. https://www.transportforireland.ie/ I trust that the above information is of assistance. Yours sincerely,	**Michael Healy-Rae, T.D.**

20/01/2026	342	**PQ Referred: 3972/26, for answer 20/01/2026 , Written from - Michael Cahill**	Dail Question No: 342 To ask the Minister for Transport to request the National Transport Authority to provide the necessary funding for a new local link bus service between a location (details supplied) at the Gap of Dunloe on to Beaufort village and onwards to Killarney town in County Kerry, to take into consideration that Killarney and the Gap of Dunloe are two of the busiest tourist regions in the country, are populated residential areas; and if he will make a statement on the matter. Details Supplied: Kate Kearney's Cottage at the famous tourist attraction Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing and monitoring the provision of public passenger transport services nationally, including allocating funding to Transport Coordination Units. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 342 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. Discussions are ongoing with the Department of Transport in respect of the Public Service Obligation (PSO) programme generally and regarding funding for new or enhanced public transport services, including Local Link services. Given funding constraints and competing priorities, we have no current plans for additional Local Link services between Killarney and the Gap of Dunloe/Kate Kearney's Cottage. However, there are a number of licenced operators who provide commercial services from Killarney out to the Gap of Dunloe & Kate Kearney's Cottage. I would also note that there is a DRT (Demand Responsive Transport) Route R31 covering Beaufort Fossa Killarney operating every Friday. I trust that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

Data Classification: Public

20/01/2026	320	**PQ Referred: 3561/26, for answer 20/01/2026 , Written from - Peter 'Chap' Cleere**	Dail Question No: 320 To ask the Minister for Transport the progress that has been made in expanding Local Link services in Kilkenny; whether additional routes, increased frequency, or evening and weekend services are planned for 2026; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing and monitoring the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 320 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. Our current focus in relation to rural transport services is, Our current focus in relation to rural transport services is on consolidating the existing Local Link network and, subject to funding, implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. There are a number of new routes and route enhancements under this plan that are still to be implemented in Kilkenny. The timetable of implementation of these services is subject to availability of resources including funding availability and agreement on priorities with the relevant TCU (Transport Coordination Unit). As of yet, we don't have a definitive timeframe for the implementation of these services. I trust that the above information is of assistance. Yours sincerely,	**Peter 'Chap' Cleere, T.D**

21/01/2026	52	**PQ Referred: 4771/26, for answer 21/01/2026 , Written from - Shane Moynihan**	Dail Question No: 52 To ask the Minister for Transport to provide details of Local Link routes that saw increased capacity in 2025. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally including the Connecting Ireland Rural Mobility Plan. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 52 of 21 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Please find below a table of all Local Link services introduced or enhanced under the Connecting Ireland programme 2025. The figures are available periodically and there are 13 four-week periods in a year. Note the services listed below were improved at various times during the year, and passenger numbers are subject to seasonal effects in many cases. Also note many other Local Link services (not listed here) were not enhanced but nonetheless saw passenger growth during 2025.	**Shane Moynihan, T.D**

Route	Period1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	Total
183 Glendalough - Arklow	2,277	4,441	4,992	4,989	6,057	5,864	6,197	6,774	6,822	6,097	6,306	4,724	2,627	68,167
891 Fiddown - Kilkenny	133	1,324	1,824	2,039	2,052	2,340	2,823	2,919	2,999	2,767	2,804	2,465	2,400	28,889
895 Sallins - Glendalough	-	-	-	-	-	-	-	-	-	-	-	-	780	780
WW10 Carnew - Baltinglass	10	18	28	28	24	21	61	121	88	19	29	31	35	513
172 Cootehill - Virginia	-	-	-	-	-	-	-	-	244	487	668	742	772	2,913
178 Kells - Cootehill	-	-	-	-	-	-	-	-	-	-	179	439	640	1,258
929 Corlough - Cavan	1,826	2,265	2,693	2,392	2,074	2,184	2,043	1,940	1,935	2,330	2,380	2,637	2,064	28,763
255 Kinsale - Cork West	-	-	-	-	-	-	-	-	247	740	719	748	586	3,040
263 Allihies - Castletownbere	-	-	-	369	663	708	695	957	936	547	530	479	433	6,317
530 Mallow - Fermoy	-	-	-	-	-	-	-	-	1,163	1,827	2,513	2,137	2,238	9,878
563 Dromahair - Sligo	2,664	3,527	3,376	3,272	2,670	2,372	2,439	2,095	2,261	3,301	3,551	3,747	3,193	38,468
564 Ballinamore - Carrick on Shannon	3,311	4,224	4,348	4,383	4,595	4,675	4,544	4,727	4,689	4,513	4,493	4,037	4,051	56,590
983 Kinlough - Ballyshannon	4,110	4,726	5,505	5,089	5,660	5,752	5,775	5,594	6,105	5,363	5,274	5,279	4,883	69,115
548 Loughrea - Ballinasloe	232	369	402	413	377	377	383	989	1,254	1,302	1,388	1,471	1,374	10,331
280 Waterville - Killarney	4,802	5,854	6,549	7,305	7,737	7,917	9,026	10,050	9,597	8,486	7,578	7,354	7,116	99,371
888 Athy - Allenwood	-	-	-	-	-	115	322	416	613	570	679	695	633	4,043
834 Roscrea - Portlaoise	3,739	4,894	4,830	4,889	4,802	4,578	5,126	4,957	5,298	4,840	5,147	4,892	4,709	62,701
318 Ennis - Limerick	1,105	1,341	1,303	1,287	1,237	1,218	1,561	1,289	1,354	1,435	1,556	1,625	1,431	17,742
351 Cliffs of Moher - Galway	-	-	-	-	-	-	-	1,710	3,487	2,990	3,280	2,675	2,315	16,457
570 Boyle - Roscommon	1,347	1,792	2,058	1,986	1,882	1,472	1,597	1,536	1,712	1,670	1,690	1,935	1,522	22,199
816 Longford - Mullingar	-	-	-	-	-	-	-	-	-	314	580	759	865	2,518
862 Longford - Cavan	-	-	-	-	-	-	-	-	-	1,333	5,603	6,344	4,818	18,098
865 Granard - Longford	1,705	2,082	2,078	2,262	2,046	2,103	2,393	2,230	2,200	2,056	2,332	2,316	2,226	28,029
163 Drogheda - Brú na Bóinne	1,218	1,350	1,469	1,458	1,612	1,462	1,493	1,364	1,684	1,804	1,790	1,706	1,618	20,028
189 Enfield - Navan	3,247	3,883	3,898	3,862	3,905	3,633	3,962	4,012	4,306	5,114	5,980	5,769	5,679	57,250
460a Gob an Choire - Castlebar	-	-	-	-	-	-	-	-	-	182	1,586	1,747	1,649	5,164
460b Béal an Mhuirthead - Castlebar	2,859	3,542	3,983	4,245	4,010	3,503	3,670	3,465	3,543	3,328	2,515	2,340	2,126	43,129
854 Roscrea - Nenagh	1,162	1,790	1,996	2,294	2,554	2,657	3,078	2,781	2,885	3,064	3,270	3,223	2,883	33,637
CL1 Poppyfield - Crann Ard	-	-	-	-	-	-	7,738	9,746	10,280	10,463	9,843	10,141	9,978	68,189
CL2 Ard Gaoithe - Crann Ard	-	-	-	-	-	-	7,791	10,452	11,063	11,033	10,359	10,557	10,324	71,579
CL9 Ard Gaoithe - Crann Ard	-	-	-	-	-	-	322	488	484	473	513	475	536	3,291
356 Ballinroad - Clonmel	1,727	2,269	2,479	2,528	2,941	2,437	3,718	3,668	3,772	2,978	3,182	2,909	2,848	37,456
363 Fermoy - Dungarvan	8,855	9,977	10,013	10,253	10,276	9,941	9,858	9,698	10,974	10,206	10,465	10,300	9,861	130,677
363a Ballyduff Upper - Dungarvan	-	-	-	-	-	-	-	1,330	1,823	1,664	1,475	1,541	1,445	9,278
384 Wexford - Enniscorthy	2,438	2,710	2,855	3,058	3,364	2,803	3,385	5,735	3,104	2,535	2,820	2,512	2,560	39,879

I trust that the above information is of assistance.

Yours sincerely,

Data Classification: Public

21/01/2026	44	**PQ Referred: 4543/26, for answer 21/01/2026 , Written from - Brendan Smith**	Dail Question No: 44 To ask the Minister for Transport if his Department will consider the introduction of additional and improved services in Cavan and Monaghan (details supplied); and if he will make a statement on the matter. Details Supplied: The need to introduce additional public bus and local Link Services in Cavan and Monaghan and if he will outline the proposals for same in 2026. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally including the Connecting Ireland Rural Mobility Plan. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 44 of 21 January 2026, which was referred to the National Transport Authority (NTA) for reply. Within the counties of Cavan and Monaghan, and under the Connecting Ireland Rural Mobility Plan, the following priorities have been identified: • Enhancement of route 175 (Cavan – Monaghan) • Enhancement of route 162 (Monaghan – Dundalk) • New route 866 (Longford – Roosky – Cavan) In terms of plans for 2026, the NTA are currently in discussions with the Department of Transport in relation to funding of the PSO (Public Service Obligation) programme generally. The commencement date of the above routes is subject to confirmation of funding so a precise date cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Brendan Smith, T.D.**

Data Classification: Public

21/01/2026	58	**PQ Referred: 4845/26, for answer 21/01/2026 , Written from - Michael Cahill**	Dail Question No: 58 To ask the Minister for Transport if the National Transport Authority can be requested to provide bus stops in Milltown, County Kerry, and make improvements to bus connectivity and frequency; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally, as well as the provision of subsidised bus services. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 58 of 21 January 2026, which was referred to the National Transport Authority (NTA) for reply. Each local authority across the State, including Kerry County Council, has received an allocation of €500,000 in 2026 under the Bus Stop Enhancement Programme (BSEP). The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area. Under BSEP, the determination of where to upgrade existing bus stops or install new bus stops will largely be made by the council, with the final programme of installations to be agreed with the NTA. The NTA is engaging with Kerry County Council to agree the programme of such works for coming years, and we will highlight the Milltown stops as part of this process. We don't have a definitive timeframe for the installation/upgrade of these stops. Ultimately, the approval of bus stops on a public road rest with the relevant local authority under the provisions of the Road Traffic Act 1961 (Section 85). The relevant officials do have to consider the safety implications, in addition to the convenience implications, of placing stops at a particular location. The NTA has no current plans to enhance bus services to Milltown. There are a large number of competing demands for new and enhanced services, and a limited funding envelope for this. Our current focus in relation to rural transport services is on consolidating existing services and, subject to funding, implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. I trust that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

21/01/2026	54	**PQ Referred: 4773/26, for answer 21/01/2026 , Written from - Shane Moynihan**	Dail Question No: 54 To ask the Minister for Transport for an update on the progress achieved in the delivery of rail projects under the Cork Metropolitan Area Transport Strategy in 2025. Answer As the Deputy may be aware, the Cork Area Commuter Rail Programme is a key project in the Cork Metropolitan Area Transport Strategy 2040. The Programme is being delivered on a phased basis and involves a major investment, enhancing the heavy rail network across the region, connecting Mallow, Cork, Cobh and Midleton with increased train capacity. Phase 1 of the Programme consists of a signalling upgrade, construction of a through-platform at Kent Station, which opened in April 2025, and double-tracking from Glounthaune to Midleton. Phase 2 of the programme plans for the electrification of the Cork commuter rail network and the delivery of new stations. Last summer Iarnród Éireann held a non-statutory public consultation in relation to Phase 2, with a second round of consultation planned for April 2026. Phase 2 will be progressed following the completion of Phase 1. Funding provided in the Sectoral Investment Plan for Transport, which was published by my Department in November, will see Iarnród Éireann complete Phase 1 complete this year, and commence Phase 2 thereafter, starting with new stations at Blackpool and Dunkettle and initial electrification works and depot construction. Noting the National Transport Authority's (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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 54 of 21 January 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA can confirm that following the national timetable change which came into effect on Sunday, 14 December 2025, a number of peak time direct services between Mallow and Cobh/Midleton (via Cork) entered operation. These services were enabled by the opening of the new through platform at Kent Station which was delivered under Phase 1 of the Cork Area Commuter Rail Programme. Phase 1 also includes the delivery of a major signalling upgrade of the Cork rail network and the double tracking of the Glounthaune–Midleton line. Phase 1 is being delivered with support from the EU Recovery and Resilience Facility under Ireland's National Recovery and Resilience Plan and works are due for completion in 2027. Following the non statutory consultations referenced by the Minister, Iarnród Éireann intends to submit a Railway Order application for Phase 2 of the Cork Area Commuter Rail Programme in late 2026 / early 2027 to An Coimisiún Pleanála, with precise timing subject to design development and approvals. Regarding the proposed stations at Blackpool/Kilbarry and Dunkettle, Iarnród Éireann is finalising the necessary statutory consent documentation and expects to lodge individual planning applications to Cork City Council in the coming months, subject to finalisation of documentation. In addition to the Cork Area Commuter Rail Programme, Irish Rail are progressing several other rail projects aligned to CMATS. A project to close the remaining level crossing on the Cork to Dublin main line is currently at detailed design and a tender for the main works contract associated with this is due to be issued in March. Under the Iarnród Éireann Accessibility Programme, funded by NTA, several stations in Cork were identified as requiring upgrades to meet accessibility standards including: Little Island, Rushbrooke, Glounthaune, Fota, Cobh and Carrigaloe. Following the completion of accessibility upgrade works (including new lifts and bridge) at Little Island in 2024, significant progress was achieved in 2025 across the Cork commuter rail network including: • Obtained the MARA Maritime Area Consent at Glounthaune, which allows the project to progress to planning in early 2026; and • Completion of design revisions and extensive engagement with Cork County Council to address heritage concerns for works planned at Rushbrooke. Preliminary design work in conjunction with the Cork Area Commuter Rail team at Fota, Carrigaloe, Cobh I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

21/01/2026	55	**PQ Referred: 4774/26, for answer 21/01/2026 , Written from - Shane Moynihan**	Dail Question No: 55 To ask the Minister for Transport for an update on the progress achieved in the delivery of Bus Connects for Dublin in 2025. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects. BusConnects is a transformative programme of investments in the bus services across five cities in Ireland, including Dublin. In each city the programme will involve a mix of network redesign, new electric bus fleet, and the provision of segregated bus and cycling facilities to support more efficient journey times for sustainable transport modes. Steady progress has been made in developing and implementing BusConnects Dublin in recent years. In relation to BusConnects Dublin, which is the most advanced of the programmes, there have been some positive developments recently, with An Coimisiún Pleanála having approved all 12 of the BusConnects Dublin Core Bus Corridor Schemes.The first of these Schemes, the Liffey Valley to City Centre Core Bus Corridor scheme construction started in December 2025,while the contract for the second,the Ballymun-Finglas Core Bus Corridor, was signed in December 2025 and it will enter construction in the coming months. The first seven phases of new bus service 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 Dún Laoghaire) in January 2025.Phase 7, the F-Spine (Finglas to Tallaght) rolled-out in October 2025. There are currently circa 120 double-deck electric buses in service in Dublin. Further electric buses will roll-out over the coming years. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a more	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 55 of 21 January 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA published a "BusConnects Dublin Progress Report" in December 2025: BusConnects-Programme-Progress-Report-Dec-2025.pdf. It covers all aspects of the programme since delivery commenced, including the Core Bus Corridors and the Network Redesign. A further BusConnects Dublin Progress Report will be published later this year. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

			detailed reply. Please contact my private office, if you do not receive a reply within 10 days.		

21/01/2026	62	**PQ Referred: 5023/26, for answer 21/01/2026 , Written from - Peadar Tóibín**	Dail Question No: 62 To ask the Minister for Transport the number of electric buses have been purchased by Bus Éireann and the NTA for national, city and town services that are not in use; the reason for this; and whether a lack of charging facilities is stopping the use of these buses. 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, including the provision and upgrade of public bus fleets and bus depots. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 62 of 21 January 2026, which was referred to the National Transport Authority (NTA) for reply. In line with the relevant actions contained within the Climate Action Plan 2025 and the National Sustainable Mobility Policy, and as part of the BusConnects programmes in the major cities, the NTA has been progressing the transition of the urban public bus fleet in Ireland to operation by zero-emission buses, and, by extension, the transition of the urban bus fleet operated by Bus Éireann . 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 urban bus fleet operated by Bus Éireann will be withdrawn from service. The NTA and Bus Éireann are therefore, today, still in the early stages of this transition. Nonetheless, there has been significant progress to-date, with 61 double-deck battery-electric buses introduced into service in Limerick and 21 single-deck battery-electric buses now in operation in Athlone, supported by 70 charging guns in Bus Éireann's Limerick (Roxboro) bus depot and 18 charging guns in Bus Éireann's Athlone bus depot. There are sufficient battery-electric buses to enable city and town bus services operated by Bus Éireann in both locations to be zero-emission. A contract for a further 70 charging guns in Bus Éireann's Galway bus depot was awarded in early 2025, with a planning application in respect of the required charging infrastructure being lodged with Galway City Council in May 2025. Assuming planning permission is granted within the next few weeks, it is hoped that the charging infrastructure can be completed before the end of 2026, which will facilitate the deployment of 48 new double-deck battery-electric buses, which the NTA had purchased in the expectation that planning permission would be obtained by mid-2025, on Galway city bus services from early 2027. A further 12 double-deck battery-electric buses are on order to complete the transition of the Galway city bus fleet operated by Bus Éireann to zero-emission operation. Planning permission for 20 charging guns in Bus Éireann's Sligo bus depot was recently obtained; completion of the charging infrastructure at this location in 2027 will enable up to 10 buses temporarily allocated to Athlone to be redeployed to Sligo. Further new single-deck battery-electric buses will be ordered by the NTA during 2026 in order to complete the transition of the Sligo town bus services operated by Bus Éireann to zero-emission. There are no other battery-electric buses that have been purchased by Bus Éireann or the NTA for national, city and town services operated by Bus Éireann. I trust that the above information is of assistance. Yours sincerely,	**Peadar Tóibín, T.D.**

21/01/2026	69	**PQ Referred: 5092/26, for answer 21/01/2026 , Written from - Eoghan Kenny**	Dail Question No: 69 To ask the Minister for Transport the engagement that has been held with Cork City and County Councils in terms of infrastructural changes needed to alleviate bus congestion now; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure. BusConnects is the NTA's to greatly improve bus services in five cities. It is a key part of the Government's policies to improve public transport, ease congestion and address climate change. The key infrastructural component of the BusConnects Cork programme is the implementation of bus priority measures, generally bus lanes, on key bus corridors serving the city. As Deputy may be aware, I secured Cabinet approval for BusConnects Cork in October 2025. With that decision, the Government issued Approval Gate 1 approval in line with the Infrastructure Guidelines, allowing the three Sustainable Transport Corridor schemes to enter the planning system. These schemes will provide for a total of 11 Sustainable Transport Corridors. As with all public transport infrastructure planning matters, it is the responsibility of the NTA to engage with stakeholders, including local authorities. 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 within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 69 of 21 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The BusConnects Cork programme will deliver a cleaner, faster and more efficient transport system for the people of Cork, making it easier for people to use public transport as part of their daily lives, improving journey times, reducing congestion, and supporting the city's growth. The development of 11 Sustainable Transport Corridors as part of the BusConnects Cork programme will see bus priority measures and cycling facilities introduced on key routes in the city. To date, three rounds of non-statutory public consultation have taken place, with each round requiring extensive public engagement. We are currently preparing all the required documentation ahead of submitting the statutory consent applications for the Sustainable Transport Corridor Schemes to An Coimisiún Pleanála. We anticipate we will begin submitting these applications, on a phased basis, beginning Q2 this year. In addition. we will continue to work closely with the local authorities in Cork and bus operators to identify and support any additional measures that might be implemented on an interim basis to ease bus congestion. The NTA is also continuing to invest in the active travel infrastructure in Cork as we seek to provide more people with greater sustainable travel options for their everyday journeys. Since 2020, we have invested more than €140 million in active travel infrastructure in Cork City and more than €90 million in Cork County. In 2026, we have allocated an additional €27 million to Cork City Council and €18 million to Cork County Council. I trust that the above information is of assistance. Yours sincerely,	**Eoghan Kenny, T.D**

22/01/2026	303	**PQ Referred: 5304/26, for answer 22/01/2026 , Written from - Ged Nash**	Dail Question No: 303 To ask the Minister for Transport to include Drogheda in the Greater Dublin Area for transport planning; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure across Ireland. The revised statutory Transport Strategy for the Greater Dublin Area2022-2042 was developed by the NTA, in consultation with the relevant Local Authorities, and published in 2023 following the Minister for Transport's approval. This strategy sets out how transport will be developed across the region, covering Dublin, Meath, Wicklow and Kildare, in accordance with the Dublin Transport Authority Act, as amended. The next review of the Greater Dublin Area Transport Strategy is due to commence in 2027. Once sufficiently developed the draft Transport Strategy will be opened to full public consultation. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 303 of 22 January 2026, which was referred to the National Transport Authority (NTA) for reply. Under Section 12 of the Dublin Transport Authority Act (2009), the NTA have a statutory obligation to prepare a Transport Strategy for the Greater Dublin Area (GDA). Section 3 of that Act defines the GDA as the city of Dublin, the administrative counties of South Dublin, Fingal, Dún Laoghaire-Rathdown, Kildare, Wicklow and Meath, and such other areas as may be declared by order, from time to time, by the Minister. Therefore, at present, the GDA only includes those parts of Drogheda within County Meath and any change to the status of the town is a matter for the Minister, in this case the Minister for Transport. Notwithstanding this administrative constraint, the NTA is fully engaged in transport planning matters in Drogheda and fully incorporates the travel demand to, from and within Drogheda as part of the development of our Transport Strategies and in undertaking our wide range of transport planning functions. This is evident in the following: - The proposed extension of DART to Drogheda under the GDA Transport Strategy; - Allocation by the NTA of over €600k to Active Travel schemes in Drogheda in 2026, including for the construction to commence on the Rathmullen to Marley's Lane scheme; - On-going investment in Connecting Ireland regional bus services and local link services serving Drogheda; - On-going review of the Drogheda Town Bus Service with a view to maximising its utility amongst residents; and - The preparation of a Local Transport Plan for Drogheda by Louth County Council with the assistance of, and in cooperation with, the NTA. A Draft LTP will be published by the Council in 2026; Furthermore, under the 2024 Planning Act, the NTA is also fully engaged in ensuring land use planning and transport planning are integrated within County Louth. In this regard, the NTA made a submission on the Issues Paper for the County Development Plan setting out the matters to be considered in the preparation of the Draft plan. The NTA will also be fully engaged in any emerging Coordinated Area Plan which may be prepared by Louth and Meath County Councils for the Drogheda urban area. I trust that the above information is of assistance. Yours sincerely,	**Ged Nash, T.D.**

<table>
<tr>
<td>22/01/2026</td>
<td>299</td>
<td>PQ Referred: 5249/26, for answer 22/01/2026 , Written from - Emer Currie</td>
<td>Dail Question No: 299

To ask the Minister for Transport to request from the NTA, further to its work to identify the Dublin Bus routes with the greatest capacity issues, the ten most affected routes, in order, including all operators, by month since July 2025.

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, Dublin Bus.

In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 299 of 22 January last, which was referred to the National Transport Authority (NTA) for reply.

Please note that the NTA does not hold this information by month since July 2025. The current list of routes identified for capacity enhancement is below, together with a record of routes where trips were added to address capacity issues in Q4 2025.

<table>
<tr><th colspan="2">Dublin Bus - Prioritised routes with capacity concerns</th></tr>
<tr><th>Route</th><th>Comment</th></tr>
<tr><td>E1</td><td rowspan="3">Routes where additional trips have been added in Q4 2025 and remain under review for capacity.</td></tr>
<tr><td>15</td></tr>
<tr><td>39a</td></tr>
<tr><td>151</td><td rowspan="8">Routes recommended for additional trips as part of BAU enhancements, implementation date 8th February.</td></tr>
<tr><td>15</td></tr>
<tr><td>33</td></tr>
<tr><td>C4</td></tr>
<tr><td>33d</td></tr>
<tr><td>38b</td></tr>
<tr><td>65b</td></tr>
<tr><td>15b</td></tr>
<tr><td>E2</td><td>Routes where capacity is currently under review for future enhancement (subject to change).</td></tr>
</table>

I trust that the above information is of assistance.

Yours sincerely,</td>
<td>Emer Currie T.D</td>
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</table>

22/01/2026	283	**PQ Referred: 5129/26, for answer 22/01/2026 , Written from - Ruth Coppinger**	Dail Question No: 283 To ask the Minister for Transport if he will consider the creation of a new direct route from Ongar village to Blanchardstown village; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 283 of 22 January 2026, which was referred to the National Transport Authority (NTA) for reply. Public transport connections between Ongar and Blanchardstown Main Street are possible via route 39 at present. We have no current plans to amend this alignment in advance of the implementation of BusConnects Network Redesign Phase 10. When implemented Phase 10 will see the current routes in operation around the local area replaced by a new network of services. More information on BusConnects, including a map showing the new bus network under BusConnects, is available at: Dublin Network Redesign | Busconnects. I trust that the above information is of assistance. Yours sincerely,	**Ruth Coppinger, T.D.**

10/12/2025	132, 133 & 135	**PQ Referred: 70679/25, for answer 10/12/2025 , Written from - Grace Boland**	Dail Question No: 132 To ask the Minister for Transport the projected operational date for the national train control centre; the current status of commissioning and software integration; and if he will make a statement on the matter.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 132, 133 & 135 of 10 December last, which have been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The delivery of the new Traffic Management System for the railway network will take longer than originally anticipated. Part of the reason is a longer software development and software testing period than initially envisaged. But a further part of the reason for the longer delivery period is a significant risk reduction measure which is now being implemented on the project. Rather than implement this full national system in one singular installation, it is now intended to introduce the new system in a number of discrete installation phases. This incremental deployment approach significantly reduces the transition and safety risks on the project and is, therefore, a safer approach. But that phased delivery does mean that it will take longer to deliver the overall system. However, given the safety critical nature of the train control system, it is accepted by the NTA that this slower approach is the better, and more prudent, option. Accordingly, the new system is now being delivered and commissioned on an incremental basis, allowing modules/sections to become operational on a phased basis starting later this year. That incremental delivery approach will see additional modules/sections being added on a phased basis over the subsequent two years, all managed to ensure the safe continued operation of the network and in sufficient time to accommodate service uplifts. The first phase of the TMS system is referred to as “Commissioning Phase 1” (CP1). The software for this phase is currently under test and is expected to be fully completed in April. However, the testing regime and the safety approvals process that apply to this installation means that the software for this phase won’t be deployed until the latter part of the year. The completion of the overall TMS programme (to migrate the overall management of the full railway network into the Heuston NTCC building), is dependent on the completion of six subsequent commissioning phases (CP2 to CP7) that are currently scheduled to be completed by the end of 2028. However, a fully detailed programme will only be finalised for those phases following the successful completion of CP1 development, in order to incorporate any lessons from that phase. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

22/01/2026	301	**PQ Referred: 5264/26, for answer 22/01/2026 , Written from - Claire Kerrane**	Dail Question No: 301 To ask the Minister for Transport the towns which have been previously been approved by the NTA for a bus service under the Town Bus Programme; the towns which now have an operational service; the number using this service daily; the cost of this service, in tabular form; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally including New Town bus programme. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 301 of 22 January 2026, which was referred to the National Transport Authority (NTA) for reply. Currently, there are ten town bus services in Ireland, and they operate in: • Kilkenny – KK1 and KK2 services launched in 2019 (enhanced in 2025) • Drogheda – D1, D2, D4, D5 and 173 services • Navan – NV1 and NV2 Services (enhanced in 2025) • Athlone – A1 and A2 Services • Clonmel – CL1, CL2 and CL9 Services launched in 2023 • Carlow – CW1 and CW2 services launched in 2023 • Portlaoise – PL1 and PL2 services launched in 2025 • Sligo – S1 and S2 services, plus the S3 service launched in 2025 • Balbriggan – B1 service (enhanced in 2025) • Dundalk – 174, 174A and 174B services (enhanced in 2025) Mullingar Town bus services were launched on 22 of February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch later in 2026 and Letterkenny Town bus services planned to follow thereafter, currently expected in 2027 subject to funding availability. In parallel to these rollouts, the NTA are currently planning for the next phase of potential new town bus services. We are assessing demand for new or enhanced bus services in Dundalk, Naas, Newbridge, Tralee, Wexford and Tullamore towns. Some of these towns have existing town bus services, which may have some gaps in service in terms of coverage and/or operating hours and days. We plan to propose new or enhanced bus services in some or all of these towns for implementation from 2027/2028 onwards, subject to resources and funding being available. Passenger numbers for 2025 for each town service are shown in the table below. Please note that the NTA does not release cost information for each town bus service, as this is commercially sensitive information.	**Claire Kerrane, T.D.**

Town Service	Route	2025 Passenger Journeys
Sligo Town	S1	170,470
Sligo Town	S2	424,105
Sligo Town	S3	25,372
Athlone Town	A1	203,795
Athlone Town	A2	431,151
Balbriggan	B1	139,876
Drogheda	173	98,517
Drogheda	D4	252,406
Drogheda	D5	291,884
Dundalk	174	243,577
Dundalk	174A	122,357
Dundalk	174B	136,694
Navan	NV1	185,977
Navan	NV2	183,154
Drogheda	D1	430,264
Drogheda	D2	257,777
Carlow Town	CW1	232,941
Carlow Town	CW2	167,642
Kilkenny City	KK1	213,081
Kilkenny City	KK2	199,095
Portlaoise Town	PL1	206,741
Portlaoise Town	PL2	212,890
Clonmel Town	CL1 & CL2 & CL9	268,604

I trust that the above information is of assistance.

Yours sincerely,

22/01/2026	300	**PQ Referred: 5263/26, for answer 22/01/2026 , Written from - Claire Kerrane**	Dail Question No: 300 To ask the Minister for Transport if the NTA are considering a bus service for the town of Tullamore under the Town Bus Programme; when a decision will be made in relation to this; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally including New Towns Bus Programme. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 300 of 22 January 2026, which was referred to the National Transport Authority (NTA) for reply. The rollout of the current phase of the Towns Bus Programme for new towns is ongoing. As part of this phase, new town bus services have been launched in Carlow and Portlaoise, with Mullingar services scheduled to launch on 22 of February 2026. The tender process for the operation of the Ennis town bus services has been completed and currently expected to launch later in 2026 subject to funding availability. Letterkenny town bus services are expected to follow in 2027, again subject to funding availability. In parallel to these rollouts, the NTA are planning for the next phase of new town bus services. We are assessing demand and supply for public transport in other larger towns including Naas, Newbridge and Tullamore. We intend to propose new or enhanced bus services in these towns, dependent on gaps in existing services and subject to resources and funding being available. I trust that the above information is of assistance. Yours sincerely,	**Claire Kerrane, T.D.**

21/01/2026	65 & 66	**PQ Referred: 5088/26, for answer 21/01/2026 , Written from - Eoghan Kenny**	Dail Question No: 65 To ask the Minister for Transport the timeline for rollout of contactless ticketing on Cork fleet; and if he will make a statement on the matter. Dail Question No: 66 To ask the Minister for Transport the timeline for leap card tap to ride capability in Cork City; and if he will make a statement on the matter. 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 ticketing and technology projects. 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. 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. There is a commitment under the Programme for Government to roll out contactless fare payments on all public transport. 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 65 & 66 of 21 of January 2026, which was referred to the National Transport Authority (NTA) for reply. In advance of Next Generation Ticketing (NGT) being deployed in Cork, the NTA is undertaking a project at present to improve the current ticketing system on city buses in Cork. Currently, all bus passengers on Cork City services have to go to the bus driver to pay for the bus journey, whether by cash or by Leap card. This requirement for all passengers to interact with the bus driver adds considerably to boarding time on buses and lengthens overall bus journey times. To improve this arrangement, the NTA is planning to install Leap card validators on an entry pole at the front door of each bus. This provision will allow boarding passengers to just tap their Leap card or Free Travel Pass on the validator upon entry without having to go to the driver, substantially speeding up boarding times on buses. This project is underway and at present we are in the testing phase for the solution. Subject to successful end-to-end testing of the solution we expect to start rollout in May and finish in June. However, if issues arise in testing that require resolution by the supplier, the go live may move a number of weeks. In the meantime, we have commenced the works on the buses to prepare for their eventual installation. The installation of these new validators will also facilitate the introduction of a similar fare to the 90-minute fare operating in Dublin. I trust that the above information is of assistance. Yours sincerely,	**Eoghan Kenny, T.D**

27/01/2026	364	**PQ Referred: 6583/26, for answer 27/01/2026 , Written from - Barry Heneghan**	Dail Question No: 364 To ask the Minister for Transport if his attention has been drawn to ongoing and seriously dangerous driving behaviour at a location (details supplied) particularly during school arrival and departure times; the measures currently in place, or planned by his Department in conjunction with the National Transport Authority and local authorities to improve road safety at this location; whether additional traffic calming enforcement pedestrian and cycling safety measures will be considered to protect students walking and cycling to the nearby national school; and if he will make a statement on the matter. Details Supplied: Our Lady of Consolation National School in Donnycarney the Collins Avenue East and Malahide Road junction 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. 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. 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 932 applications were received from schools across every county in Ireland. Schools are processed in tranches, with 4 rounds having been announced to date.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 364 of 27 January 2026, which was referred to the National Transport Authority for reply. Our Lady of Consolation National School was in Round 1 of the Safe Routes to School (SRTS) programme. Dublin City Council (DCC) completed works under the NTA funded programme for SRTS in 2023 which included the installation of bollards to prevent vehicles from parking on the footpath, as well as additional bollards along the carriageway to narrow road space and help reduce vehicle speeds. Separately the NTA is funding DCC to progress the design of the Finglas to Killester Active Travel Scheme, which will run along Collins Avenue East and which will include upgrades for those using active travel to the school along Collins Avenue East. In addition, the NTA has secured planning permission from An Comisúin Pleanala and is progressing detailed design for Clongriffin BusConnects Corridor located nearby will deliver further active travel improvements, including upgraded pedestrian crossings on Malahide Road. See https://clongriffinscheme.ie/. However, notwithstanding the previous works and proposed works in the area being progressed under NTA funding, if there are specific safety concerns, these should be raised directly with Dublin City Council, who as the road authority, are best placed to assess and address such issues. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			Our Lady of Consolation National School was selected in Round 1 of the programme with works at the school having been completed in 2023. 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.		

Data Classification: Public

27/01/2026	355	**PQ Referred: 6513/26, for answer 27/01/2026 , Written from - Maeve O'Connell**	Dail Question No: 355 To ask the Minister for Transport if his Department has ensured that best practice procedures are currently in place across local authorities in implementing active travel projects. 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. The NTA work with local authorities to allocate funding at project level under the Active and Sustainable Transport Investment Programme, ensuring that projects are delivered in line with agreed technical guidance including, but not limited to, the Cycle Design Manual and the Design Manual for Urban Roads and Streets, by monitoring and overseeing their development. In addition, the NTA have developed Cost Management Guidelines for projects of various sizes, to assist local authorities with the development of appropriate budgets in line with the requirements of the NTA Project Approval Guidelines. These Guidelines are updated on a regular basis, and local authorities are encouraged to consult these during project development. At a Department level, Department officials meet regularly with NTA to stay informed about progress under the Active and Sustainable Transport Investment Programme. Formal quarterly meetings are held to reflect on the progress made over the previous three months, as well as informal weekly meetings. Lastly, under the terms of a Memorandum of Understanding, the NTA have committed to informing the Department of any issues arising with specific projects or the Active and Sustainable Transport Investment Programme in general as a matter of urgency, to ensure that all parties are up to date on matters relating to the Programme.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 355 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has a well-established framework to ensure the successful delivery and oversight of capital infrastructure projects. The NTA Project Approval Guidelines sets out the procedures to be followed for capital infrastructure projects funded by the NTA. They ensure that the correct project is implemented in an appropriate manner at an optimal cost while ensuring compliance with the requirements of the Infrastructure Guidelines (published by the Department of Public Expenditure, NDP Delivery and Reform). The Infrastructure Guidelines replace what was previously referred to as the “Public Spending Code”. The local authority, as the Sponsoring Agency, has responsibility for the day-to-day development and delivery of the project, and the responsibility for ensuring that projects are progressed in accordance with applicable legislation, standards and other relevant guidelines and stakeholder and public consultation. The Local Authorities and their designers are required to refer to best practice guidance, e.g. the Cycle Design Manual, DMURS (Design Manual for Urban Roads & Streets) and other design standards and well as the currently local and national policies when developing projects. The NTA Project Approval Guidelines provides a stage-by-stage system of approvals for projects as they progress through their life cycle. It provides a mechanism for the NTA to ensure that active travel schemes are compliant with best practice and are also consistent between local authority areas. The system also includes procedures for tracking expenditure and reviewing budgets on an ongoing basis as part of a robust cost control process. I trust that the above information is of assistance. Yours sincerely,	**Maeve O'Connell, T.D**

			Noting the role of the NTA in providing guidance to local authorityin relation to active travel project delivery, 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.		

Data Classification: Public

27/01/2026	360	**PQ Referred: 6533/26, for answer 27/01/2026 , Written from - Roderic O'Gorman**	Dail Question No: 360 To ask the Minister for Transport the reason the commencement of the new L13 bus service between Kilternan, Stepaside and Sandyford has been delayed; when it will commence; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 360 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. New routes 88 (Mountjoy Square - Enniskerry, every hour), L13 (Ringsend - Kilternan, hourly) and peak-time route P13 (UCD - Kilternan) will serve Stepaside, replacing current routes 44 and 47. The NTA is currently discussing funding for new bus services with the Department of Transport. The dates for introducing the new services depend on the outcome of these funding discussions, as well as on operational readiness. We continue to liaise regularly with Dún Laoghaire - Rathdown County Council regarding ongoing development in their area, to help ensure that the new services take such changes into account, subject to the level of funding available. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

27/01/2026	358	**PQ Referred: 6530/26, for answer 27/01/2026 , Written from - Roderic O'Gorman**	Dail Question No: 358 To ask the Minister for Transport the reason that the H-spine bus route, which was the first BusConnects spine route created, does not have a 24-hour service; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 358 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. In recent years, the NTA has introduced fifteen 24-hour bus services across the city which has allowed more people, particularly nighttime and shift workers to us and avail of public transport services. There are currently three Nitelink buses operated by Dublin Bus on this corridor, 29n from D'Olier St. Towards Baldoyle Road, 31n from D'Olier St. to Howth and 42n from D'Olier St. towards Portmarnock, operating on Friday and Saturday nights. The NTA do see merit in introducing more 24-hour 7 days a week bus services across the city including on the H Spine corridor. However, any further introduction of 24-hour bus services would be subject to funding availability. In that context, please note that discussions on the overall PSO (Public Service Obligation) funding programme are ongoing between the Department and the NTA. As such, we have no current timeframe for the introduction of new 24-hour services including any potential 24 hour service on the H Spine corridor. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

27/01/2026	347	**PQ Referred: 6504/26, for answer 27/01/2026 , Written from - Emer Currie**	Dail Question No: 347 To ask the Minister for Transport for details on the termination of a bus service (details supplied); whether a similar service is envisaged in the future; and if he will make a statement on the matter. Details Supplied: 37x Dublin Bus, it used to termite in Riverwood, Carpenterstown, Dublin 15. 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 Dublin Bus. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 347 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. The change in service referred to took place in 2010. We have no current plans to reinstate route 37X to terminate in Riverwood. The local network of bus routes serving Dublin 15 are planned for future investment through BusConnects Network Redesign Phase 10. This will see the introduction of B-Spine Services complemented by new radial and local routes. Included amongst the new routes is route P65 which will operate at peak times only commencing service at the western end of Diswellstown Road and into the city via Clonsilla Road and Navan Road. More information on BusConnects can be found at the link below. https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/ I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

27/01/2026	332	**PQ Referred: 6388/26, for answer 27/01/2026 , Written from - Barry Heneghan**	Dail Question No: 332 To ask the Minister for Transport whether additional peak hour services are planned for bus route 130; the factors considered in service planning; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 332 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. Route 130 will be replaced by new route 10, as part of the new Dublin-area local bus network. New route 10 will run between Clontarf and Liffey Valley via the City Centre. We currently expect to make this change during 2027, subject to operational readiness and funding availability. The timetable for the new service will be set closer to the time of implementation, so that it can take account of the latest-available information on demand. There are no current plans for interim changes to the frequency of route 130. The NTA and Dublin Bus monitor services for instances of overcrowding on an ongoing basis. In recent months, the NTA has developed a tool which utilises the available ticketing and Leap card data to identify and prioritise bus routes which are operating above normal capacity. Using that tool, we have been able to develop a prioritised listing of bus routes with over-capacity issues, which we are addressing, in so far as is possible with additional services, within the driver, vehicle and funding constraints that we operate. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

27/01/2026	318	**PQ Referred: 5859/26, for answer 27/01/2026 , Written from - Michael Healy-Rae**	Dail Question No: 318 To ask the Minister for Transport if a bus timetable could be erected at the bus stop in Dingle (details supplied); and if he will make a statement on the matter. Details Supplied: Minister there is no bus time table at the bus stop in Dingle. This is a very busy stop with Tourists and Visitors and not everyone has access to a smart phone to check the bus schedule. 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. The NTA also has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Minister, I refer to the matter you raised in Parliamentary Question No. 318 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. 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. Due to 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. 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. Regarding the bus stops noted in your Parliamentary Question, please note that there are no immediate plans to install a bus shelter at bus stop number 635631. Based on a preliminary desktop review I note that the provision of a shelter at the stop location would be challenging due to the limited available space. Additionally, we note that the bus stop is not ducted and connected to the ESB network. Regarding bus stop number 635921 it appears that a bespoke shelter type has been installed at the bus stop by Kerry County Council. It is not feasible to integrate an RTPI unit into that 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 an RTPI unit as the mandatory head clearance height would be negatively compromised should a unit be suspended from the roof of the shelter. Our recent approach to integrate RTPI signs into shelters applies to new shelters. Notwithstanding the constraints and limitations outlined above, it is worth noting that all of the information available on such RTPI Displays is also available through the NTA's app for RTPI. The "TFI Real Time Ireland App" and the RTPI The App is available free on Apple App store and the Google Play store and combines all real time information services from Bus Éireann, Dublin Bus, Go-Ahead Ireland, Iarnród Éireann and Luas. All bus stops have a number at the top of the bus pole indicating the particular bus stop number. Simply inserting that number into the App provides the RTPI information on bus arrival times at that stop. The App and the RTPI units are supported by the same back of house data feed. There is no difference between the information contained on RTPI units and App. Additionally, we also note that when passengers scan the QR code contained on the timetable panel it should bring them to data relating to that particular stop number within the TFI Live app. I trust that the above information is of assistance. Yours sincerely,	**Michael Healy-Rae, T.D.**

27/01/2026	329	**PQ Referred: 6377/26, for answer 27/01/2026 , Written from - Barry Heneghan**	Dail Question No: 329 To ask the Minister for Transport the current status of the MetroLink project including procurement and contracting stages; the revised delivery timeline; 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. The National Transport Authority (NTA) has the statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), which includes MetroLink. The Railway Order for MetroLink was published by An CoimisiúnPleanála on October 2, 2025,representinga major milestone for the programme. In November 2025, Government approved a policy proposal toestablisha dedicated MetroLink delivery body and the preparation of legislation to give effect to this proposal. Asstatedin the National Development Plan Review 2025, the Government will support MetroLink's construction through €2 billion funding from the Infrastructure, Climate and Nature Fund. A Detailed Project Brief and Procurement Strategy will be prepared for consideration at Approval Gate 2, in line with the Infrastructure Guidelines. Construction of MetroLink is earmarked to commence over the coming years with a view to operation in the 2030s. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a detailed reply. Please contact my private office if you do not receive a reply within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 329 of 27 January last, which was referred to the National Transport Authority (NTA) for reply. A determination on the MetroLink Railway Order application was received from An Coimisiún Pleanála (ACP) on 02 October 2025. A judicial review into the An Coimisiún Pleanála granting of the order was issued at the end of November 2025, following which TII and the parties that lodged the judicial review agreed to attend mediation on the 22 December 2025. The mediation was successful and the parties that lodged the judicial review notified the court of their withdrawal on 12 January 2026. Therefore, an operative Railway Order (RO) is in place since 12 January 2026, meaning the RO is enforceable. The MetroLink Preliminary Business Case was approved by Government in July 2022. Since then, a highly experienced Programme Director and Executive team have been engaged on the project and have been leading the development of the Detailed Business Case, Project Execution Plan and Procurement Strategy, as required by the Infrastructure Guidelines at Approval Gate 2 (AG2). It is anticipated that the required documentation will be submitted for consideration in Q2 of 2026. The procurement process for the main civils works packages commenced in February 2026 with the placement of a contract notice in the Official Journal of the European Union, seeking contractors to undertake the civil engineering construction works. The estimated start date of the main MetroLink construction contracts is Q4 2027 / Q1 2028, subject to Government approval at Approval Gate 3 (placement of construction contracts) as required under the Infrastructure Guidelines. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

27/01/2026	331	**PQ Referred: 6384/26, for answer 27/01/2026 , Written from - Barry Heneghan**	Dail Question No: 331 To ask the Minister for Transport the current stage of progression of the DART Northern Line project; the next milestones for delivery; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme which comprises five different projects in and around the GDA will triple the length of the electrified rail network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. As part of the DART+ programme, DART+ Coastal North will provide an extension of DART services from Malahide to Drogheda. The Railway Order for DART+ Coastal North was approved by An Coimisiún Pleanála in August 2025. The DART+ fleet project provides a ten-year procurement framework for electric and battery-electric train fleet. Three fleet orders have been placed comprising 285 battery-electric and electric carriages. The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started to arrive in Ireland and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027, which will provide additional capacity on the line. The NDP Sectoral Investment Plan published by my Department in November 2025 notes that there is also the potential to commence works on elements of DART+ Coastal North, including supporting infrastructure such as track passing loops and a new platform at Drogheda station, prior to 2030, in	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 331 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Ministers response, we would like to note that a contract was awarded in August 2023 for the installation of charging infrastructure on two platforms and one siding at Drogheda Station to support the operation of battery electric trains on the Northern Commuter Line. This infrastructure is scheduled for commissioning in 2026 and will allow the BEMUs (Battery Electric Multiple Units) to operate on battery power between Malahide and Drogheda, ahead of the future extension of overhead electrification north of Malahide. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			advance of works on Overhead Line Equipment (OHLE). 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 within10 days.		

27/01/2026	317	**PQ Referred: 5850/26, for answer 27/01/2026 , Written from - Barry Heneghan**	Dail Question No: 317 To ask the Minister for Transport the details of all works completed since 2020 and all works planned for the period 2026 to 2030 at DART stations and platforms on the northside of Dublin (details supplied); the type of works carried out or proposed in each station; the year of completion or planned delivery; the current status and the funding source of each, in tabular form; and if he will make a statement on the matter. Details Supplied: Including Clontarf Road, Killester, Harmonstown, Raheny, Kilbarrack, Howth Junction and Donaghmede, Howth and Sutton stations Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. The DART+ programme which comprises five different projects in and around the GDA will triple the length of the electrified rail network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. As part of the DART+ programme, DART+ Coastal North will provide an extension of DART services from Malahide to Drogheda. The Railway Order for DART+ Coastal North was approved by An Coimisiún Pleanála in August 2025. The DART+ fleet project provides a ten-year procurement framework for electric and battery-electric train fleet. Three fleet orders have been placed comprising 285 battery-electric and electric carriages. The first order for the purchase of 95 additional DART carriages, which compromise of 65 battery-electric carriages and 30 electric carriages, have started arriving in Ireland and are currently undergoing certification and safety testing. It is intended that the new battery-electric sets will be	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 317 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. Over the period 2020 to 2025 the NTA funded Irish Rail to undertake a wide array of station upgrade, refurbishment, and asset renewal projects across the DART Northern Line. Works delivered include lift modernisation, escalator renewals, public address and voice alarm upgrades, the deployment of lift passenger call and CCTV systems, renewals of automatic doors and LED lighting upgrades. These works have been in addition to the renewal of station furniture and other passenger facing facilities such as wayfinding/signage. More targeted interventions have also been delivered including reconstruction of the historic station canopy at Howth, a major façade renewal at Clongriffin and bridge stairs replacement at Clontarf Road. Regarding the works planned for the period 2026 to 2030, the Minister has provided a substantive response. In addition, we would like to note that the NTA has provided funding to Iarnród Éireann to progress the DART Platform Accessibility Project. This project aims to reduce ramp usage across the DART network—both existing and future under the DART+ Programme—by reviewing platform heights and layouts to identify opportunities to minimise the gap and reduce the step between the train and the platform. The project places particular emphasis on compliance with the standards set out in the Persons with Reduced Mobility Technical Specification for Interoperability. Works on the Northern Line will be completed in advance of the new trains entering service. We would also like to note that a contract was awarded in August 2023 for the installation of charging infrastructure on two platforms and one siding at Drogheda Station to support the operation of battery electric trains on the Northern Commuter Line. This infrastructure is scheduled for commissioning in 2026 and will enable the BEMUs to operate on battery power between Malahide and Drogheda, ahead of the future extension of overhead electrification north of Malahide. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027, which will provide additional capacity on the line. The NDP Sectoral Investment Plan published by my Department in November 2025 notes that there is also potential to commence works on elements of DART+ Coastal North, including supporting infrastructure such as track passing loops and a new platform at Drogheda station, prior to 2030, in advance of works on Overhead Line Equipment (OHLE). 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 within10 days.		

Data Classification: Public

27/01/2026	314	**PQ Referred: 5760/26, for answer 27/01/2026 , Written from - John Connolly**	Dail Question No: 314 To ask the Minister for Transport the local authorities which have benefitted from funding provided by the NTA and the quantity of funding provided for the development of the quiet street initiative in 2022, 2023, 2024, 2025 and 2026, in tabular form; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 314 of 27 January last, which was referred to the National Transport Authority (NTA) for reply. Local authorities are primarily responsible for the implementation of the quiet street initiative. There is no separate funding stream for this initiative, funding is provided to local authorities as part of overall Active Travel allocation. Some of the projects put forward by local authorities may include schemes that include elements of the quiet street initiative – however, the quantum of funding attributable solely to the quiet streets elements is not specifically tracked in our records. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**

27/01/2026	315	**PQ Referred: 5772/26, for answer 27/01/2026 , Written from - Emer Currie**	Dail Question No: 315 To ask the Minister for Transport to provide additional peak-time services on a bus route (details supplied); and if he will make a statement on the matter. Details Supplied: 238 Go-Ahead from Tyrrelstown to Mulhuddart. This is a vital link for a growing area which connects them to city centre transport links in Blanchardstown Shopping Centre. Current timetable provides for services at 06:45, 07:32, 08:32 in the morning time. Can additional morning services be provided? 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, Go-Ahead. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 315 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans to increase the level of service on route 238. The request is noted should future opportunities arise. Any future potential enhancement in service on route 238 would besubject to funding and operational readiness. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

27/01/2026	281	**PQ Referred: 5497/26, for answer 27/01/2026 , Written from - Emer Currie**	Dail Question No: 281 To ask the Minister for Transport if plans are in place to extend public transport in an area (details supplied); and if he will make a statement on the matter. Details Supplied: any diversions of existing or new services into Kilmartin Grove, Dublin 15 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 281 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. While we have plans to introduce additional service to the local area through the BusConnects Programme, and in the interim with a planned extension to route 40D, we unfortunately do not have any current plans to extend services as proposed into Kilmartin Grove. Any suggestions for further network enhancements beyond what is planned will be considered, but would be subject to funding, impacts on passengers using existing alignments, and any infrastructure requirements for bus operations. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

27/01/2026	300	**PQ Referred: 5634/26, for answer 27/01/2026 , Written from - Gary Gannon**	Dail Question No: 300 To ask the Minister for Transport if he is aware that, following the withdrawal of the number 13 bus service along Griffith Avenue, passenger usage at bus stops on the avenue has reportedly declined by more than 50%; whether he acknowledges the impact this has had on older residents and those with limited mobility who must now travel over 500 metres to access a spine route; whether he will engage with the National Transport Authority regarding the request from an organisation (details supplied) to re-route one number 19 service per hour via Griffith Avenue to facilitate access to Drumcondra village, the Mater Hospital and the city centre; and if he will make a statement on the matter. Details Supplied: the Griffith Avenue and District Residents Association 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. I can assure you that improving the accessibility, reliability, and affordability of public transport, while ensuring the system remains well-funded and responsive to passenger needs, is a core priority under the Programme for Government. In this regard my Department is working closely with the NTA to try to address frequency and reliability issues in order to deliver a public transport system that is reliable, accessible, and affordable for everyone. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 300 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. The new network is designed to provide a convenient, easy-to-use service across the city, with a combination of spine, radial and orbital services running on direct alignments at attractive frequencies. We accept that the reorganisation of routes needed to achieve this will mean that some links are no longer provided directly. This was one of the main areas covered in the consultation on the principles and detailed design of the new network. (More details on the design including the consultations are available at: Background Information | Busconnects). The changes now being implemented do also mean that some new links are created, and, where needed, interchange is free of charge if using the 90-minute fare. Griffith Avenue is now served by new orbital route N2, running every 15-20 minutes (every 30 minutes at weekends) between Heuston and Clontarf Road Stations, intersecting with spine services at six different locations. New radial route 19 runs every 20 minutes (with extra capacity at peak times) between Dublin Airport and Merrion Square via Ballymun, Home Farm Road and Drumcondra. Diverting one journey per hour would give an irregular service on the omitted section, alternating intervals of 20 and 40 minutes at most times. We consider that service patterns of this type are not attractive for both existing users, and in attracting new usage. In that context, we have no plans to make this change. Please note that we will continue to monitor the operation of new route N2. I trust that the above information is of assistance. Yours sincerely,	**Gary Gannon, T.D.**

27/01/2026	283	**PQ Referred: 5510/26, for answer 27/01/2026 , Written from - Jennifer Whitmore**	Dail Question No: 283 To ask the Minister for Transport the work carried out to date on the extension of the Luas green line to Bray; the length of time it will take to complete, from the start date of the works until the opening of the extension; 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. 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. As the Deputy may be aware, the Transport Strategy for the GDA 2022-2042 was published by the NTA in January 2023. The strategy sets out a statutory framework for transport investment across the region over a twenty-year period and provides a clear statement of transport planning policy for the GDA. Implementation of the strategy has been divided into three phases - short-term up to 2030, medium-term from 2031 to 2036, and longer - term from 2037 to 2042. An extension of the Luas Green line to Bray is part of the strategy's medium-term proposals for development and delivery within 2031-2036 and is part of a number of proposed expansions to the Luas network over the lifetime of the strategy. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 283 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. The Greater Dublin Area (GDA) Transport Strategy, 2022-2042 sets out the objective for an extension of the Luas Green Line to Bray. Measure LRT5 of the Transport Strategy states: “It is intended to extend the Luas Green Line southwards in order to serve the Bray and Environs area.” The GDA Transport Strategy phases the delivery of projects between short-, medium- and long-term projects. The delivery of the Luas Green line extension to Bray is proposed in the medium term between 2031-2036. 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. 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 TII will begin this capacity enhancement study in 2026. Subsequent to this enabling study being completed, an options assessment process can then begin to determine the most suitable alignment and stop locations. 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. I trust that the above information is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

27/01/2026	295	**PQ Referred: 5577/26, for answer 27/01/2026 , Written from - Emer Currie**	Dail Question No: 295 To ask the Minister for Transport if actions can be taken to increase public transport accessibility to a location (details supplied); and if he will make a statement on the matter. Details Supplied: St Mary's Hospital, Phoenix Park Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. Under the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009, the Oireachtas assigned statutory responsibility to the National Transport Authority (NTA) for promoting the development of an integrated, accessible public transport network and public transport infrastructure. The NTA in turn works with the relevant public transport operators, for example Dublin Bus, who have responsibility for day-to-day operational issues, to progressively make public transport accessible. In light of the NTA's over-arching statutory responsibilities for accessible public transport, including the development of services and implementation of transport accessibility improvements, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 295 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. Route 80, which operates between Liffey Valley, Chapelizod, Dublin city centre, Rathmines and Dartry, serves bus stops on Chapelizod Road outside Phoenix Park. There is a walk of approximately 600 metres from the bus stops on Chapelizod Road to St. Mary's Hospital buildings. Phoenix Park is also served by route 99 which operates between Parkgate Street and the Phoenix Park Visitor Centre passing Dublin Zoo and Aras an Úachtaráin en-route. Unfortunately an extension of the route to also include the Hospital is not possible within the constraints of the current timetable and allocated resources. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

27/01/2026	280	**PQ Referred: 5484/26, for answer 27/01/2026 , Written from - Peter 'Chap' Cleere**	Dail Question No: 280 To ask the Minister for Transport for an update on the Safer Routes to Schools Programme in Kilkenny for 2023,2024,2025 and 2026; and if he will make a statement on the matter. 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. 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 932 applications were received from schools across every county in Ireland. Schools are processed in tranches with 4 rounds having been announced to date. 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. Following the announcement of Round 4 of the SRTS Programme in December 2025, 15 schools in Kilkenny County Council are now active in the Programme, with works at 5 of these schools having been completed. The remaining schools are at various levels of design and development. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 280 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. 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. A total of 24 schools in Kilkenny County applied for the scheme, split as follows: • 5 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); • 5 school included in Round 4 of the SRTS Programme (launched in December 2025); • 9 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.. As of December 2025, out of the schools already engaged in the programme there are: • 6 SRTS schemes are completed incorporating front of school ‘School Zone’ measures; • 2 schools are at Preliminary Design stage; • 1 school is at options development; • The 5 Round 4 schools are at the moment in their engagement process; • 1 school deferred from the programme. 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. The total amount spent in Kilkenny County in the last years in SRTS schemes is outlined below: • Total spent in 2023 in SRTS schemes: 83,605 €; • Total spent in 2024 in SRTS schemes: 410,099 €; • Total spent in 2025 in SRTS schemes: 360,600 €. The current allocation for 2026 for SRTS schemes in Kilkenny County is €330,000 for a total of 7 schools. The complete list of schools for is as below: School Name Roll Number SRTS Round NTA Phase 1 St John of God National School 17314R Round 1 Phase 7 - Finished 2 St Patrick's De La Salle Boys' National School 17854D Round 1 Phase 3 - Preliminary Design 3 St Canice's Co-ed National School 19626A Round 1 Phase 7 - Finished 4 CBS Secondary School Kilkenny 61550G Round 1 Phase 2 - Option Selection 5 Loreto Secondary School 61580P Round 1 Phase 7 - Finished 6 Graignamanagh BNS 16311g Round 2 Phase 7 - Finished 7 Scoil Mhuire Gan Smál 17224Q Round 2 Phase 7 - Finished	**Peter 'Chap' Cleere, T.D**

				8 Duiske College 70590T Round 2 Phase 7 - Finished 9 Scoil Bhride 18078N Round 3 Phase 3 - Preliminary Design 10 Ballyhall Kindergarten R95AN27 Round 3 Withdrawn from the programme 11 Bennetsbridge National School 16406R Round 4 Phase 2 - Option Selection 12 St Kieran's National School 17339k Round 4 Phase 2 - Option Selection 13 Stoneyford National School 17589k Round 4 Phase 2 - Option Selection 14 S N moin ruadh 17590s Round 4 Phase 2 - Option Selection 15 Scoil Mhuire National School 20492M Round 4 Phase 2 - Option Selection 16 Church Hill National School 05927L Subsequent Rounds - 17 Skeoughvosteen National School 16140F Subsequent Rounds - 18 St Leonard's National School 16827S Subsequent Rounds - 19 SN Tobair Eoin Baisde (Johnswell National School) 17905R Subsequent Rounds - 20 Scoil San Nioclás 18660S Subsequent Rounds - 21 St Beacon's National School 19976E Subsequent Rounds - 22 Bunscoil McAuley Rice 20255V Subsequent Rounds - 23 St Senan's National School 20443W Subsequent Rounds - 24 Grennan College 70640I Subsequent Rounds - I trust that the above information is of assistance. Yours sincerely,	

27/01/2026	333	**PQ Referred: 6389/26, for answer 27/01/2026 , Written from - Barry Heneghan**	Dail Question No: 333 To ask the Minister for Transport whether he is aware of reports of cancelled or so called ghost bus services across the Dublin network; the steps being taken to improve real time information accuracy; 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. As the Deputy will be aware, the NTA is a non-commercial State body operating under the aegis of my Department. As with other State bodies under my Department I engage as appropriate with the Chair and the executive in relation to relevant issues, including those raised by the Deputy. My officials have a structured engagement process with the NTA, including monthly meetings with senior management, quarterly governance meetings, and receive regular updates on policy and programme delivery. I can assure the Deputy that the performance of all public transport operators is closely monitored by the NTA under their contractual arrangements. These contracts allow for not just the monitoring of performance and the publication of annual performance reports, but importantly, allow for the imposition of financial penalties where performance does not meet the required standard. For example, if a bus service doesn't operate due to circumstances within the operator's control, a deduction is applied equivalent to the cost of the cancelled service. On reliability, the NTA acknowledge there have been challenges - often due to traffic congestion, driver or mechanic shortages, or unforeseen incidents. My Department is working closely with the NTA to try to address these issues through initiatives such as the Public Transport Workforce Taskforce which aims to address recruitment challenges for drivers and	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 333 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA acknowledges that, on occasion, cancelled bus services may still appear on the TFI Live app and on-street displays as if they are operating. This typically occurs when operators do not update the Automatic Vehicle Location (AVL) system in a timely manner to reflect cancellations, leading to what is commonly referred to as a 'ghost bus'. Service cancellations unfortunately can and do occur for a variety of reasons, such as a shortage of drivers or mechanics preventing services from operating. It can also be due to incidents occurring in service, such as traffic accidents/incidents, health emergencies, and/or bus breakdowns. While most real-time information is accurate and valued by customers, improvements are needed. The NTA is actively working with Dublin Bus, Bus Éireann, and Go-Ahead Ireland to ensure timely updates and better data quality. To help address these issues, the NTA has awarded a contract for a new, unified Automatic Vehicle Location (AVL) system to replace the five separate systems currently in use. This upgrade will deliver more reliable real-time data, improved arrival predictions, and a consistent format across all operators. A pilot implementation of this new solution is to start early next year and assuming no issues are found, full implementation will commence in 2026 and is currently anticipated to be completed in 2027. In addition, a number of other technical improvements are being introduced, one example being the installation of more capable antennas on the buses to improve the accuracy of the bus position information. In parallel to the new AVL system, the NTA continues to support operators in recruiting drivers and mechanics to reduce service cancellations and regularly reviews operator performance. The NTA remains committed to enhancing the accuracy and reliability of real-time passenger information for all public transport users. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			mechanics; and planned improvements to the vehicle location system under Next Generation AVL, which will enhance the accuracy of real-time passenger information. 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.		

27/01/2026	279	**PQ Referred: 5483/26, for answer 27/01/2026 , Written from - Peter 'Chap' Cleere**	Dail Question No: 279 To ask the Minister for Transport for an update on the Safer routes to Schools Programme in Carlow for 2023,2024,2025 and 2026; and if he will make a statement on the matter. 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. 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 932 applications were received from schools across every county in Ireland. Schools are processed in tranches with 4 Rounds having been announced to date. 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. Following the announcement of Round 4 of the SRTS Programme in December 2025, 9 schools in Carlow County Council are now active in the Programme, with works at 4 of these schools having been completed. The remaining schools are at various levels of design and development. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 279 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. 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. A total of 23 schools in Carlow County applied for the scheme, split as follows: • 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); • 2 school included in Round 4 of the SRTS Programme (launched in December 2025); • 12 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. As of December 2025, out of the schools already engaged in the programme there are: • 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 are currently undergoing Statutory Process with public consultation; • The 2 Round 4 schools are at the moment in their engagement process; • 2 schools deferred from the programme. 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. The total amount spent in Carlow County in the last years in SRTS schemes is outlined below: • Total spent in 2023 in SRTS schemes: 294,044 €; • Total spent in 2024 in SRTS schemes: 575,673 €; • Total spent in 2025 in SRTS schemes: 180,488 €. The current allocation for 2026 for SRTS schemes in Carlow County is €750,000 for a total of 5 schools. I trust that the above information is of assistance. Yours sincerely,	**Peter 'Chap' Cleere, T.D**

27/01/2026	348, 350 & 351	**PQ Referred: 6505/26, for answer 27/01/2026 , Written from - Maeve O'Connell**	Dail Question No: 348 To ask the Minister for Transport to report on the work of his Department in trying to address traffic congestion levels in Dublin while awaiting the delivery of public transport projects, following the publication of the Accelerating Infrastructure Report which highlights the significant effects traffic congestion has on Dublin. Dail Question No: 350 To ask the Minister for Transport if his Department has data on traffic congestion in Dublin; and if car journeys in Dublin are taking longer when compared to the past five years. Dail Question No: 351 To ask the Minister for Transport the way in which his Department is working to account for traffic congestion that has been displaced by active travel and road narrowing works. Answer As Minister for Transport, I acknowledge that Dublin is facing congestion challenges. I also recognise the impact of congestion on socio-economic factors as well as personal health and well-being. Encouraging a shift from private cars to public transport is a core priority under the Programme for Government. The funding provided in the NDP Sectoral Implementation Plan will see significant advancements in public transport projects in Dublin as well as across Ireland, which will help tackle congestion by making public transport more accessible, reliable, and affordable. The Review of the National Development Plan (NDP) published in July 2025 allocated €22.3 billion in Exchequer resources to the transport sector from 2026 to 2030, with an additional allocation of €2 billion from the Infrastructure, Climate and Nature Fund to support the development of MetroLink. This is an unprecedented level of investment in the transport sector and represents an almost 87% increase as compared to the last five-year period under the previous National Development Plan. The Sectoral Plan provides for the further	Dear Deputy, I refer to the matters you raised in Parliamentary Questions Nos. 348, 350 & 351 of 27 January 2026, which were referred to the National Transport Authority (NTA) for reply. I note that the Minister has provided a substantive response to these Parliamentary Questions and has referred your queries to the NTA to address “the NTA’s action to reduce disruption caused by construction works”. To coordinate on street activities associated with the major transport construction projects commencing in Dublin, and ensure that projects aren’t conflicting with each other in terms of road closures, traffic diversions and actual construction, the NTA has established, and chairs, a “Traffic Forum”. The key objective of the forum is to: “Oversee the management of traffic and transport during the construction of BusConnects Dublin, DART+ and MetroLink to balance efficient delivery of the projects and operation of the traffic and transport network.” To deliver this objective, the Traffic Forum will: • Agree constraints and restrictions to be included in the specification of works for the various projects; • Review Contractor(s) proposals for phasing, sequencing and scale of traffic management proposals; • Provide guidance for the development of the detailed temporary traffic management plans; and • Monitor the implementation of temporary traffic management plans and associated impacts. While the primary focus of the Traffic Forum is on the mega-projects, it takes into account activities on other projects, including major utility works and Active Travel schemes. Through these arrangements, a coordinated approach to the on-street construction activities is in place. Current membership of the Traffic Forum includes: • NTA; • TII; • MetroLink; • Irish Rail; • Dublin Bus; • Go-Ahead; • Bus Éireann; • Luas Operator; • An Garda Síochána; and • Dublin local authorities. I trust that the above information is of assistance. Yours sincerely,	**Maeve O'Connell, T.D**

			implementation of the BusConnects Dublin Programme. The major infrastructure element of BusConnects Dublin is the construction of Core Bus Corridors. An Coimisiún Pleanála has approved planning permission for all 12 Core Bus Corridor Schemes. The first of these, the Liffey Valley to City Centre scheme, entered construction in 2025 and is due to be completed in 2028. The second scheme, Ballymun-Finglas to City Centre, was approved by Government in late 2025 and will enter construction in the coming months. The Sectoral Investment Plan will support the construction of these and at least two additional schemes between 2026 and 2030. In addition, funding provided in the Sectoral Investment Plan will support the ongoing electrification of bus depots and the purchase of further zero emissions electric buses. In relation to MetroLink, An Coimisiún Pleanála published its decision to grant the MetroLink Railway Order in October 2025. This decision was subsequently subject to legal challenge, which has now been withdrawn. I warmly welcome the decision to withdraw the legal challenge, as we now have full planning permission and funding in place to move MetroLink forward towards procurement and construction. An Coimisiún Pleanála also granted the Railway Order for the Luas Finglas extension, with conditions, in October 2025. Regarding the current status, I can advise that three separate judicial review applications have been submitted on the project and this is under examination. Similarly, funding secured under the new NDP will see construction start before 2030 on the DART+ programme, beginning with DART+ West, which is the crucial enabler of the rest of the programme. Funding in the Sectoral Plan will also allow the CPO processes for South-West to commence this year and aspects of the procurement framework put in place for DART+ West will be available for use on South-West when its main construction works commence, which I hope to accelerate through the additional NDP funding made available in 2028 onwards.		

			The Department of Transport will continue to explore opportunities for additional funding, including through funding streams such as the European Union Connecting Europe Facility (CEF), to complement national Exchequer funding which may allow some projects to proceed to construction earlier than currently anticipated. In terms of public transport services, the 2026 PSO funding allocation of €940 million represents a significant 43% uplift in the allocation from 2025. This reflects the Government's commitment to ensuring that public transport services can continue to operate reliably and sustainably in the face of growing passenger demand and increased operational costs. The National Transport Authority (NTA) plays a central role in achieving this, as they have statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. The NTA, in conjunction with transport operators, continuously monitors key performance indicators, including punctuality, reliability, demand, and passenger feedback. Where necessary and feasible, routes and timetables are adjusted to help address issues like congestion and improve service performance. Recent announcements for changes to routes introduced under Phase 7 of BusConnects demonstrates the NTA's commitment to ongoing monitoring and responsive service adjustments. Crucially the PSO funding allocation for 2026 will also allow for the continued delivery of targeted fare initiatives, including the recently introduced free travel for all children up to the age of 9, and the Young Adult Card for those aged 19-25, as part of the NTA's National Fares Strategy. These measures help ensure effective and high-quality public transport service provision. Passenger numbers on public transport services have shown strong growth in recent years, with numbers trending at plus 9% in 2024 versus 2023. A significant milestone was reached in October 2024 when PSO services recorded one million journeys in a single day. It is too early in 2026 to provide a full		

			report on 2025 usage; however, interim data indicates significant additional passenger growth. For example, Dublin Bus recorded 164 million journeys in 2025, an increase of 5 million on 2024 and the highest annual total on record. We remain fully committed to building on these positive changes and delivering a public transport system that is reliable, accessible, and affordable for everyone. As well as significant investment in public transport and other sustainable options, my Department is finalising a new national transport strategy, 'Moving Together'. One of the aims of this draft Strategy is to make our transport system more efficient and to facilitate greater network optimisation over time, thus helping to reduce the impacts of congestion on the economy, the environment, and public health. By reducing congestion in our cities and towns, we will also reduce harmful emissions, and improve the air quality, safety and liveability of our urban spaces. This Strategy, which I hope to bring to Government for consideration shortly, will help to reinforce the full potential of ongoing investment in sustainable mobility alternatives, and support local effort in addressing the challenges caused by high traffic areas in our cities, such as Dublin City Council's strides to reduce congestion as part of the Dublin City Transport Plan. Concerning road network data, 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 in relation to traffic congestion levels in Dublin. Noting the above position, I have referred your question to TII for a direct reply on congestion levels. Please advise my private office if you do not receive a reply within 10 working days. Concerning Active Travel, the Department of		

			Transport will allocate €360 million in 2026 alone to the development and delivery of high-quality active travel and greenway schemes across the country. The four local authorities in Dublin will collectively receive €97.65 million for walking and cycling projects to encourage a move away from private car use for journeys in the local authority area. This funding will support projects such as new cycling and walking infrastructure along North Circular Rd, the FirhouseRoad Active Travel Improvement Scheme, theBroadmeadow Estuary Cycle Pedestrian Bridge, as well as Dun Laoghaire Rathdown's Central Active Travel Scheme, alongside many others. Nationwide approximately 1,200 active travel and greenway schemes will be supported this year. The delivery of all these planned schemes should encourage people to leave the car behind, where possible, therefore decreasing congestion levels and improving journey times for commuters and visitors to the city centre. Additionally, projects implemented as part of the Dublin City Centre Transport Plan, such as the pedestrianisation of Parliament Street and Capel Street have successfully demonstrated the benefit of providing safe, segregated and aesthetically pleasing areas for people to walk and spend time in car free areas. The National Transport Authority (NTA) are responsible for the oversight of active travel projects delivered by local authorities. A key part of the planning of these projects is the implementation of traffic management measures, where possible, to minimise the disruption caused by construction works. For more information on the NTA's action to reduce disruption caused by construction works, 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 response after 10 working days.		

28/01/2026	15	**PQ Referred: 6686/26, for answer 28/01/2026 , Written from - Ryan O'Meara**	Dail Question No: 15 To ask the Minister for Transport for an update on the bus route proposed by the NTA in the Connecting Ireland Mobility Plan, between Nenagh and Clonmel, County Tipperary; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally including the Connecting Ireland Rural Mobility Plan. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 15 of 28 January 2026, which was referred to the National Transport Authority (NTA) for reply. The Nenagh to Clonmel Route is outlined within Connecting Ireland and formed part of an October 2024 public consultation. Following the conclusion of the consultation we are currently reviewing the implementation of this new service. As of yet there is no agreed date for implementation. The Department of Transport and the NTA are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. The implementation date is subject to confirmation of funding so a precise date cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Ryan O'Meara, T.D**

28/01/2026	17 & 18	**PQ Referred: 6706/26, for answer 28/01/2026 , Written from - Grace Boland**	Dail Question No: 18 To ask the Minister for Transport whether his Department or the National Transport Authority has considered establishing a dedicated shuttle bus service linking Rush and Lusk train station with Rush on a timetable aligned with train arrivals and departures; whether such a service has been evaluated in terms of improving accessibility and reducing private car dependency; the steps which will be taken to provide improved multimodal connectivity in the area; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 17 & 18 of 28 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In respect of the bus and rail connection at Rush and Lusk, the last train arrival, northbound, into Rush and Lusk Station is scheduled for 23:30hrs. The closest connecting bus departure, toward Rush is at 23:57hrs, there is also 23:33hrs departure but it is not feasible to interchange to this service within the limited time allowed. We will explore with the operator the feasibility of running the 23:33 bus a little later to make the connection with the last train more practical within the current resources assigned to the route. Regarding a dedicated shuttle bus, whist there are no current plans for such a service, a programme of local area reviews is underway, and consideration will be given to local network connections as part of a review in the Rush and Lusk area. Implementation of any new services are subject to the availability of funding and operational readiness and will be considered amongst a range of other network development priorities. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

28/01/2026	19	**PQ Referred: 6707/26, for answer 28/01/2026 , Written from - Grace Boland**	Dail Question No: 19 To ask the Minister for Transport the reason the 33N night bus service must serve Swords and Dublin Airport despite Swords having access to a separate twenty four hour bus service; whether the National Transport Authority has assessed alternative routings, including the option of using the Dublin Tunnel, in order to shorten journey times for passengers travelling to Rush; whether route reform of the 33N is being considered to provide a more direct and efficient night time public transport option for Rush; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 19 of 28 January 2026, which was referred to the National Transport Authority (NTA) for reply. Whilst we have no current plans to revise the 33n service, the suggestion is noted and will be considered further in advance of the implementation of Phase 9 (Spine A) of BusConnects network redesign. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

28/01/2026	20	**PQ Referred: 6760/26, for answer 28/01/2026 , Written from - Seán Crowe**	Dail Question No: 20 To ask the Minister for Transport if there is a plan to reduce the number of daily journeys on the M50; the target for daily journeys at the achievement of that plan; the means by which this will be achieved; 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. Encouraging a shift from private cars to public transport is a core priority under the Programme for Government. The National Transport Authority (NTA) plays a central role in achieving this, as they have statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. The NTA, in conjunction with transport operators, continuously monitors key performance indicators, including punctuality, reliability, demand, and passenger feedback. Where necessary and feasible, routes and timetables are adjusted to help address issues like congestion and improve service performance. Recent announcements for changes to routes introduced under Phase 7 of BusConnects demonstrates the NTA's commitment to ongoing monitoring and responsive service adjustments. The 2026 PSO funding allocation of €940 million represents a significant 43% uplift in the allocation from 2025. This reflects the Government's commitment to ensuring that public transport services can continue to operate reliably and sustainably in the face of growing passenger demand and increased operational costs. Crucially, this allocation will also allow for the continued delivery of targeted fare initiatives, including the recently introduced free travel for all children up to the age of 9, and the Young Adult Card for those aged 19-25, as part of the NTA's National Fares Strategy. These measures help ensure effective and high-quality public transport service provision.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 20 of 28 January 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Ministers response, we would note that the Greater Dublin Area Transport Strategy 2022-2042 sets out a framework for transport development across the region. Its focus is primarily on enhancing public transport provision to allow more people to have alternatives to car commuting. That strategy includes developments such as MetroLink, BusConnects and the DART+ Programme in addition to park and ride provision and active travel provision. Substantial investment is required to deliver all of the elements of the transport strategy and the delivery of the individual projects will take time. However, in line with other cities internationally, this is the appropriate response to the current congestion challenges on the M50. I trust that the above information is of assistance. Yours sincerely,	**Seán Crowe, T.D.**

			As well as investment, there is also a need for considering options to reduce overall transport 'demand' and to encourage an incremental behavioural shift towards more sustainable modes in circumstances where feasible alternatives are already available or are being delivered. Transport Infrastructure The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, which includes DART+ Southwest, the Luas Finglas extension and MetroLink. The Review of the National Development Plan published in July 2025 allocated €22.3 billion in Exchequer resources to the transport sector from 2026 to 2030, with an additional allocation of €2 billion from the Infrastructure, Climate and Nature Fund to support the development of MetroLink. This is an unprecedented level of investment in the transport sector, will help to address issues of congestion, and represents an almost 87% increase as compared to the last five-year period under the previous National Development Plan. 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 within 10 working days. Roads 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 in relation to managing traffic on the M50.		

			Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.		

28/01/2026	14	**PQ Referred: 6675/26, for answer 28/01/2026 , Written from - Richard Boyd Barrett**	Dail Question No: 14 To ask the Minister for Transport if the cost of the NTA dispatch operator licence is the same for large, corporate taxi apps as it is for individual drivers (details supplied). Details Supplied: It has been suggested to us that Uber pays just €100 for this license Answer The regulation of the small public service vehicle (SPSV) industry, including dispatch operator 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 14 of 28 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The licensing requirements for SPSV booking service providers are set out in Part 9 of the Taxi Regulation (Small Public Service Vehicle) Regulations 2015. More specifically, Regulation 61 sets out the requirements for the grant of a dispatch operator licence. It requires that an applicant: (a) produces a valid tax clearance certificate for the time being in force in respect of the applicant under section 1095 (inserted by section 127 of the Finance Act 2002) of the Taxes Consolidation Act 1997 , (b) provides to the Authority the contact information used for the purposes of making or receiving bookings in relation to drivers affiliated with the dispatch operator or person providing the booking services including details of any trading name being used or proposed to be used by the applicant, and (c) pays to the Authority the appropriate fee specified in Schedule 1. Scheule 1 outlines the fee, which is the same for a new licence or a renewal, and is the same cost for any person or company applying. 11. A fee of €100 shall be payable in respect of the grant of a new dispatch operator licence or the renewal of a dispatch operator licence. Where compliant with the above requirements, the NTA may grant a dispatch operator licence. I trust that the above information is of assistance. Yours sincerely,	**Richard Boyd Barrett, T.D.**

28/01/2026	22	**PQ Referred: 6799/26, for answer 28/01/2026 , Written from - Barry Heneghan**	Dail Question No: 22 To ask the Minister for Transport the details of all works completed since 2020 and all works planned for the period 2026 to 2030 at all DART stations and platforms on the Dublin southside network; the type of works carried out or proposed, the year of completion or planned delivery, the current status, and the funding source for each station, in tabular form; and if he will make a statement on the matter. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme and the maintenance and upgrades of DART stations and platforms. The DART+ programme which comprises five different projects in and around the GDA will triple the length of the electrified network from circa 50km to 150km and double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. This will significantly enhance access to high capacity public transport across the GDA. DART+ Coastal South aims to improve DART services on the existing DART line south of Dublin City, with the current focus on enhancing services between Bray and Greystones. DART+ Coastal South will be delivered in 2 distinct stages:Stage 1: Infrastructural enhancements and upgrades to enable an increase in train frequency from 2 to 3 trains per hour/direction between Bray and Greystones.Stage 2: Infrastructure enhancements to enable an increase in train frequency from 6 to 12 trains per hour/direction between Dublin Connolly and Bray (Daly) Stations. A non-statutory public consultation on the Emerging Preferred Option for DART+ Coastal South, Stage 1 Bray to Greystones Capacity Enhancements, was carried out by Iarnród Éireann in Q4 2025. The NDP Sectoral Investment Plan, which was published by the Department of Transport in November 2025, also provides funding to progress the extension of the DART to Wicklow Town. This	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 22 of 28 January last, which was referred to the National Transport Authority (NTA) for reply. Over the period 2020 to 2025 NTA funded Irish Rail to undertake a wide array of station upgrade, refurbishment, and asset renewal projects across the DART Southern Line. Works delivered include lift modernisation, escalator renewals, public address and voice alarm upgrades, the deployment of lift passenger call and CCTV systems, renewals of automatic doors and LED lighting upgrades. These works have been in addition to the renewal of station furniture and other passenger facing facilities such as wayfinding/signage. More targeted interventions have also been delivered including renewal of the wearing course and replacement of existing platform lighting poles on Platform 1 at Grand Canal Dock, resurfacing of defective tiling on the northern (quayside) concourse at Tara Street along with the refurbishment of toilets at Pearse and Bray. 2020 also saw the completion of the roof renewal project at Pearse Station. In addition to works at existing DART Station, NTA funded Irish Rail to deliver a new station at Woodbrook which opened in 2025 to serve the growing community of Woodbrook / Shanganagh. A full accessibility upgrade of Dalkey Rail Station, including a new footbridge and lifts, was opened to the public in 2023. There are no other planned accessibility or P&R (Park & Ride) projects for southside DART stations. Regarding the works planned for the period 2026 to 2030, the Minister has provided a substantive response. In addition, we would like to note that the NTA has provided funding to Irish Rail to progress the DART Platform Accessibility Project. This project aims to reduce ramp usage across the DART network—both existing and future under the DART+ Programme—by reviewing platform heights and layouts to identify opportunities to minimise the gap and reduce the step between the train and the platform. The project places particular emphasis on compliance with the standards set out in the Persons with Reduced Mobility Technical Specification for Interoperability. Works on the Southern Line will be completed in advance of the new trains entering service. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			extension is to be progressed around 2029, using battery-electric DART+ Fleet. 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 within10 days.		

28/01/2026	16	**PQ Referred: 6704/26, for answer 28/01/2026 , Written from - Grace Boland**	Dail Question No: 16 To ask the Minister for Transport the reason that the 33A bus service is frequently cancelled without prior notice on the Transport for Ireland real time information app; the measures which are being taken to ensure that real time service information is accurate and timely; and the steps his Department is taking to reduce the level of cancellations on routes 33/33A so that commuters are not left without public transport options; 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. I can assure the Deputy that the performance of all public transport operators is closely monitored by the NTA under their contractual arrangements. These contracts allow for not just the monitoring of performance and the publication of annual performance reports, but importantly, allow for the imposition of financial penalties where performance does not meet the required standard. For example, if a bus service doesn't operate due to circumstances within the operator's control, a deduction is applied equivalent to the cost of the cancelled service. On cancellations, the NTA acknowledge there have been challenges - often due to traffic congestion, driver or mechanic shortages, or unforeseen incidents. My Department is working closely with the NTA to try to address these issues through initiatives such as the Public Transport Workforce Taskforce which aims to address recruitment challenges for drivers and mechanics; and planned improvements to the vehicle location system under Next Generation AVL, which will enhance the accuracy of real-time passenger information. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 16 of 28 January 2026, which was referred to the National Transport Authority (NTA) for reply. Bus cancellations on routes 33 and 33A arise mainly from driver shortages, mechanical issues, and traffic congestion, all of which can prevent buses from completing trips on schedule. Regarding the lack of warnings on the TFI Live app, this generally occurs when cancellations are not entered into the real time system quickly enough by the operator, resulting in buses incorrectly appearing on the real time passenger information system. The NTA continues to stress the need for timely updates from Dublin Bus and Go Ahead and is finalising the rollout of a new tool to assist it in monitoring timely cancellation notifications. To address ongoing performance issues, the bus operators are undertaking targeted recruitment for drivers and mechanics, including overseas campaigns, and Go Ahead Ireland are implementing additional maintenance measures to strengthen fleet reliability. Where cancellations are within the operator's control (such as far driver availability or mechanical reasons), contractual deductions are applied to reflect the cost of missed services. The NTA will continue to monitor performance on routes 33 and 33a and work with Dublin Bus and Go Ahead Ireland to reduce cancellations and improve the reliability of customer information for passengers. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

			direct reply. Please advise my private office if you do not receive a response within ten working days.		

29/01/2026	198	**PQ Referred: 7311/26, for answer 29/01/2026 , Written from - Pa Daly**	Dail Question No: 198 To ask the Minister for Transport the progress to-date regarding the electrification of public transport; 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. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, including the provision and upgrade electrification of public transport 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. Electric buses produce no tailpipe emissions and offer reduced interior and exterior noise levels compared to diesel buses. The 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. Currently, there are more than 200 electric buses in service in the urban Public Service Obligation fleet across Dublin, Limerick and Athlone, with more to come. In addition, electric buses have also been introduced in rural areas through Transport for Ireland (TFI) Local Link services in Galway and Kerry. In relation to DART+ Fleet, three fleet orders have been placed comprising both battery-electric and electric carriages, bringing the total number of DART carriages ordered to 285. The first order for the purchase of 95additionalDART carriages (65 battery-electric and 30 electric) have started arriving in Ireland and have started undergoing certification and safety testing. It is intended that the new battery-electric sets will be	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 198 of 29 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. As you will be aware, public service obligation (PSO) bus and rail services are provided by various operators under contract to the NTA. Exact details of where they purchase their energy supplies can be obtained directly from them. In relation to fleet type, the NTA is responsible for the purchase of new bus and coach fleet required for the operation of the majority of PSO bus services nationally. The NTA is no longer purchasing diesel-only urban buses for the operation of urban bus services and a decision was made in 2022 to purchase zero-emission urban buses only. To-date, a total of 309 double-deck battery-electric and 55 single-deck battery-electric urban buses, which operate on non-fossil-fuel energy at point of use, have been purchased for the PSO urban bus fleet, equating to approximately 19% of the current PSO urban bus fleet. It is intended that the entirety of the PSO urban bus fleet will be zero-emission by 2035. While battery-electric powertrains are very well suited to many bus services in urban areas they are not currently viable for longer urban and commuter routes, including inter-urban routes, and hence the range of options to convert the fleet operating these services is more limited. The NTA has therefore been exploring the possible use of hydrogen fuel cell technology, which is an innovative zero tailpipe emission option. As part of this, three hydrogen-fuelled double-deck vehicles have been operating in-service on Bus Éireann Route 105X between Dublin and Ratoath, County Meath since July 2021 for evaluation purposes. In the meantime, the NTA continues to invest in lower emission EURO VI fleet for longer urban and commuter routes, including inter-urban routes. Finally, as you will be aware, the existing DART heavy rail and Luas light rail systems are electrically-powered rail systems (operating on non-fossil fuel energy at point of use), as indeed will be the future MetroLink system. There are significant plans for the expansion of both the DART and Luas systems in the Greater Dublin Area. In respect of DART, the DART+ programme has seen Railway Orders obtained for a number of the major sub-projects, with the upgrade and electrification of the existing infrastructure on the railway line to Maynooth / M3 Parkway expected to commence over the next 18 months. Orders for a total of 31 x 5-car battery-electric multiple units and 26 x 5-car electric multiple units (285 carriages) have also been placed, with the first of these new trains expected to enter service in early 2027. The battery-electric multiple units are particularly noteworthy, as they will enable the replacement of trains using fossil-fuel energy on non-electrified railway lines, starting with the Northern Commuter Line between Dublin and Drogheda. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

			initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027. It is plannedto deploy at least some of the second order of 90 battery-electric DART carriages to allow commencement of the Wicklow DART extension around 2029. Deployment of the first and second orders will free up existing Intercity and Commuter trains for use on other train routes, providing a capacity boost. The location of where the redeployed fleet will be used will bedeterminedby Iarnród Éireann in consultation with the NTA. In December 2025, the Department funded a third fleet order for a further 100 electric DART carriages, which will fully replace the original DART fleet in service since the DART first opened in 1984.It is planned to deploy this third order of 100 electric carriages from the end of 2028. The Rail Project Prioritisation Strategy, which was prepared with the assistance of the European Investment Bank, Department of Infrastructure in Northern Ireland, the NTA and rail agencies across the island, was published last December. It outlines how to best sequence and optimise the recommendations of the All-Island Strategic Rail Review which was launched in July 2024. The Prioritisation Strategy specifies short-term rail infrastructure investments, referred to as Early Interventions, to be delivered in the coming years, including a series of new track passing loops and platforms to boost the rail network's resilience and capacity.Work on these projects will start from this year, for full delivery by 2030 with funding provided under the NDP Sectoral Investment Plan for Transport, which was published by my Department in November. The Strategy also identifies Major Projects to be progressed for the longer-run, involving intercity electrification and significant capacity upgrades on the rail network. These Major Projects include "FourNorth", to add track capacity on the busy Northern line north of Connolly station; electrification and line speed improvements on the Dublin-Cork and Dublin-		

			Belfast routes; and reinstatement of lines including the Western Rail Corridor between Claremorris to Athenry. Analysis carried out as part of the preparation of the Prioritisation Strategy indicates that progression of the major projects along with existing projects to be delivered such as the DART+ programme would lead to 750km of the rail network electrified with overhead cables capable of powering fast intercity trains. This would avoid 60,000 tonnes of CO2 annually based on current operations. There would also be a 55% reduction in CO2 emissions across intercity and regional services. As the Deputy may be aware, the Cork Area Commuter Rail Programme is a key project in the Cork Metropolitan Area Transport Strategy 2040. The Programme is being delivered on a phased basis and involves a major investment, enhancing the heavy rail network across the region, connecting Mallow, Cork, Cobh and Midleton with increased train capacity. Phase 1 of the Programme consists of a signalling upgrade, construction of a through-platform at Kent Station, which opened in April 2025, and double-tracking from Glounthaune to Midleton. Phase 2 of the programme plans for the electrification of the Cork commuter rail network and the delivery of new stations. Last summer Iarnród Éireann held a non-statutory public consultation in relation to Phase 2, with a second round of consultation planned for April 2026. Phase 2 will be progressed following the completion of Phase 1. Funding provided in the Sectoral Investment Plan for Transport, which was published by my Department in November, will see Iarnród Éireann complete Phase 1 complete this year, and commence Phase 2 thereafter, starting with new stations at Blackpool and Dunkettle and initial electrification works and depot construction. As Minister, I look forward to the continued progress which will be made in electrifying our public transport system. 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 within10 days.		

Data Classification: Public

29/01/2026	196	**PQ Referred: 7285/26, for answer 29/01/2026 , Written from - Malcolm Byrne**	Dail Question No: 196 To ask the Minister for Transport the reason no active travel measures were announced for the Gorey-Kilmuckridge Municipal District as part of the funding announcement under this stream in January 2026; the reason this District has continued to be grossly underrepresented in such funding announcements; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 196 of 29 January 2026, which was referred to the National Transport Authority (NTA) for reply. In recent years, the NTA has supported the delivery of a number of Active Travel and Safe Routes to School schemes across Wexford County. As activity in the Active Travel programme has expanded nationally and within Wexford, the volume of proposed projects now exceeds the level of funding available. As a result, the NTA cannot fully fund all proposed schemes and must prioritise certain projects in order to remain within its allocated budget. In determining allocations, the NTA engages with each local authority to understand the projects being proposed and the authority's local priorities. In recent years, the NTA has supported the delivery of several active travel and Safe Routes to School (SRTS) schemes across Wexford, including the Gorey-Kilmuckridge area. In 2025, the NTA provided €432,000 of funding for the construction of SRTS schemes in Gorey, Ballaghkeene and Crossabeg. Furthermore, the NTA also provided €87,948.64 of funding for the construction of a footpath and zebra crossing in the village of Ballymurn and €38,268.80 for the construction of traffic calming and pedestrian crossing infrastructure in the village of Ballycanew. It may be worth noting the NTA does not directly fund individual projects, instead, funding is provided through local authorities. Given the ramping up of active travel infrastructure in recent years, the number of proposed projects now regularly exceeds the funding available and many projects are multi annual, so allocations are often committed to a rolling programme and informed by the county development plan and local transport plans. The NTA remains open to supporting additional projects in future, brought forward through the local authority subject to overall budget availability. I trust that the above information is of assistance. Yours sincerely,	**Malcolm Byrne, T.D**

29/01/2026	191	**PQ Referred: 7186/26, for answer 29/01/2026 , Written from - Ruth Coppinger**	Dail Question No: 191 To ask the Minister for Transport if consideration will be given to the creation of a direct route between Hollystown in Dublin 15 and Dublin city centre; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 191 of 29 January 2026, which was referred to the National Transport Authority (NTA) for reply. We plan to improve the level of service to Hollystown with the rollout of Phase 10 of the BusConnects Network Redesign Programme. Phase 10 includes for the provision of a new frequent radial bus route into the city centre that will serve Hollystown. More information on BusConnects is available at: https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/ In advance of the implementation of Phase 10, we plan to extend all trips on current route 40d from Tyrrelstown on to the Swing Roundabout which will improve service provision for Hollystown. This change will be implemented on the 22 of March 2026. I trust that the above information is of assistance. Yours sincerely,	**Ruth Coppinger, T.D.**

29/01/2026	194	**PQ Referred: 7283/26, for answer 29/01/2026 , Written from - Malcolm Byrne**	Dail Question No: 194 To ask the Minister for Transport to provide an update on planned park and ride facilities being established along the M11; and to indicate where such facilities will be provided, including in the Wicklow-Wexford constituency. Answer 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). The Programme for Government commits to working with local authorities and relevant agencies to develop affordable Park and Ride facilities on the outskirts of major towns and cities. The NTA established the PRDO in February 2020. The function of the PRDO is to enable and advance the delivery of strategic Park Ride sites in collaboration with Local Authorities and transport agencies across all regions of the State by providing full time specialist resources on these projects. The PRDO published a Park Ride Strategy for the Greater Dublin Area as part of the NTA Transport Strategy for the Greater Dublin Area 2022-2027. The Strategy sets out the vision and objectives for Park Ride and identified the zones for strategic Park Ride sites in the region. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 194 of 29 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In 2020, arising from an action as part of the Climate Action Plan, the National Transport Authority (NTA) put in place the Park and Ride Development Office (PRDO) to support the delivery of Park and Ride (P&R) across state. The role of the PRDO is to lead the planning, design and implementation of strategic P&R facilities identified under various transport strategies such as the NTA's Greater Dublin Area (GDA) Transport Strategy 2022 - 2042, the Cork Metropolitan Area Transport Strategy. In addition, the PRDO assists with the design and delivery of local park and ride facilities with support for Local Authorities and transport agencies. The PRDO is a full-time specialist resource, located within the NTA and focused towards advancing a wide variety of park and ride projects. A comprehensive analysis of car journey origins and destinations along each strategic road corridor towards Dublin was undertaken by the PRDO as part of the development of the GDA Transport Strategy. This analysis identified priority locations for bus and rail-based P&R facilities within the GDA. In relation to the M11/N11 corridor, three locations for strategic bus-based P&R facilities were identified. Those locations were Fassaroe at Junction 6, Kilpeddar at Junction 11 and Ashford/Rathnew at Junction 16. The status of the proposed new strategic P&R facility at each location is described below: **Fassaroe** • This is the most northerly of the M11/N11 corridor sites, providing approximately 390 parking spaces, located just off the northbound carriageway of the M11 close to Bray; • Construction commenced in mid-2025 and is now nearing completion with testing and commission to follow shortly; and • The facility is expected to be ready for operation later this year. **Kilpedder** • A preferred site has been identified which can accommodate approximately 400 parking spaces, with negotiations ongoing with the relevant landowner to secure the site by agreement; • Planning consent will be sought via an application to An Coimisiún Pleanála; and • Work is ongoing to prepare the documentation for the planning application and it is anticipated that the application will be submitted later this year. **Ashford/Rathnew** • The elected members of Wicklow County Council (WCC) voted to approve the scheme under Part VIII of the Planning and Development Act 2000 in March 2025; • The proposed facility will accommodate approximately 200 parking spaces and is located just west of Junction 16 on the M11; • WCC, using grant funding provided by the NTA, concluded the sale of the land by agreement in late 2025; and • Work is now ongoing on the detailed design of the site and the preparation of tender documents for the procurement of a contractor. Given funding requirements for 2026, the NTA is not in a position to commence the construction of the project this year. The project could proceed to construction next year, subject to the availability of funding. In addition to the above, preliminary work is ongoing, in collaboration with Transport Infrastructure Ireland (TII) and WCC, on a potential new local Park and Ride / Park at Templerainey near Arklow (Junction 20 – M11). Yours sincerely,	**Malcolm Byrne, T.D**

04/02/2026	363 & 364	**PQ Referred: 8453/26, for answer 04/02/2026 , Written from - Maeve O'Connell**	Dail Question No: 363 To ask the Minister for Transport the criteria the National Transport Authority uses to assess funding applications. 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 have responsibility for the allocation of funding to local authorities and the development and delivery of specific projects in each local authority area. Noting the role of the NTA in the matter, I have referred your questions to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 363 & 364 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. **PQ 363** The National Transport Authority (NTA) receives an annual funding allocation from the Department of Transport, and all funding decisions are made within the parameters of this Exchequer allocation and the policy frameworks set by Government. In assessing funding applications, the NTA prioritises projects and programmes that are consistent with the Government approved transport strategies for the relevant areas, including the Greater Dublin Area Transport Strategy and the regional metropolitan area transport strategies. The NTA must also ensure alignment with wider national policy requirements, including the National Development Plan, the Department of Transport's five year Sectoral Investment Plan, the National Investment Framework for Transport in Ireland, and other statutory and strategic obligations. A key consideration in the assessment process is the need to meet contractual commitments already entered into for public transport and active travel projects, as these commitments form the baseline for determining the level of funding available for new or emerging proposals. Remaining funding is then allocated to projects, programmes, and initiatives that support the phased implementation of the approved transport strategies and that best advance Government policy objectives relating to sustainable mobility, climate action, accessibility, and regional development. The NTA operates an annual allocation cycle consistent with central Government's budgetary framework. Each June, the NTA commences its budgeting process and requests transport agencies, local authorities, and delivery partners to submit their funding proposals for the year ahead, with all submissions required to demonstrate clear alignment with the relevant transport strategies and national policy frameworks. Following a detailed assessment process, proposed allocations are refined over the autumn period. Final allocations are then confirmed in December or January, once the Department of Transport formally advises the NTA of its Exchequer allocation for the coming year. This structured approach ensures that funding decisions are evidence based, strategically aligned, and fully consistent with the parameters of Government policy and the annual Exchequer allocation process. **PQ 364** Final budgets for transport projects are set at the point of Final Business Case (FBC) approval, in line with the Government's Infrastructure Guidelines. Prior to this stage, project cost estimates continue to mature as design develops, risks are better quantified, and market information becomes available. For this reason, movements in estimates prior to FBC approval should not be conflated with cost escalation. Once a FBC budget has been approved, any request for additional funding is assessed by the NTA against a broad range of factors, guided by its Project Approval Guidelines and Cost Management Guidelines. These considerations typically include: Ø whether the project continues to represent value for money; Ø the basis and justification provided for the cost increase (including whether it arises from scope change, inflation, design development, or unforeseen conditions); Ø whether the project has been managed in accordance with required governance, assurance and compliance processes;	**Maeve O'Connell, T.D**

				Ø the deliverability of the revised programme, including the credibility of updated timelines, risks and mitigation measures; and Ø the project's continued alignment with national transport policy and investment frameworks, as well as the availability of funding within its overall capital allocation. These factors collectively inform the NTA's assessment process and ensure that decisions relating to additional funding requests are consistent with national guidance, prudent cost management, and responsible stewardship of Exchequer investment. I trust that the above information is of assistance. Yours sincerely,	

04/02/2026	366	**PQ Referred: 8456/26, for answer 04/02/2026 , Written from - Maeve O'Connell**	Dail Question No: 366 To ask the Minister for Transport if his Department is considering enabling cyclists to turn left at red traffic lights. Answer A feasibility and international best practise review into cyclist turning left on red provision is now complete, and a pilot location has been identified with Dún Laoghaire Rathdown County Council agreeing to act as the pilot local authority. The National Transport Authority (NTA) are responsible for the management and delivery of the pilot scheme. Planning for undertaking the pilot project is advancing for implementation over the next 6 months, with a steering group to be established shortly. The proposed membership of the steering group will consist of representatives from the Department of Transport, the NTA, Dún Laoghaire Rathdown County Council and An Garda Síochána. Noting the role of the NTA in the matter, I have referred your questions to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 366 of 04 February last, which has been referred to the National Transport Authority (NTA) for reply. We note that the Minister provided a response to this Parliamentary Question. To add to the Ministers response, we currently expect the trial to commence (subject to Local Authority agreement) in Q3 2026, with comprehensive public engagement as part of the trial. I trust that the above information is of assistance. Yours sincerely,	**Maeve O'Connell, T.D**

04/02/2026	355, 356, 357	**PQ Referred: 8426/26, for answer 04/02/2026 , Written from - Albert Dolan**	Dail Question No: 355 To ask the Minister for Transport the total amount of active travel funding allocated by the National Transport Authority; the total amount of active travel funding drawn down by each local authority; the percentage of the annual allocation drawn down; the cumulative allocation and cumulative drawdown over the period for each local authority, for each year from the commencement of the Active Travel Programme to the end of 2025; and the reasons where material variances arise between allocations and drawdowns, in tabular form. Dail Question No: 356 To ask the Minister for Transport the amount of active travel funding reallocated or withdrawn from each local authority; the recipient local authority or authorities of such reallocated funding; the stage of project development at which the original allocation was withdrawn for each year from the commencement of the Active Travel Programme to end-2025: and the criteria applied by the National Transport Authority when deciding to reallocate funding. Dail Question No: 357 To ask the Minister for Transport the formal performance metrics used by the National Transport Authority to assess local authority delivery of active travel projects, including but not limited to (details supplied); and whether any internal comparative assessments, benchmarking, or rankings of local authorities are maintained, whether formally or informally, in respect of over €1 billion in allocations of public expenditure. 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 have responsibility for the allocation of funding to local authorities and the development and delivery of specific projects in each local authority area.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 355, 356 & 357 of 04 February 2026, which were referred to the National Transport Authority (NTA) for reply. **PQ355** Each year the Active Travel Investment Grant Allocations are published on the NTAs website. For example, the 2026 allocations are available at the link below. https://www.nationaltransport.ie/wp-content/uploads/2026/01/Active-Travel-Investment-Grants-2026-Allocations.pdf The Capital Investment annual bulletin that is published and includes a breakdown by Local Authority of total grant drawdown. The 2024 annual report is available at the link below. https://www.nationaltransport.ie/wp-content/uploads/2025/09/2024-Capital-Investment-Programme_FINAL.pdf The Active Travel programme includes projects at all stages (design, planning, construction). It includes more than 1200 projects across the Local Authorities and is constantly evolving and changing. For example, schemes may not achieve planning permission and do not proceed, or new priorities are added mid-year and other projects fall away etc. Funding allocations for the Active Travel programme are issued on an annual basis. During the calendar year it is not uncommon for expenditure to fluctuate across projects within Local Authorities. If a construction phase is ahead of programme, additional funding may be required in the current year. This is dealt with by allocation adjustment requests. Schemes that do not progress as planned or require additional technical work or public engagement may not require the full allocation. This is dealt with by allocation adjustments requests (in the negative). **PQ 356** Funding allocations for the Active Travel programme are issued on an annual basis per project. Funding commitments are issued for the current phase of the project. For example, if the scheme is currently at preliminary design there is no automatic commitment to fund future phases. During the calendar year it is not uncommon for expenditure to fluctuate across projects within Local Authorities. If a construction phase is ahead of programme, additional funding may be required in the current year. This is dealt with by allocation adjustment requests. Schemes that do not progress as planned or require additional technical work or public engagement may not require the full allocation. This is dealt with by allocation adjustments requests (in the negative). The reallocation of funding is a collaborative process with the Local Authorities as the projects develop and change. If a Local Authority is not going to draw down their full allocation (which has been notified by negative adjustments) the NTA would seek to reallocate this funding to other Local Authorities so that the maximum benefit can be achieved from the programme budget. The NTA does not withdraw funding commitments to one Local Authority to fund projects in other Local Authorities. Each year the Active Travel Investment Grant Allocations are published on the NTAs website. For example, the 2026 allocations are available here https://www.nationaltransport.ie/wp-content/uploads/2026/01/Active-Travel-Investment-Grants-2026-Allocations.pdf The Capital Investment annual bulletin that is published and includes a breakdown by Local Authority of total grant drawdown. The 2024 annual report is available at the link below. https://www.nationaltransport.ie/wp-content/uploads/2025/09/2024-Capital-Investment-	**Albert Dolan, T.D**

			Noting the role of the NTA in the matter, I have referred your questions to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.	Programme_FINAL.pdf The current programme has over 1200 projects in 2026. We do not maintain a database that tracks the reallocated funding requests and these connection between projects or between Local Authorities . **PQ 357** Local Authorities are required to report metrics of completed active travel projects e.g. km's of cycle lane delivered, bus lanes, traffic calming, junction upgrades etc. The NTAs annual report includes a breakdown of metrics by Local Authority. The 2024 annual report is available at the link below. https://www.nationaltransport.ie/wp-content/uploads/2025/09/2024-Capital-Investment-Programme_FINAL.pdf The metrics collected cannot be directly compared and no rankings of local authorities are maintained. For example, local authorities may deliver new footpaths whereas another Local Authority delivers new junction upgrades. It is not possible to compare these against each other for the purpose of ranking performance. Projects vary in complexity between dense urban areas to more rurual schemes. The design development can be challenging because of high traffic volumes, narrow road geometry, ecological archeologically or environmental challenges. Public engagement may be contentious requiring additional layers or meetings or design. Construction periods can be impacted by the volume of road users in the area and the amount of underground utilities that have to be dealt with. The time taken for projects to be delivered from concept to construction, the costs and rate of delivery are very situational dependant. I trust that the above information is of assistance. Yours sincerely,	

04/02/2026	347	**PQ Referred: 8356/26, for answer 04/02/2026 , Written from - Paul McAuliffe**	Dail Question No: 347 To ask the Minister for Transport if he is considering an extension to the 10 year rule for SPSV vehicles; his views on a one year extension, meaning that taxis registered in 2014 could not operate longer than those registered in 2015 and 2016 (details supplied). Details Supplied: the transitional period would end fairly and equitably next year and the 10 year rule would be fully restored. Answer The regulation of the small public service vehicle (SPSV) industry, including SPSV age limits, 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. As the Deputy is aware, the NTA as the statutory, independent, regulator made regulations in 2010 that established a maximum permissible age of 10 years for new standard taxis and hackneys. The ten-year rule was adopted in recognition of the need to strike a balance between achieving standards that offer the customer confidence, comfort, and safety, and allowing industry members to operate successfully. The Consolidated Taxi Regulation Acts 2013 and 2016 require the NTA to seek to promote the provision and maintenance of quality services by SPSVs and their drivers. The Taxi Regulation (Small Public Service Vehicle) Regulations 2015 continued the age limit for taxis and hackneys as, in general, less than 10 years old, and always of a condition and quality suitable to provide SPSV services. Wheelchair accessible taxis and wheelchair accessible hackneys can operate up to 15-years old. No maximum age is set for limousines due to the vintage nature of many of these vehicles and their reduced mileage, due to their ceremonial and prestigious roles. The NTA's extension of age limits during Covid-19 was an emergency measure of a temporary nature, taken in recognition of the particular challenges posed by the pandemic and was specifically aimed	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 347 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. The age limits applying to vehicles operated in the SPSV industry are provided for in legislation. 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 Act 2013, as amended, requires 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. Temporary changes introduced in recent years to mitigate the effects of firstly Covid-19 and secondly shortage of supply following Russia's military aggression against Ukraine resulted in certain SPSVs having an extended maximum permissible age (MPA) and therefore remain in the fleet. 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 in the fleet at the time with an original final operation date between 13 March 2020, and the end of 2024. 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 "Extend the ten-year vehicle limit for taxis registered in 2015, offering another year of service". The Cabinet approved the Programme on the 24 January 2025. Following consultation with the Department of Transport and other relevant parties, the NTA moved as quickly as possible to implement the change as directed and commenced a public consultation on the maximum permissible age of 2015 registered taxis, in accordance with the related Programme for Government 2025 objective. The Taxi Regulation (Taxi Maximum Permissible Age) Regulations 2025 were enacted with effect from 1 April 2025, following completion of the public consultation process; 84% (1,538) of all respondents agreed with the proposed change to the Maximum Permissible Age Regulations and the submissions and outcome are set out in the Consultation Report. This regulation permitted an extension to the final operation date of taxis in the fleet, first registered in 2015 and due to reach their final operation date between 1 January 2025 and 31 December 2025. Vehicles bearing 2016 registrations were therefore not included in this extension. No further extensions to the MPA of SPSVs is under consideration and the NTA can confirm that SPSVs with registrations 161 and 162 have a final operation date in 2026. Yours sincerely,	**Paul McAuliffe, T.D.**

			at ensuring that no operator would be required to change their vehicle while passenger demand remained low, and there was a lack of suitable vehicles available for purchase. This is no longer the case. Although passenger usage returned to pre-Covid-19 levels in mid-2022, the year brought new challenges in relation to replacement vehicle supply in Ireland. Climate, energy and geopolitical challenges in particular, made it difficult for all end-of-life taxis and hackneys to be replaced in 2022 and beyond. As a result, and following a public consultation, the NTA Board enacted Regulations which permitted taxis and hackneys with a final operation date between 2020 and 2024 to operate for a period beyond the maximum permissible age once all other licensing requirements continued to be met. Those Regulations took effect on 18 November 2022 and provided for maximum age extensions of 36 to 60 months, depending on the original final year of operation of the impacted vehicle. From Jan 1st, 2028, all the extensions provided for under the 2022 Regulations will have ended. In line with the Programme for Government 2025 commitment to'extend the ten-year vehicle limit for taxis registered in 2015, offering another year of service', the NTA Board approved the making of a new Regulation which took effect from 1 April 2025. One of the consequences of the 2022 Regulations was that taxis first registered in 2012, 2013 and 2014 could operate longer than those first registered in 2015. The 2025 Regulations largely addressed this, allowing 2015 taxis an additional year of operation, thus providing a 2026 final operating date for those taxis. 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 reply within 10 working days.		

04/02/2026	338	**PQ Referred: 8117/26, for answer 04/02/2026 , Written from - Barry Heneghan**	Dail Question No: 338 To ask the Minister for Transport whether his Department or the National Transport Authority has considered extending existing bus routes including a route (details supplied), either as an interim or permanent measure, to address the lack of direct public transport in the area; and if he will make a statement on the matter. Details Supplied: Route 14, to serve Clonshaugh Road and Kilmore Road 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 Minister for Transport I continue to engage with the NTA on an ongoing basis in relation to maintaining high operational standards on all forms of public transport. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 338 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA have no current plans to extend route 14 to serve Clonshaugh Road and Kilmore Road. However, both roads will see a change in service provision through the BusConnects Network Redesign Programme. During the implementation of phase 8 of the BusConnects Programme route 14 will be replaced by new route 8. Like route 14, new route 8 will continue to provide City Centre connections via Collins Avenue but it will also provide a new direct connection to Beaumont Hospital. The implementation of phase 8 will be followed by phase 9. This will see new route L82 introduced. This route will operate between Knocksedan and Beaumont Hospital via Clonshaugh Road and the northern section of Kilmore Road. More information on the BusConnects Programme is available at: https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/ The implementation of these new services is subject to funding and operational readiness. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

04/02/2026	336	**PQ Referred: 8115/26, for answer 04/02/2026 , Written from - Barry Heneghan**	Dail Question No: 336 To ask the Minister for Transport if he will provide an update on a bus route (details supplied), including the original planned commencement timeline; the reasons for its delay; the current projected start date, the steps which are being taken to prioritise its delivery; and if he will make a statement on the matter. Details Supplied: The proposed L82 bus route from Swords to Beaumont Hospital 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 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 the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across five cities, including Dublin. BusConnects is the largest investment in the bus system in the history of the State and is managed by the NTA. Following on from three rounds of public consultation which concluded in 2020, new bus services in Dublin are already being delivered, with the first seven phases of the Network Redesign rolled out in recent years. The most recent phase, Phase 7, which commenced in October 2025, saw the introduction of the F Spine connecting Finglas to Tallaght. In terms of services, we secured an unprecedented allocation of €940 million for PSO services in Budget 2026, a significant 43% uplift in the allocation from Budget 2025. This allocation will ensure that existing public transport services can operate reliably and sustainably throughout the year in the face of growing passenger demand and increased operational costs.However, matters relating to bus service delivery and planning, including the L82 bus route, fall under the remit of the NTA, in co-operation with the relevant transport operator, and are subject to resource availability.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 336 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. The exact implementation date for route L82 which will be introduced along with the A-Spine will be determined by funding provision and operational readiness. The Department of Transport and the National Transport Authority (NTA) are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. The implementation date is subject to confirmation of funding so a precise date cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 working days.		

04/02/2026	335	**PQ Referred: 8114/26, for answer 04/02/2026 , Written from - Barry Heneghan**	Dail Question No: 335 To ask the Minister for Transport if he is aware of the lack of direct public bus services serving the Clonshaugh Road area of Dublin Bay North, including the withdrawal of previous routes that once entered the estate; the assessment his Department or the National Transport Authority has made of the impact this has on residents, particularly older people, families and those attending hospital appointments; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 335 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA plan to introduce a new bus route serving Clonshaugh as part of the implementation of phase 9 of the BusConnects Network Redesign. Route L82 will operate between Knocksedan and Beaumont Hospital via Clonshaugh Road. More information on the BusConnects Network Redesign programme is available at the link below. https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/. Implementation of this new service is subject to funding and operational readiness. I trust that the above is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

04/02/2026	334	**PQ Referred: 8088/26, for answer 04/02/2026 , Written from - Roderic O'Gorman**	Dail Question No: 334 To ask the Minister for Transport the agencies under his remit which regularly use a social media platform (details supplied) for communicating with the public. Details Supplied: X (formerly Twitter) Answer I have referred your question to the relevant agencies for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 334 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA can confirm that it uses X (formerly Twitter) for its TFI brand as part of a suite other measures that we use to communicate with the public regarding PSO (Public Service Obligation) public transport services throughout State. I trust that the above is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

04/02/2026	332	**PQ Referred: 8086/26, for answer 04/02/2026 , Written from - Roderic O'Gorman**	Dail Question No: 332 To ask the Minister for Transport if he will amend the public service obligation contract with Iarnród Éireann to end the requirement for Iarnród Éireann to provide service updates on a social media platform (details supplied). Details Supplied: X (formerly Twitter) 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, in conjunction with the relevant transport operators. The NTA has entered into contracts with these operators and provides subvention for services that form part of the Public Service Obligation (PSO) network. Given the NTA's contractual arrangements and its responsibility in this area, I have forwarded the Deputy's question to the NTA for a direct response on the specific issue raised. Please advise my private office if a reply is not received within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 332 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. Transport operators communicate with customers through a variety of channels including their own websites, social media outlets, and the TFI Customer Contact Centre. In the case of planned or foreseen disruptions, operators notify the public via those channels and where appropriate, via ad campaigns across traditional and online platforms. In the case of unforeseen disruption, the most up-to-date information is communicated to customers in a number of ways including on-board and at-station announcements along with passenger information displays where available. It is also made available via social media and where possible, on operator websites. Customers can also contact the TFI Customer Contact Centre in these situations. The NTA continues to engage with operators to improve ways to provide clear and timely information to customers. There is a contractual provision relating to the use of social media in the event of an unplanned outage, however, should a workable alternative be put forward by the operator, the NTA would be happy to agree any relevant contractual amendment. The NTA is actively engaging with transport operators as part of a process of reviewing the use of social media, particularly in the event of unforeseen disruption. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

04/02/2026	328	**PQ Referred: 8032/26, for answer 04/02/2026 , Written from - Eoghan Kenny**	Dail Question No: 328 To ask the Minister for Transport for an update on the introduction of next gen ticketing on the Cork fleet for bus services as of January 2026; and if he will make a statement on the matter. 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 ticketing and technology projects. 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. 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. 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. There is a commitment under the Programme for Government to roll out contactless fare payments on all public transport. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 328 of 04 February last, which was referred to the National Transport Authority (NTA) for reply. As you may be aware, as part of the BusConnects Cork Programme, the Next Generation Ticketing (NGT) system will be introduced which will incorporate the latest developments in account-based ticketing technology, including allowing use of credit / debit cards or mobile phones (including Google Pay and Apple Pay) as well as QR Codes 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. The rollout of the new NGT system in Cork will follow the development of the back office and supporting elements being procured under the BusConnects Dublin NGT project, but we are not yet in a position to provide a definitive timeline. This will be developed at a later date after we have further advanced the design and development of the BusConnects programme which includes the implementation of the core back office part of NGT system (which is designed to facilitate a full national system), and subject to confirmation of funding. In advance of Next Generation Ticketing (NGT) being deployed in Cork, the NTA is undertaking a project at present to improve the current ticketing system on city buses in Cork. Currently, all bus passengers on Cork City services have to go to the bus driver to pay for the bus journey, whether by cash or by Leap card. This requirement for all passengers to interact with the bus driver adds considerably to boarding time on buses and lengthens overall bus journey times. To improve this arrangement, the NTA is planning to install Leap card validators on an entry pole at the front door of each bus. This provision will allow boarding passengers to just tap their Leap card or Free Travel Pass on the validator upon entry without having to go to the driver, substantially speeding up boarding times on buses. The installation of these new validators will also facilitate the introduction of a similar fare to the 90-minute fare operating in Dublin in advance of NGT. Subject to successful end-to-end testing of the solution we expect to start rollout in May and finish in June. However, if issues arise in testing that require resolution by the supplier, the go-live may move a number of weeks. In the meantime, we have commenced the works on the buses to prepare for their eventual installation. I trust that the above information is of assistance. Yours sincerely,	**Eoghan Kenny, T.D**

04/02/2026	315, 316 & 317	**PQ Referred: 8012/26, for answer 04/02/2026 , Written from - Eoghan Kenny**	Dail Question No: 316 To ask the Minister for Transport if his Department have any plans to extend Leap Card capability to Millstreet train station as part of the Cork Commuter network; and if he will make a statement on the matter. Answer As Minister of Transport, I have responsibility for policy and overall funding of public transport. The National Transport Authority (NTA) has responsibility for the development and operation of the Leap Card technology on bus and rail systems. 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	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 315, 316 & 317 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has no plans to extend Leap capability to Charleville, Millstreet or Banteer train stations at this time. However, the NTA is currently working on the roll-out of the National Fare Strategy and as part of this work the ticketing and fares from these stations will be reviewed, and if applicable, Leap could then be considered (subject to funding then being available to procure and install the equipment). However, I would note that the Leap ePurse is less well suited to longer distance trips and the higher fares associated with such distances as the system requires customers to have the sufficient credit on their Leap card at the start of the journey to cover their fare. I trust that the above information is of assistance. Yours sincerely,	**Eoghan Kenny, T.D**

04/02/2026	311 & 312	**PQ Referred: 8008/26, for answer 04/02/2026 , Written from - Brian Brennan**	Dail Question No: 312 To ask the Minister for Transport the engagement he has had with Iarnród Éireann in relation to reducing fares on InterCity routes as of January 2026; 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, including the regulation of fares. 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 with the operators, in this case, Iarnród Éireann. 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 311 & 312 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. **PQ 311** Under the Dublin Transport Authority Act 2008, the NTA is responsible for setting public transport fares on all contracted or Public Service Obligation (subsidised) services. Fare changes are normally published in advance through the NTA's Fares Determination process. With respect to Bus Éireann fares, I can inform the following: 1. The NTA regulates fares on Bus Éireann TFI services (subsidised) routes operated under contract between the NTA and Bus Éireann. The NTA does not regulate bus fares for commercial bus services, such as Bus Éireann Expressway services. 2. Leap Card can be used across the TFI Bus Éireann network, providing significant savings compared to standard Adult Single Fares. Adult Leap users receive a 30% discount, while Young Adult Card and student Leap Card holders receive a 50% discount on the equivalent adult fare. 3. Following the introduction of new Dublin commuter fare zones in April 2025, the NTA intends to continue implementing the National Fares Strategy (published in 2023) on a phased basis. Overall, changes in fare structures are designed to be revenue neutral. A 90 minute fare for use on Cork city TFI Bus Éireann services will be available later this year, allowing Leap Card users switch onto other city Bus Éireann services at no extra cost, within 90 minutes of first tap-on. 4. There are no plans for general fare reductions at this time. As a result, the NTA has not engaged with Bus Éireann, or with any other operator, on potential fare reductions. **PQ 312** Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) is responsible for determining public transport fares on all Public Service Obligation (PSO) services, including InterCity services operated by Iarnród Éireann. These decisions are made through the NTA's annual Fares Determination process. In relation to InterCity rail fares, I can advise the following: 1. Discounted advance web fares continue to be available across InterCity routes. These fares offer significant reductions compared to standard booking office prices and are provided at three levels: Flexible, Semi-Flexible, and Low. 2. Eligible Young Adult and Student Leap Card holders benefit from a 50% discount on the equivalent adult fares across the rail network. 3. There are no plans for general fare reductions at this time. As a result, the NTA has not engaged with Iarnród Éireann, or with any other operator, on potential fare reductions. I trust that the above information is of assistance. Yours sincerely,	**Brian Brennan, T.D**

04/02/2026	313 & 314	**PQ Referred: 8009/26, for answer 04/02/2026 , Written from - Eoghan Kenny**	Dail Question No: 313 To ask the Minister for Transport if feasibility studies have been conducted on the reopening of Avoca train station in County Wicklow; and if he will make a statement on the matter. Dail Question No: 314 To ask the Minister for Transport if feasibility studies have been conducted on the reopening of Glenealy train station in county Wicklow; 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. TheNational Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including, together with Iarnród Éireann, any feasibility studies on the proposed reopening of Avoca train station. 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 reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 313 & 314 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. An engineering design team was appointed to prepare a Pre-Feasibility Report to assess the viability of re-opening Avoca Station, taking into account, among other factors, the transport needs of the area. This work has now been completed. The findings indicate that the overarching scheme objective to deliver a cost-efficient solution that encourages greater use of sustainable transport modes in Avoca is not fully achieved through the station's reopening. Although there are no significant engineering or operational barriers to reinstating the station, transport modelling suggests that both current and projected passenger demand for rail services at this location is very low. Consequently, it has been concluded that a significant investment in the reopening of Avoca Station would not be cost effective, and it is, therefore, not proposed to reopen the station at the present time. At present, there are no studies relating to the development of a Glenealy Station, nor has such a proposal been advanced through any formal appraisal process. I trust that the above information is of assistance. Yours sincerely,	**Eoghan Kenny, T.D**

04/02/2026	311	**PQ Referred: 8007/26, for answer 04/02/2026 , Written from - Brian Brennan**	Dail Question No: 311 To ask the Minister for Transport the engagement he has had with Bus Éireann in relation to reducing fares on Bus Éireann routes as of January 2026; 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, including the regulation of fares. 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 with the operators, in this case, Bus Éireann. Separately, fares charged by the Company on their commercial Expressway services as a matter for the Company itself. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 311 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Under the Dublin Transport Authority Act 2008, the NTA is responsible for determining public transport fares on all Public Service Obligation (PSO) services, including subvented services operated by Bus Éireann. These decisions are made through the NTA's annual Fares Determination process. In relation to fares on PSO Bus Éireann services, there have been a number of initiatives put in place in recent years in relation to these (and other) fares. These include: 1. 20% Average Fare Reduction: A general 20% reduction on public transport fares for all users on Public Service Obligation (PSO) services was introduced in April 2022 and remains in place, covering Dublin Bus, Luas, DART, Commuter Rail, and Bus Éireann. 2. Young Adult Leap Card (50% Off): The Young Adult Leap Card provides a 50% discount for individuals aged 19 to 25 (inclusive) and all full-time third-level students. This applies to PSO services and most commercial bus operators. 3. Free Travel for Children: Free travel is available on PSO services for children aged 5-8, which was expanded from the previous 5-year-old limit in 2025. 4. 90-Minute Fare (Dublin Area): A €2 "TFI 90-Minute Fare" was introduced in Dublin, allowing passengers free transfers between Dublin Bus, Luas, and most DART/commuter rail services within 90 minutes of the first boarding. It is intended to introduce a similar 90 minute fare arrangement in Cork (operated by Bus Éireann) in conjunction with the rollout of the new BusConnects network. 5. Lower Fares for Regional Towns: A flat town fare of €1.50 for Leap Card users has been implemented in regional cities and towns, including Athlone, Balbriggan, Carlow, Drogheda, Dundalk, Navan, and Sligo. 6. Dublin Region Fare Restructuring: A new Leap zonal fare system covering the Dublin region was introduced on April 28, 2025, for rail and extended to commuter bus services (Bus Éireann, Go-Ahead Ireland) on June 16, 2025, with the objective to create a more equitable, and consistent distance-based structure. There are no plans at present for further reductions in fares on Bus Éireann PSO services. I would note that the above information relates to the PSO services operated by Bus Éireann. The company also operates services such as Expressway on a fully commercial basis, without subsidy from PSO funding. The fare arrangements for those commercial services are solely a matter for Bus Éireann – they are not controlled or directed by the NTA. I trust that the above information is of assistance. Yours sincerely,	**Brian Brennan, T.D**

04/02/2026	298	**PQ Referred: 7992/26, for answer 04/02/2026 , Written from - Eoghan Kenny**	Dail Question No: 298 To ask the Minister for Transport if consideration is being given to new bus shelters at location (details supplied); and if he will make a statement on the matter. Details Supplied: Both sides of the N20 Road at Mallow General Hospital Stop Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 298 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. Similar to 2025, each local authority across the State, including Cork County Council, is being allocated €500,000 during 2026, under the Bus Stop Enhancement Programme (BSEP). The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate. 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. The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the BSEP, with the final programme of installations to be agreed with the NTA. The NTA continues to engage further with the Executive of each local authority on an ongoing basis to agree the programme of such works going forward into 2026. We will bring this request to the attention of the relevant Council personnel who are preparing the Council's prioritised programme in respect of bus stop enhancements in addition to other planned works, including Transport Infrastructure Ireland's (TII) N-M20 Cork-to-Limerick improvement plans . It is worth noting that not all locations are suitable for the installation of bus shelters due to underground services, width issues, sight line issues, access issues, or similar other items such as the negative impact on affected parties / adjacent premises. Each location is required to be technically assessed against current technical requirements, road safety matters, accessibility standards, third party planning matters, available space in addition to the design details. I trust that the above information is of assistance. Yours sincerely,	**Eoghan Kenny, T.D**

04/02/2026	288 - 293	**PQ Referred: 7982/26, for answer 04/02/2026 , Written from - Eoghan Kenny**	Dail Question No: 288 To ask the Minister for Transport the number of new fleets that has been purchased by Iarnród Éireann to serve rail routes in County Cork in 2020; and if he will make a statement on the matter. Dail Question No: 289 To ask the Minister for Transport the number of new fleets that has been purchased by Iarnród Eireann to serve rail routes in County Cork in 2021; and if he will make a statement on the matter. Dail Question No: 290 To ask the Minister for Transport the number of new fleets that has been purchased by Iarnród Eireann to serve rail routes in County Cork in 2022; and if he will make a statement on the matter. Dail Question No: 291 To ask the Minister for Transport the number of new fleets that has been purchased by Iarnród Eireann to serve rail routes in County Cork in 2023; and if he will make a statement on the matter. Dail Question No: 292 To ask the Minister for Transport the number of new fleets that has been purchased by Iarnród Eireann to serve rail routes in County Cork in 2024; and if he will make a statement on the matter. Dail Question No: 293 To ask the Minister for Transport the number of new fleets that has been purchased by Iarnród Eireann to serve rail routes in County Cork in 2025; 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. TheNational Transport Authority (NTA) has responsibility, together with Iarnród Éireann, for investment in and procurement of new rail fleet. Noting the NTA's responsibility in this matter and the specific issue raised by the Deputy, I have referred	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 288 - 293 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. Passenger heavy rail services in County Cork are provided by a mixture of InterCity and Commuter services. The InterCity services are operated mainly by 201 Class locomotives hauling Mark IV coaches introduced into service in 1995 and 2005, respectively, and, to a lesser extent, by InterCity railcars introduced into service in various batches from 2007-2024. The Commuter services are mainly operated by 2600 Class railcars introduced into service in 1994. All of these fleets are diesel-powered as there are currently no overhead wires or other infrastructure to support the operation of electrically-powered trains in County Cork, which is NTA/Irish Rail's preferred method of propulsion for any new fleets. The limited maintenance facilities available in County Cork also poses challenges in terms of maintaining passenger trains locally. The Cork Area Commuter Rail (CACR) programme consists of a number of improvements to the heavy rail network in County Cork that is ultimately intended to provide the railway lines between Mallow, Cobh and Midleton with a frequent, electrified, rapid transit service, and includes both electrification and the construction of a new passenger train depot. The completion of this programme will enable electrically-powered trains to operate CACR services. A second round of public consultation on the programme is planned for Q2 this year prior to IÉ lodging a Railway Order application to An Coimisiún Pleanála late this year subject to approvals. In the interim, limited renewal of the Commuter fleet with cascaded 29000 Class railcars (introduced into service from 2003-2005) may prove possible, but the absence of suitable maintenance facilities and electrification has meant that it has not been feasible for IÉ to purchase new fleet in 2020, 2021, 2022, 2023, 2024 or 2025 solely to serve rail routes in County Cork. I trust that the above information is of assistance. Yours sincerely,	**Eoghan Kenny, T.D**

			the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.		

04/02/2026	257	**PQ Referred: 7815/26, for answer 04/02/2026 , Written from - Richard Boyd Barrett**	Dail Question No: 257 To ask the Minister for Transport if he will request Transport Infrastructure Ireland and the National Transport Authority to examine the possibility of rerouting the Bray to Greystones railway line, by tunnel if necessary, to improve connectivity between Dublin and Rosslare Europort; and if funding might be available under the Trans-European Transport Network (TEN-T) policy which is the EU's core strategy for creating a unified, high-quality, multimodal network of railways, roads, inland waterways, and shipping routes by 2050. Answer As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), including, in conjunction with Iarnród Éireann, in relation to the rail network. The All-Island Strategic Rail Review was undertaken in co-operation with the Department for Infrastructure in Northern Ireland. Following two public consultations, the Review's Final Report was published in July 2024. The Review's Final Report sets out 32 strategic recommendations to enhance and expand the rail system in Ireland and Northern Ireland up to 2050, aligning with net carbon zero commitments in both jurisdictions. The recommendations seek to transform the quality of the rail system to the benefit of passengers and wider society on the island, through additional track capacity, electrification, increased speeds, higher service frequencies and new routes. The Review considered interventions to enable faster and more frequent journeys between Rosslare Europort and Dublin, including adding passing loops, tunnelling through Bray Head, developing a new railway along the M11 corridor, and building a new line for DART services along the N11 corridor.The Review noted that many of these solutions, including the potential tunnel, would be very costly and	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 257 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. As such, we have nothing further to add to the Minister's response. I trust that the above information is of assistance. Yours sincerely,	**Richard Boyd Barrett, T.D.**

			unlikely to be justifiable as the line would not be expected to support more than one or two trains per hour in each direction. As a result the proposed tunnel was not included in the Review's recommendations. It should be noted that as part of the DART+ programme, DART+ Coastal South will provide an improvement of current DART services from the city centre to Greystones. DART+ Coastal South be delivered in 2 distinct stages. Stage 1 will seek to deliver the infrastructure enhancements and upgrades that will enable an increase in train frequency from 2 trains per hour to 3 trains per hour per direction between Bray and Greystones. A non-statutory public consultation was carried out by Iarnród Éireann on the Emerging Preferred Option for DART+ Coastal South, Stage 1 Bray to Greystones Capacity Enhancements, and concluded in December 2025. The Government is committed to the delivery of major public transport projects, which is evidenced by last year's review of the National Development Plan (NDP). There is an unprecedented level of investment in public transport which has more than doubled compared to the last five-year period under the previous NDP. The Department will also explore any EU funding which may become available to accelerate public transport projects, including funding such as the Connecting Europe Facility (CEF), which supports the delivery ofTrans-European Transport Network (TEN-T) infrastructure. 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.		

Data Classification: Public

04/02/2026	254	**PQ Referred: 7799/26, for answer 04/02/2026 , Written from - Paul Donnelly**	Dail Question No: 254 To ask the Minister for Transport if a bus from Dublin 15 to Dublin Airport (N8 Route) has now been put back further to 2027. 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 theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 254 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. The exact implementation date for route N8 will be determined by funding provision and operational readiness. The Department of Transport and the National Transport Authority (NTA) are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. The commencement date of the route N8 is subject to confirmation of funding so a precise date cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Paul Donnelly, T.D.**

Data Classification: Public

04/02/2026	262	**PQ Referred: 7939/26, for answer 04/02/2026 , Written from - Richard Boyd Barrett**	Dail Question No: 262 To ask the Minister for Transport whether his Department or any body under its remit has any contracts with an organisation (details supplied); or has contracted work from that organisation within the past two years. Identical Question(s): to all Depts. Details Supplied: Covalen Answer I wish to advise the Deputy that my Department has not used the services of Covalen in the past two years With regard to the agencies under my aegis, this is a matter for the agencies themselves. I have referred these questions to those agencies for further reply. If the Deputy has not received a reply within ten working days please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 262 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has not contracted with, or used the services of Covalen in the past two years. I trust that the above information is of assistance. Yours sincerely,	**Richard Boyd Barrett, T.D.**

Data Classification: Public

04/02/2026	263	**PQ Referred: 7957/26, for answer 04/02/2026 , Written from - Richard Boyd Barrett**	Dail Question No: 263 To ask the Minister for Transport whether his Department or any body under its remit has any contracts with an organisation (details supplied); or has contracted work from that organisation within the past two years. Identical Question(s): to all Depts. Details Supplied: CPL Resources Answer I wish to advise the Deputy that my Department has not used the services of CPL Resources in the past two years With regard to the agencies under my aegis, this is a matter for the agencies themselves. I have referred these questions to those agencies for further reply. If the Deputy has not received a reply within ten working days please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 263 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has not contracted with, or used the services of CPL Resources in the past two years. I trust that the above information is of assistance. Yours sincerely,	**Richard Boyd Barrett, T.D.**

04/02/2026	230	**PQ Referred: 7387/26, for answer 04/02/2026 , Written from - Shane Moynihan**	Dail Question No: 230 To ask the Minister for Transport if consideration will be given for the installation of a new rail link between Blanchardstown and Donabate via Dublin Airport; 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. TheNational Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including, together with Iarnród Éireann, any proposed new rail links. Noting the NTA's responsibility in this matter and the specific issue raised by the Deputy, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 230 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. The statutory framework for the development of transport infrastructure in Dublin is provided by the NTA's Transport Strategy for the Greater Dublin Area, the requirement for which is set out in the Dublin Transport Authority Act 2008. The most recent Transport Strategy was approved by the Minister for Transport in January 2023 and sets out the transport requirements for the city-region up to 2042. The analysis of transport demand, upon which the strategy is based, did not identify that a rail link from Blanchardstown to Donabate via Dublin Airport was required or viable. As such, there is no basis for proceeding with such a scheme. Instead, the NTA and partner agencies are intending to proceed with MetroLink which will deliver a high-capacity rail link from Swords via Dublin Airport to Dublin City Centre, meeting the majority of regional public transport demand to Dublin Airport. MetroLink has an enforceable Railway Order and funding is in place to start construction within the next 2 years subject to the successful outcome of the procurement process and final Government approval under Approval Gate 3 as set out in the Infrastructure Guidelines. MetroLink will interchange with rail services from south Blanchardstown at Glasnevin DART station, and with bus services from Blanchardstown at Collins Avenue. In addition, the NTA are committed to the introduction of the N8 orbital bus service from Blanchardstown to Clongriffin DART Station via Dublin Airport. The N8 will also provide a link from the northern DART line (extended from Malahide under DART+ Coastal North including Donabate) via the interchange at Clongriffin. Donabate is also planned to be linked directly to Dublin Airport by the L83 bus service as part of Bus Connects. The above bus services are designed and planned on the basis that they can be increased in frequency in order to meet demand. This demand is kept under review and improvements made where funding and other resources are available. The Transport Strategy is reviewed every 6 years. As part of that review, options for major transport infrastructure schemes and services are examined in full. Demand between Blanchardstown and Dublin Airport, and the northern rail line catchment and Dublin Airport, will therefore be examined at that time and on the basis that MetroLink, DART+, and BusConnects will continue to proceed as planned. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

Data Classification: Public

04/02/2026	231	**PQ Referred: 7389/26, for answer 04/02/2026 , Written from - Shane Moynihan**	Dail Question No: 231 To ask the Minister for Transport if consideration will be given to a new bus route connecting Captain's Hill in Leixlip, Dodsboro, Chapelizod and Connolly Station. 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 theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 231 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. We have no plans to provide a new route operating between Captain's Hill and Connolly Station. A direct connection between Captain's Hill and the City Centre is available at peak times via route X31. Alternatively trips to the City Centre require interchange to C-Spine services at Leixlip from local routes L54, L58 or L59. Interchange between services is free of charge when customers avail of the TFI 90-Minute fare. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

04/02/2026	363 & 364	**PQ Referred: 8453/26, for answer 04/02/2026 , Written from - Maeve O'Connell**	Dail Question No: 363 To ask the Minister for Transport the criteria the National Transport Authority uses to assess funding applications. Dail Question No: 364 To ask the Minister for Transport the criteria the National Transport Authority uses to assess additional funding requests for projects that have exceeded their initial budgets. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to active travel and public transport.Funding is administered through the National Transport Authority (NTA), who have responsibility for the allocation of funding to local authorities and the development and delivery of specific projects in each local authority area. Noting the role of the NTA in the matter, I have referred your questions to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 363 & 364 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. **PQ 363** The National Transport Authority (NTA) receives an annual funding allocation from the Department of Transport, and all funding decisions are made within the parameters of this Exchequer allocation and the policy frameworks set by Government. In assessing funding applications, the NTA prioritises projects and programmes that are consistent with the Government approved transport strategies for the relevant areas, including the Greater Dublin Area Transport Strategy and the regional metropolitan area transport strategies. The NTA must also ensure alignment with wider national policy requirements, including the National Development Plan, the Department of Transport's five year Sectoral Investment Plan, the National Investment Framework for Transport in Ireland, and other statutory and strategic obligations. A key consideration in the assessment process is the need to meet contractual commitments already entered into for public transport and active travel projects, as these commitments form the baseline for determining the level of funding available for new or emerging proposals. Remaining funding is then allocated to projects, programmes, and initiatives that support the phased implementation of the approved transport strategies and that best advance Government policy objectives relating to sustainable mobility, climate action, accessibility, and regional development. The NTA operates an annual allocation cycle consistent with central Government's budgetary framework. Each June, the NTA commences its budgeting process and requests transport agencies, local authorities, and delivery partners to submit their funding proposals for the year ahead, with all submissions required to demonstrate clear alignment with the relevant transport strategies and national policy frameworks. Following a detailed assessment process, proposed allocations are refined over the autumn period. Final allocations are then confirmed in December or January, once the Department of Transport formally advises the NTA of its Exchequer allocation for the coming year. This structured approach ensures that funding decisions are evidence based, strategically aligned, and fully consistent with the parameters of Government policy and the annual Exchequer allocation process. **PQ 364** Final budgets for transport projects are set at the point of Final Business Case (FBC) approval, in line with the Government's Infrastructure Guidelines. Prior to this stage, project cost estimates continue to mature as design develops, risks are better quantified, and market information becomes available. For this reason, movements in estimates prior to FBC approval should not be conflated with cost escalation. Once a FBC budget has been approved, any request for additional funding is assessed by the NTA against a broad range of factors, guided by its Project Approval Guidelines and Cost Management Guidelines. These considerations typically include: Ø whether the project continues to represent value for money; Ø the basis and justification provided for the cost increase (including whether it arises from scope change, inflation, design development, or unforeseen conditions); Ø whether the project has been managed in accordance with required governance, assurance and compliance processes;	**Maeve O'Connell, T.D**

				Ø the deliverability of the revised programme, including the credibility of updated timelines, risks and mitigation measures; and Ø the project's continued alignment with national transport policy and investment frameworks, as well as the availability of funding within its overall capital allocation. These factors collectively inform the NTA's assessment process and ensure that decisions relating to additional funding requests are consistent with national guidance, prudent cost management, and responsible stewardship of Exchequer investment. I trust that the above information is of assistance. Yours sincerely,	

04/02/2026	233	**PQ Referred: 7393/26, for answer 04/02/2026 , Written from - Barry Heneghan**	Dail Question No: 233 To ask the Minister for Transport the timeline for the introduction of contactless bank card payments across public transport services currently operating under the Leap Card system; the stages of implementation planned; the reasons for the length of time required to deliver this upgrade; and if he will make a statement on the matter. 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 ticketing and technology projects. 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. 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. In August 2024, the NTA and Indra initiated the first call-off contract to equip the entire State subsidised public transport network in the Greater Dublin Area 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. 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. There is a commitment under the Programme for Government to roll out contactless fare payments on all public transport.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 233 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is currently planning the initial implementation of this Next Generation Ticketing system in the Greater Dublin Area (GDA) in line with the current funding and approvals. The NTA's objective is to deliver the project as efficiently and effectively as possible. While the overall project will take some time to complete, significant progress is already being made. The GDA implementation is broken down into four Major Release (MR) as follows: Major Release 1 (MR1): The purpose of MR1 is to introduce a small number of bus, tram and train validators (ticket machines) (just less than one hundred) and test and prove the functionality of these validators before committing to a large scale deployment across the entire network in GDA. The phase is designed to evaluate the following functionalities on the new system. • The tests will confirm that the new validators (ticket machines) will work with existing Leap cards and with the Free Travel Pass; i.e. customers can continue to use their Leap Cards and Free Travel passes to use public transport. This integration to Leap is complex and bespoke and represents a significant milestone in the project. • It will test that the new validators will be able to read and process debit/credit cards physically or via mobile phones/wearables (e.g. Google Pay, Apple Pay). • It will test the ability of the validators (ticket machines) to optically read barcodes. Why is this important? One of the key deliverables of the BusConnects programme is to remove physical cash from buses on the basis that it significantly slows down boarding times on buses. The numbers of passengers using cash is very low (<8% and falling) but on the basis that there will always be a requirement to facilitate cash users, passengers will instead be able to purchase a paper ticket with a barcode from a local retailer. This is akin to purchasing mobile phone credit for example. This barcode ticket can then be presented to these validators in much the same way as a credit card, phone or Leap Card can be used and will serve as a ticket to travel. • It will test the operation of the new cloud hosted (and ultimate replacement to the Leap back office) NGT back office. This introduces another significant change compared to Leap in that the system will become an Account Based Ticketing or ABT solution. What does this mean? In effect it means that passengers can choose to set up an account in NGT, in much the same way for example as setting up an account for motorway tolls. When setting up an account users can register a credit card for example with that account and use that credit card to tap and go on public transport. The ABT solution will calculate the best fare for that user (typically that night e.g. 2am) for the total trips taken that day and charge that fare against the registered card. It is not mandatory to register an account and where preferred it can be done anonymously. And of course cash users can continue to use cash to purchase a barcode and travel anonymously. But in essence NGT delivers additional options and greater flexibility to users. The purpose of MR1 is to give NTA sufficient confidence to approve the large-scale deployment of NGT Validators across Luas, Dublin City Bus (DCB) services and Iarnród Éireann (IÉ or Irish Rail) in the Dublin Commuter Zone. Major Release 2 (MR2):	**Barry Heneghan, T.D**

			This modern solution will introduce contactless payments for passengers via bank cards, mobile phones and barcodes across all public transport modes nationwide that are subsidised by the State. It will replace the Leap Card system, which has served over 9 million users since its 2011 launch but is now nearing end-of-life. 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.	The purpose of MR2, assuming a successful MR1, is to install those validators initially across the bus and LUAS network. This will take some time to complete. Replacing (and adding to) all of the validators of 2,000+ buses and approximately 400 validators across 69 stops on the Tram network is a significant milestone for the project. Leap and Free Travel will continue to operate as normal but it is expected that the use of Leap Cards will decline as customers migrate to contactless bank cards including Apple Pay and Google Pay. Another key element of this release will be to introduce a new Customer web application and the Customer mobile application as well as a new Customer Care portal and a new inspection application for Transport Operators. Major Release 3 (MR3): Major Release 3 brings in Irish Rail. It is listed separately owing to the specific complexity of installing and removing station gates (civil engineering works). In this release we will extend contactless bank card payments and the use of barcode tickets to the Irish Rail network. In order to ensure that customers can continue to benefit from the hugely popular 90-minute fare MR3 will go live as close as possible to MR2. Major Release 4 (MR4): In this release we will extend contactless bank card payments and barcode tickets to commuter and other bus services in the Dublin Commuter Zone. For commuter buses we will also be introducing a new ticket machine to replace the very old existing ticket machines on Bus Éireann services operating within the Dublin Commuter Zone, Dublin Commuter (DCOM) services (currently operated by Go-Ahead Ireland) and Junior Public Service Obligation (PSO) services in the Dublin Commuter Zone (197 & 139). Cash will still be accepted on these services. Timelines The upgrade to the system will begin with the deployment of new validators in the Greater Dublin Area from 2027, with contactless bank card payments implemented in 2028, with further rollouts thereafter. Further Implementations The system has been designed from the outset so it can be expanded nationally without major redesign. After the GDA implementation it is intended to then continue to roll out the system nationwide, but the timeline for that implementation is not yet available and will be subject to the requisite approvals and funding. Complexity One of the more challenging aspects of the project is that while NGT infrastructure is being rolled out, customers must still be able to pay their fare using their Leap cards. This will require both the old and new systems running alongside each other during transitional phases and requires the new equipment to fully support all Leap features. And installation works can only be carried out in narrow time windows when services are not operating (e.g. 2am-5am) so as not to disrupt service levels and stations cannot be closed during the day for installation. Additionally, the way in which bank cards will be accepted in NGT is different from how bank cards are used in retail locations, and necessitates additional certifications. It is also essential that the new system has the highest standards of data security, including cyber protection measures. Part of this means meeting all Payment Card Industry Data Security Standard requirements covering: • Network security (e.g., firewalls, secure configurations) • Protection of cardholder data (e.g., encryption, masking) • Vulnerability management (e.g., antivirus, patching) • Access control (e.g., role-based access, authentication) • Monitoring and testing (e.g., logging, penetration testing) • Information security policies	

				Overall, the combination of a large hardware rollout, the need to work alongside existing Irish ticketing products, and the aim of delivering a system that can be expanded nationally means the NGT programme in the GDA is more complex than many contactless ticketing systems introduced in individual cities or on single transport networks. I trust that the above information is of assistance. Yours sincerely,	

05/02/2026	235	**PQ Referred: 7415/26, for answer 04/02/2026 , Written from - Rose Conway-Walsh**	Dail Question No: 235 To ask the Minister for Transport the additional funding in 2026 provided by the NTA for additional Local Link routes within Mayo. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. I am pleased to inform the Deputy that in the significant uplift provided to the PSO programme in 2026, c. €31m has been ringfenced purely for investment in the Rural Transport Programme. However, the National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, including allocating funding to Transport Coordination Units. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 235 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. The Department of Transport and the National Transport Authority (NTA) are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. Any new or enhanced routes will be subject to confirmation of funding so a precise figure and date for Mayo cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Rose Conway-Walsh, T.D.**

Data Classification: Public

05/02/2026	155	**PQ Referred: 8771/26, for answer 05/02/2026 , Written from - Mark Wall**	Dail Question No: 155 To ask the Minister for Transport if the National Transport Authority has confirmed its budget for the local link service for this coming year; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. I am pleased to inform the Deputy that in the significant uplift provided to the PSO programme in 2026, c. €31m has been ringfenced purely for investment in the Rural Transport Programme. However, the National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, including allocating funding to Transport Coordination Units. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 155 of 05 February 2026, which was referred to the National Transport Authority (NTA) for reply. The estimated cost for 2026 including both the Rural Transport Programme and Regular Rural Services (scheduled rural bus services) programme is €98.8 million. Of this, €67.8m is funded from the overall PSO (Public Service Obligation) allocation, and €31million is ringfenced for the Rural Transport Programme. I trust that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

04/02/2026	345	**PQ Referred: 8317/26, for answer 04/02/2026 , Written from - Joe Neville**	Dail Question No: 345 To ask the Minister for Transport if his Department will liaise with TFI to ensure that, in areas where there is a growing population and a busy bus service (details suppled), consideration will be given to introducing smaller bus services for more vulnerable members of the community which go directly to towns rather than having multiple busy stops which are at capacity; and if he will make a statement on the matter. Details Supplied: 120 bus goes from Edenderry to UCD and has 23 stops - very busy bus and not reliable. Residents in areas like Derrinturn would benefit from a local link service. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, including the Connecting Ireland Rural Mobility Plan. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 345 of 04 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have no current plans for the introduction of Local Link routes to serve Derrinturn, which is currently served primarily by the 120 bus service. We note your comments about capacity on the existing bus service and we are monitoring routes that require additional capacity with the objective of adding additional capacity when required. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Joe Neville, T.D**

05/02/2026	172	**PQ Referred: 9082/26, for answer 05/02/2026 , Written from - Ruth Coppinger**	Dail Question No: 172 To ask the Minister for Transport to consider implementing mandatory data sharing with NTA by app-based service providers to ensure regulatory compliance; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 172 of 05 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. On the 05 of December 2025, the NTA clarified the regulatory position in relation to the new Uber fare product to the Minister of Transport. The Minister subsequently wrote to the NTA on the 10 of December2025 requesting that it conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust. Where the outcome of this assessment results in proposals for amendments to the SPSV regulations, the adoption of such amendments will be subject to a public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA website and all SPSV representative groups are encouraged to provide submissions at that time. I trust that the above information is of assistance. Yours sincerely,	**Ruth Coppinger, T.D.**

05/02/2026	170	**PQ Referred: 9033/26, for answer 05/02/2026 , Written from - Ruairí Ó Murchú**	Dail Question No: 170 To ask the Minister for Transport the reason active travel funding has been cut to Louth County Council in the latest funding allocation; the extent that council officials have told elected representatives that some planned schemes will not go ahead or be delayed; 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 Active Travel.Funding is administered through the National Transport Authority (NTA), who have responsibility for the allocation of funding to local authorities and oversight of the development and delivery of specific projects in each local authority area. Noting the role of the NTA in the matter, I have referred your questions to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 170 of 05 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Given the ramping up of activities over the last few years in the Active Travel area, 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 has to prioritise certain projects over others in order to remain within its allocated budget. In general, the main focus of active travel investment will be to support high quality walking and cycling infrastructure, for everyday trips, in villages, towns and cities, particularly in designated growth settlements, with a view to promoting the greatest potential modal shift to active travel. In determining funding allocations, the NTA take into account the following considerations: • Alignment with national, regional, and local plans and planning policy; • Integration and level of importance to an overall transport network; • Cost and value of the scheme which includes likely level of usage and overall benefits; • Design quality of scheme, taking account of widths, gradients, continuity, interaction with parking bays/loading bays/bus stops, level of segregation and junction/crossing design; and • Availability of co-funding from other funding sources. While a project may not be selected by the NTA for funding in a particular year, it may be funded in subsequent years. Alternatively, projects may be phased to allow them to progress within the available allocations. As part of the allocation’s 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. I trust that the above information is of assistance. Yours sincerely,	**Ruairí Ó Murchú, T.D.**

Data Classification: Public

06/02/2026	158	**PQ Referred: 8912/26, for answer 05/02/2026 , Written from - Maeve O'Connell**	Dail Question No: 158 To ask the Minister for Transport the Safe Routes to Schools projects funded, completed, and under construction in the Dun-Laoghaire Rathdown Council area. 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. 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 932 applications were received from schools across every county in Ireland. Schools are processed in tranches, with four rounds having been announced to date. 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 in forthcoming rounds. 12 schools in the Dun Laoghaire-Rathdown County Council area have been selected for inclusion in the SRTS programme across the first four rounds. As of December 2025, none of these projects are completed or under construction; however four schools are at detailed design stage. Given the role of the NTA in funding projects under the SRTS Programme, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 158 of 05 February 2026, which was referred to the National Transport Authority (NTA) for reply. 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. A total of 24 schools in Dún Laoghaire-Rathdown County applied for the scheme, split as follows: • 6 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). • 1 school included in Round 4 of the SRTS Programme (launched in December 2025). • 12 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. As of December 2025, out of the schools already engaged in the programme there are: • 4 schools are currently at detail design stage. • 4 schools are currently undergoing Statutory Process with public consultation. • 1 school is in preliminary design stage. • 3 schools are at the moment in options development. 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. The complete list of SRTS schools in Dún Laoghaire-Rathdown County is as below: School Name Roll Number SRTS Round NTA Phase 1 Carysfort National School 14586M Round 1 Phase 5 - Detail Design 2 St Patrick's Girls' National School 19259W Round 1 Phase 4 - Statutory Process 3 Holy Family School 19840C Round 1 Phase 5 - Detail Design 4 Holy Cross School 19904C Round 1 Phase 5 - Detail Design 5 St Kevin's National School 19979K Round 1 Phase 4 - Statutory Process 6 The Harold School 20141G Round 1 Phase 5 - Detail Design 7 Our Lady’s Boys’ National School 19314E Round 2 Phase 4 - Statutory Process 8 Our Lady’s Girls’ National School 19396J Round 2 Phase 3 - Preliminary Design 9 Dominican College 60070K Round 2 Phase 4 - Statutory Process 10 Dalkey School Project National School 19612M Round 3 Phase 2 - Option Selection 11 Holy Child Community School 91330K Round 3 Phase 2 - Option Selection 12 Oatlands Primary School 17954H Round 4 Phase 2 - Option Selection 13 St Mary's Woodside National School 02872U Subsequent Rounds - 14 St Brigid's Boys' National School 16352u Subsequent Rounds - 15 Our Lady of Mercy Convent School 17970F Subsequent Rounds - 16 Our Lady's Grove Primary School 19374W Subsequent Rounds - 17 St Columbanus' National School 20218P Subsequent Rounds -	**Maeve O'Connell, T.D**

				18 Gaelscoil na Fuinseoige 20487T Subsequent Rounds - 19 St Laurence College 60262T Subsequent Rounds - 20 De La Salle College 60310E Subsequent Rounds - 21 St Columba's College 60320H Subsequent Rounds - 22 St Kilian's German School 60630W Subsequent Rounds - 23 John Scottus Secondary School 68071G Subsequent Rounds - 24 Ballinteer Community School 91305L Subsequent Rounds - I trust that the above information is of assistance. Yours sincerely,	

06/02/2026	174	**PQ Referred: 9117/26, for answer 05/02/2026 , Written from - Emer Currie**	Dail Question No: 174 To ask the Minister for Transport for an update on the procurement and timings of a project (details supplied); and if he will make a statement on the matter. Details Supplied: The NTA engaged with both TII (Luas) and Iarnród Eireann about increasing the number of pole validator machines in Broombridge. Iarnród Eireann have proposed an additional 2 pole validators for Broombridge and have conducted a detailed on-site survey to determine the viability of the locations, and to determine what civil works are required. The results of the survey have been used to specify the preliminary design which is the basis for a public procurement competition to secure a supplier to undertake the civil works. We were told that the procurement is currently anticipated to be completed in Q1 next year and the installation will commence sometime thereafter. Can Irish Rail provide an update on the procurement and an estimated timeline for carrying these works out? Answer 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, in consultation with Iarnród Éireann, any works at Broombridge station. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 174 of 05 February last, which has been referred to the National Transport Authority (NTA) for reply. Irish Rail has completed their survey of the station and have identified the locations for a number of new validators to be installed. They have also completed a procurement competition to appoint a supplier to perform the necessary works. The NTA is informed that the additional poles will be installed by end of June. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

10/02/2026	352	**PQ Referred: 9653/26, for answer 10/02/2026 , Written from - Emer Currie**	Dail Question No: 352 To ask the Minister for Transport to consider a route extension (details supplied); and if he will make a statement on the matter. Details Supplied: Route 139 Naas to Blanchardstown, which is operated by JJ Kavanagh Sons on behalf of Transport for Ireland, could this be extended to termite at Carlton Hotel in Tyrrelstown? 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 Minister for Transport I continue to engage with the NTA on an ongoing basis in relation to maintaining high operational standards on all forms of public transport. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 352 of 10 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have no current plans to extend the route 139 bus service to Tyrrelstown. Route 139 is already over 93 km in length when based on a round trip, and due to congestion, current journey times are close to their maximum. Extending the route further would create considerable operational inefficiencies. As such, we have no plans to extend route 139. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

10/02/2026	341	**PQ Referred: 9392/26, for answer 10/02/2026 , Written from - Michael Cahill**	Dail Question No: 341 To ask the Minister for Transport to address a number of issues in the Tralee area (details supplied), including additional bus routes and the provision of clear signage for bus stops; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus routes and stops/shelters. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 341 of 10 February 2026, which was referred to the National Transport Authority (NTA) for reply. Your query concerned the need for bus stop provision in Tralee, incorporating clearly marked stops with bus stop poles and timetable information at the stops. Each Local Authority across the State, including Kerry County Council, has received a funding allocation in 2026 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. Funding under that programme could be used by Kerry County Council for the provision of bus stopping points in Tralee. 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. The NTA continues to engage further with the Executive of each local authority on an ongoing basis to agree the programme of such works. Accordingly, this request should be directed to the section of the Council that manages the Bus Stop Enhancement Programme. With regard the current level of bus service operated in Tralee, the town is included in the next phase of review of potential new town bus services. We are assessing current demand and supply for public transport in Naas, Newbridge, Tralee, Wexford and Tullamore towns. Some of these towns, including Tralee, have existing levels of privately operated town bus services, which may have some gaps in service in terms of coverage and/or operating hours and days. We plan to propose new or enhanced bus services in all of these towns for implementation over a number of years from 2028 onwards, dependent on gaps in existing services and subject to resources and funding being available. I trust that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

Data Classification: Public

11/02/2026	33	**PQ Referred: 10807/26, for answer 11/02/2026 , Written from - Barry Heneghan**	Dail Question No: 33 To ask the Minister for Transport if he will outline the immediate measures being taken to address the ongoing reliability issues on Dublin Bus Route 15, particularly on the Clongriffin–city centre section during morning peak; if he will provide a clear timeframe for improvements ahead of the BusConnects Clongriffin to city centre scheme expected to go to procurement in 2026; 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. Further, The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the BusConnects Dublin. The queries raised by the Deputy are matters for Dublin Bus and the NTA. I have, therefore, referred the Deputy's questions to the companies for direct reply. Please advise my private office if you do not receive a reply within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 33 of 11 February 2026, which was referred to the National Transport Authority (NTA) for reply. Route 15 experienced heightened reliability related issues largely due to traffic congestion during Q4 of 2025 which impacted on the level of service experienced by passengers. Across Dublin, congestion has increased over recent years, with bus speeds along key routes reducing by over 9% during the last two years (2024 and 2025). As well as longer journey times for passengers, that congestion is also causing cancellations of services. This is because buses that are meant to reach the end of an outbound trip in sufficient time to make the return journey, get held up in traffic congestion such that they are not in position to undertake the scheduled return journey. That journey then has to be cancelled, impacting passengers. To partially deal with this, we have to adjust the relevant bus timetables to provide additional time for the bus journey, which then requires extra buses plus drivers just to make the existing timetable frequency workable. As well as deploying additional resources just to “stand still”, this requires large amounts of additional funding to support those extra resources which are effectively needed to operate the same network on a slower basis. The NTA and Dublin Bus meet regularly to monitor performance in this area and identify routes requiring improvements in the punctuality and reliability of planned journeys across its network. Route 15 is one of those routes currently being prioritised and Dublin Bus are currently planning to introduce a revised schedule with increased runtimes in Q3 of 2026, subject to operational readiness and availability of resources, including additional buses and drivers. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

11/02/2026	37	**PQ Referred: 10876/26, for answer 11/02/2026 , Written from - Pa Daly**	Dail Question No: 37 To ask the Minister for Transport the timeline for contactless payments outside of Dublin; and if he will make a statement on the matter. 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 ticketing and technology projects. 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. 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. 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. There is a commitment under the Programme for Government to roll out contactless fare payments on all public transport. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 37 of 11 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is currently planning the initial implementation of this Next Generation Ticketing system in the Greater Dublin Area (GDA) in line with the current funding and approvals. The solution is being designed from the outset so it can be expanded and extended nationally without requiring major redesign. After the GDA implementation it is intended to then continue to roll out the system nationwide, but the timeline for that implementation is not yet available and will be subject to the requisite approvals and funding. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

Data Classification: Public

11/02/2026	36	**PQ Referred: 10875/26, for answer 11/02/2026 , Written from - Pa Daly**	Dail Question No: 36 To ask the Minister for Transport the number of separate bids there were for the contract for contactless payments; the dates on which these bids were received in, tabular form; and if he will make a statement on the matter. 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 ticketing and technology projects. 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. 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. There is a commitment under the Programme for Government to roll out contactless fare payments on all public transport. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 36 of 11 February 2026, which was referred to the National Transport Authority (NTA) for reply. Your Parliamentary Question sought “the number of separate bids there were for the contract for contactless payments; the dates on which these bids were received in, tabular form”. Please note that 14 pre-qualification submission were received prior to the pre-qualification submission. Subsequent to the pre-qualification and shortlisting process, 3 tender submissions were received prior to the tender submission deadline on 16 October 2023. Number of bids Submission Closing Date 3 16/10/2023 Yours sincerely,	**Pa Daly, T.D.**

11/02/2026	31	**PQ Referred: 10803/26, for answer 11/02/2026 , Written from - Tom Brabazon**	Dail Question No: 31 To ask the Minister for Transport if the NTA have plans to move the H1 bus terminal to Hawkins Street, Dublin 2. 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. The NTA also has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 31 of 11 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has no current plans to relocate the terminus for the H1 or any other H-Spine routes to Hawkins Street. The current intention is to retain the terminus for all H-Spine routes on Abbey Street Lower. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Tom Brabazon, T.D**

10/02/2026	327	**PQ Referred: 9221/26, for answer 10/02/2026 , Written from - Donnchadh Ó Laoghaire**	Dail Question No: 327 To ask the Minister for Transport when his Department plans to approve the Strategic Assessment Report for the Cork southern distributor link multi-modal route, in light of the fact that the NTA in furtherance of a referral from his Department to a previous PQ, have confirmed (details supplied). Details Supplied: : that “The NTA is not involved with the development of the proposed “Cork southern distributor link multi-modal route” at the present time” and that “Our understanding is that project currently falls under the remit of the Department of Transport, specifically the regional roads section within the Department.” Answer As Minister for Transport, I have responsibility for overall policy and Exchequer funding in relation to the Roads programme and the public transport programme. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure. There are ongoing discussions regarding the potential Cork Southern Distributor Road, and my officials are examining the issue, including with the NTA. On this basis, I have referred the Deputy's specific question to the NTA for more information. Please contact my private office if you do not receive a reply within 10 days. I will discuss the status and progression of this potential project with Cork City Council and the NTA in due course.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 327 of 10 February 2026, which was referred to the National Transport Authority (NTA) for reply. Your query related to the status of the Cork Southern Distributor Link Road also referred to as the Cork Southern Distributor Multi-Modal Route. While the NTA did provide funding to Cork City Council for initial design development work on this project a number of years ago, the NTA has not been involved with it for several years. It is not clear to the NTA that the project is under active development at present, but we may be mistaken in that understanding. It is recommended that Cork City Council is contacted directly to obtain the current development status of the Cork Southern Distributor Link Road. I trust that the above information is of assistance. Yours sincerely,	**Donnchadh O’ Laoighaire, T.D.**

12/02/2026	245	**PQ Referred: 11142/26, for answer 12/02/2026 , Written from - Mark Wall**	Dail Question No: 245 To ask the Minister for Transport to provide an update on an application for appropriate accommodation for a person (details supplied); and if he will make a statement on the matter. Details Supplied: The addition of a Sunday Service to the 883 Kildare Dublin Local link route * Have requested update to confirm details supplied* Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, including TFI Local Link bus services. In light of the NTA's responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 245 of 12 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The enhancement of route 883 is at an advanced stage of procurement. The Department of Transport and the National Transport Authority (NTA) are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. The implementation date is subject to confirmation of funding so a precise date cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

Data Classification: Public

12/02/2026	275	**PQ Referred: 11337/26, for answer 12/02/2026 , Written from - Naoise Ó Cearúil**	Dail Question No: 275 To ask the Minister for Transport whether any road safety audit has been undertaken since the removal of the bus stop on the Old Bog Road, Kilcock, County Kildare; if he will intervene in light of the accident history on this stretch of road; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 275 of 12 February 2026, which was referred to the National Transport Authority (NTA) for reply. Each Local Authority, including Kildare County Council has received an allocation of €500,000 in 2025 under the Bus Stop Enhancement Programme (BSEP). This funding is intended to support works delivered by the council, in collaboration with the NTA, to improve bus stop facilities at designated stopping locations within its administrative area. Kildare County Council has developed a programme of upgrades and has begun rolling out works. It is anticipated that this programme will continue in the coming years, subject to exchequer funding. The bus stop at the junction of Old Bog Road and the R148 was removed due to safety concerns raised by a bus operator. We have, and will continue, to engage with Kildare County Council to explore the installation of new, safe infrastructure at this location under BSEP. I trust that the above information is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

12/02/2026	276	**PQ Referred: 11360/26, for answer 12/02/2026 , Written from - Matt Carthy**	Dail Question No: 276 To ask the Minister for Transport the amount expended by his Department and by each agency for which he is responsible on advertising, promotion, advertising companies and external communications companies or consultants in 2025 and the expected costs for 2026, in tabular form; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer The Department of Transport uses paid media advertising to engage with the public on a range of matters, including encouraging sustainable travel choices in line with our Climate Action Plan targets for emissions reduction; informing the public about road safety measures such as speed limit reduction; and the promotion of public consultations etc. My Department places advertising across a range of platforms as required, including TV, out-of-home/outdoor, national and local print, national and local radio, digital, social media, search engine optimisation, video on demand, digital audio and streaming, and paid partnerships. All forms of advertising are monitored in terms of performance along key metrics, with post-campaign analyses undertaken per campaign to measure effectiveness, value for money, reach and engagement, in order to ensure return on investment for all campaigns, with these insights used to inform future campaign iterations. In 2025, my Department spent €1,451,462 on advertising promotion services, whereby media space is delivered by a media buying agency contracted on a Government of Ireland procurement framework. In 2026, it is expected that my Department will continue the Your Journey Counts carbon emissions reduction campaign, along with other campaigns promoting and encouraging a modal shift to active travel on our Greenways, promotion of electric vehicle uptake via State grants and support schemes, improvements in digital driver and vehicle services, public transport passenger safety, etc. It is	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 276 of 12 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Please see table below for the total expenditure on advertising by the NTA for 2025 and the budgeted spend for advertising in 2026. Year Spend Estimated Spend 2025 €3,070,653 2026 €4,397,000 I trust that the above is of assistance. Yours sincerely,	**Matt Carthy, T.D**

			not possible to provide a specific forecast of this planned activity at this time as budget allocations are being agreed. The information requested by the Deputy in relation to agencies has been referred to them for direct reply. Please advise my private office if you do not receive a reply within 10 working days.		

12/02/2026	260	**PQ Referred: 11147/26, for answer 12/02/2026 , Written from - Mark Wall**	Dail Question No: 260 To ask the Minister for Transport if the Government will work with all State agencies to provide a real time and comprehensive transport app to inform commuters of transport issues, times and all related matters; and if he will make a statement on the matter. 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 technology projects. Public transport passenger apps are about having information available to people so that they can make the best use of our public transport system, especially those who may be new to it or have difficulty finding the best way of making their journey. The NTA is responsible for several mobile applications, including TFI Leap Top Up, the TFI Go mobile ticketing app, TFI Anseo Demand Responsive Application, and the TFI Live mobile application, which is used for journey planning and for the provision of real-time information to customers. In all cases, the NTA works extensively with the supplier to deliver the best possible result. The NTA has collaborated with other transport authorities on app design. As an example, the NTA has worked closely with Transport for Scotland on a redesign of TFI Live. Unfortunately, progress has been slower than anticipated because of a lack of mobile application development capacity with the source supplier. While the TFI Live application does function and does present journey planning and real-time data to customers, the NTA is currently investigating options to expedite improvements to the application to improve the customer experience. One project that will produce improved quality journey data to the TFI Live app is Next Generation Automatic Vehicle Location, which replaces five old Automatic Vehicle Location systems with a new centralised solution, to provide higher quality and consistent data outputs to the TFI Live mobile app.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 260 of 12 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is acutely aware of the importance of good quality information being made available to customers regarding bus departure times via on street display and TFI Live application. It is important to note that in the first instance, the real time information that is displayed in the TFI Live app and on the on-street signs is provided directly by the bus operator responsible for operating that service. The NTA receives this data from each bus operator and republishes it in the app and on the signs. 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. In addition to this, the onus is on the transport operator to provide live disruption information if, for unseen circumstance a bus / route cannot complete part of its schedule (due to anti-social behaviour, road traffic accidents). This information can be posted to on street displays and TFI Live application for customer consumption. Actions to improve the accuracy of the RTPI data is as follows: a) If a transport operator is unable to fulfil a route due to a resource issue, fault with bus etc., then the operators control centre staff are required to manually cancel this service on their central control system, so that live predictions for that trip no longer appears on the RTPI displays or the TFI Live mobile app. If the service is not cancelled / curtailed correctly in a timely manner, the route / stop predictions will continue to be displayed. b) The 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. Finally, I would like to mention that the NTA has recently awarded a contract to a supplier after a successful tender process to provide NGAVL (Next Generation AVL), we expect that this will vastly improve both the accuracy and reliability of real time services for all the transport operators working with the NTA. Further details of the award can be found here: https://www.nationaltransport.ie/news/nta-awards-bus-avl-contract-to-trapeze-its-uk-ltd/ Yours sincerely,	**Mark Wall, T.D**

			This project is going into pilot in March 2026, with full roll-out taking approximately 12-18 months, which I look forward to. Noting the NTA's responsibility in the matter, 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.		

12/02/2026	262	**PQ Referred: 11173/26, for answer 12/02/2026 , Written from - Michael Healy-Rae**	Dail Question No: 262 To ask the Minister for Transport if a bus shelter could be provided for the town of Ballybunion, County Kerry; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Minister, I refer to the matter you raised in Parliamentary Question No. 262 of 12 February 2026, which was referred to the National Transport Authority (NTA) for reply. Similar to 2025, each local authority across the State, including Kerry County Council, is being allocated €500,000 during 2026, under the Bus Stop Enhancement Programme (BSEP). The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate. This approach aligns with the position that the provision of bus shelters is generally not achievable without some works – kerb changes, footpath changes, road markings and similar - being undertaken by local authorities. 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. The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the BSEP, with the final programme of installations to be agreed with the NTA. The NTA continues to engage further with the Executive of each local authority on an ongoing basis to agree the programme of such works going forward into 2026. To date the NTA has been collaborating with Kerry County Council regarding the provision of a bus shelter in Ballybunion. The feasibility of installing shelters at the existing bus stop locations in the vicinity of Main Street has been assessed. Unfortunately, it has been determined that none of these existing stops are suitable for the installation of a shelter for a number of technical reasons, primarily relating to the limited available space in addition to the potential negative impact on contiguous properties. Notwithstanding the above, the NTA continues to collaborate with the Council to establish is a safe workable solution can be arrived at, which will in all likelihood require the creation of a new stopping place, adjacent to the exiting bus stops, which could be delivered under the BSEP. Accordingly, we will bring your request to the attention of the relevant Council personnel who are preparing the Council's prioritised programme in respect of bus stop enhancements. I trust that the above information is of assistance. Yours sincerely,	**Michael Healy-Rae, T.D.**

12/02/2026	261	**PQ Referred: 11172/26, for answer 12/02/2026 , Written from - Grace Boland**	Dail Question No: 26 1To ask the Minister for Transport for details of active travel initiatives funded by the National Transport Authority in Waterford city and county since 2020; the initial cost estimate for each project; the outturn cost of each project and for those still unfinished, the latest cost projection, in tabular form; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 261 of 12 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Your Parliamentary Question sought “details of active travel initiatives funded by the National Transport Authority in Waterford city and county since 2020; the initial cost estimate for each project; the outturn cost of each project and for those still unfinished, the latest cost projection”. As Approving Authority, the National Transport Authority sets the overall governance framework, approves key project stages, and maintains oversight of the annual allocations. Local Authorities are however the Project Managers for all active travel schemes and are therefore best placed to provide the detailed information sought on individual project estimates, outturns and latest cost projections. Given the scale of national delivery, with thousands of active travel projects progressed since 2020, the scheme specific financial detail requested is best answered by the individual local authorities. Local Authorities procure and manage designers and contractors, maintain full cost records, and handle contractual matters and change control directly, and are therefore able to provide the most accurate and up to date position for each project. Accordingly, your request has been transferred to Mr. Gabriel Hynes, Director of Services with Waterford City & County Council, for direct response. We would note that estimates evolve as the projects progress from concept to detailed design and to compile the evolution of cost estimate information for the full active travel work programme over a five year period represents a significant administrative task for the local authority and may take some time to complete. To assist in managing this workload in a proportionate manner, the local authority may contact you with an estimated timeline for producing the material, and to clarify whether there are particular projects or years you wish to prioritise. This helps ensure that staff resources remain focused on progressing active travel delivery alongside meeting statutory and operational responsibilities. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

Data Classification: Public

12/02/2026	255	**PQ Referred: 11140/26, for answer 12/02/2026 , Written from - Paul McAuliffe**	Dail Question No: 255 To ask the Minister for Transport to provide an update including a timeline of the Jamestown roundabout scheme in Finglas; and the allocated funding to the scheme. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 255 of 12 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA is working with Dublin City Council (DCC) to assess potential safety improvements at this location. An allocation of €50,000 was provided as part of the overall programme allocation for 2026. Future physical interventions will be subject to DCC's wider programme priorities, as well as the availability of funding and resources. While we are not in a position to confirm a timeline for any works at present, the NTA remains committed to supporting DCC in identifying and progressing opportunities to enhance safety at the Jamestown Roundabout. I trust that the above information is of assistance. Yours sincerely,	**Paul McAuliffe, T.D.**

12/02/2026	253	**PQ Referred: 11138/26, for answer 12/02/2026 , Written from - Paul McAuliffe**	Dail Question No: 253 To ask the Minister for Transport to provide an update on the Swords to city centre core bus corridor. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the BusConnects Core Bus Corridor in Dublin. As the Deputy may be aware, my Department recently published its NDP Sectoral Investment Plan, setting out indicative timelines for major transport projects, including the five BusConnects programmes. Indicative timelines indicate some BusConnects construction components will extend beyond 2030. Steady progress has been made in developing and implementing BusConnects in recent years. In Dublin, the major infrastructure element of BusConnects comprises Core Bus Corridor (CBC) schemes. An Coimisiún Pleanála has approved all 12 Core Bus Corridor schemes. However, legal proceedings are ongoing in relation to six CBCs, including Swords to City Centre CBC. Noting the NTA's responsibility for BusConnects Dublin, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 253 of 12 February last, which has been referred to the National Transport Authority (NTA) for reply. As you may be 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. 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 were 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. I trust that the above information is of assistance. Yours sincerely,	**Paul McAuliffe, T.D.**

13/02/2026	254	**PQ Referred: 11139/26, for answer 12/02/2026 , Written from - Paul McAuliffe**	Dail Question No: 254 To ask the Minister for Transport to provide an update on the implementation of the A spine of the BusConnects programme in Dublin. Answer As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities, including Dublin. BusConnects is the largest investment in the bus system in the history of the State and is managed by the National Transport Authority (NTA). Following on from three rounds of public consultation which concluded in 2020, new bus services in Dublin have been delivered, with the first seven phases of the Network Redesign rolled out in recent years. The most recent phase, Phase 7, which commenced in October 2026, saw the introduction of the F Spine connecting Finglas to Tallaght. The redesign of the entire network, including the A Spine, connecting Swords to Rathmines/Terenure via the City Centre, will continue in the coming years subject to funding and/or resource availability. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 254 of 12 February 2026, which was referred to the National Transport Authority (NTA) for reply. The Department of Transport and the NTA are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally including new services such as the A-Spine of BusConnects Network redesign. The commencement date of the A-Spine is subject to confirmation of funding so a precise date cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Paul McAuliffe, T.D.**

12/02/2026	278	**PQ Referred: 11481/26, for answer 12/02/2026 , Written from - Ann Graves**	Dail Question No: 278 To ask the Minister for Transport if the announcement in December 2025 regarding the purchasing of new DART carriages will have automatic ramps covering the gap between train carriage and station platforms. Answer As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, in consultation with Iarnród Éireann, the DART+ programme. As part of the DART+ programme, DART+ Fleet provides a ten-year procurement framework for electric and battery-electric train fleet. One of the primary objectives of the design of the DART+ Fleet is to provide improved accessibility for train users. Low level flooring and entrance doors will reduce the stepping height for passengers and improve access for persons with reduced mobility. The new carriages will prioritise independent access, with each of the low-height doorway thresholds being equipped with an automatic retractable step and offering the potential for unassisted level access from suitable platforms, aligned with platform enhancements. Three fleet orders have been placed comprising both battery-electric and electric carriages, bringing the total number of DART carriages ordered to 285, made up of 57 five-carriage trains. Trains from the first order of 95 carriages will be initially deployed on the Northern Commuter Line serving Dublin to/from Drogheda from 2027. It is plannedto deploy at least some of the second order of 90 carriages to allow commencement of the Wicklow DART extension around 2029. In December 2025, the Department funded a third fleet order for a further 100 electric DART carriages, which will fully replace the original DART fleet. It is planned to deploy this third order of 100 electric carriages from the end of 2028.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 278 of 12 February 2026, which was referred to the National Transport Authority (NTA) for reply. The new DART trains ordered as part of the DART+ programme and currently being tested ahead of introduction into service in 2027 are designed to minimise the horizontal and vertical gaps between the sill of each passenger doorway and a standard height platform, thereby facilitating level access between platform and train. The vertical gap will be minimised by the train design incorporating passenger door sills that are at a lower height than on the existing DART fleet and closer to the nominal standard height of platforms on the Irish Rail network. The horizontal gap will be minimised via the installation of a retractable step (a.k.a. 'gap filler' or extended bridging plate) at each passenger doorway. A project is underway to implement adjustments to the tracks and platforms at various DART and Northern Commuter Line stations in order to further optimise the platform-door interface at these locations in advance of the new DART trains entering service. Yours sincerely,	**Ann Graves, T.D**

			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 within10 days.		

17/02/2026	12851/26	**PQ Referred: 12851/26, for answer 17/02/2026, Written from - Shane Moynihan**	To ask the Minister for Transport to outline the full scope of the National Transport Authority's forthcoming regulatory assessment of dispatch operator licensing in Ireland; if conditions attached to dispatch operator licences, such as a requirement to be established within the State, will form part of this assessment; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including the regulatory assessment of dispatch operator licensing in Ireland, 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. As the Deputy is aware, the structure of the SPSV market has undoubtedly changed over the last number of years, particularly in relation to the role of dispatch operators. I have requested that the NTA conducts a regulatory assessment of dispatch operator licensing in Ireland, in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust to respond to developments in the SPSV market, since the enactment of the Taxi Regulation Act 2013. In addition, I have requested that all stakeholders are given the opportunity to feed into this work as soon as possible. The NTA has informed me that they are planning a review of the dispatch operator regulatory framework in Ireland, and intend to seek views from stakeholders as part of this process in the coming period. Where the outcome of this review results in proposals for amendments to the SPSV regulations, the adoption of such amendments will be subject to public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA's website, and all stakeholders are invited to make a submission at the relevant time. 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 reply within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12851/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The principal function of the NTA is the development, operation and maintenance of a regulatory framework for the licensing and regulation of the standards to be applied to small public service vehicles, their drivers, and dispatch operators. This is done in accordance with the provisions of the Taxi Regulation Act 2013 as amended, and all associated regulations and orders. As part of its role, the NTA continues to review and modernise the regulatory framework for SPSVs, of which the regulation of dispatch operators is one aspect. On the 05 of December 2025 the NTA clarified the regulatory position in relation to the new Uber fare product to the Minister of Transport. The Minister subsequently wrote to the NTA on the 10 of December requesting that it conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust. Where the outcome of this assessment results in proposals for amendments to the SPSV regulations, the adoption of such amendments will be subject to a public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA website and all SPSV representative groups are encouraged to provide submissions at that time. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

16/02/2026		**PQ Referred: 12664/26, for answer 17/02/2026 , Written from - Pa Daly**	To ask the Minister for Transport the total amount that has been spent setting up, establishing and running the existing leapcard system that is to be replaced by a new contactless payment system (Next Generation Ticketing) on Dublin transport since its inception; and if he will make a statement on the matter. 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 ticketing and technology projects. 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. 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. There is a commitment under the Programme for Government to roll out contactless fare payments on all public transport. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12664/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The cost of operating the Leap Card scheme since its launch in December 2011 through to the end of 2025 is approximately €400 million. During the same period Leap has processed in excess of €3.15 billion in fare payments, meaning that the cost of operating Leap is approximately 13%. The cost (2011) to implement Leap was €55m. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

17/02/2026	12562/26	**PQ Referred: 12562/26, for answer 17/02/2026, Written from - Cian O'Callaghan**	To ask the Minister for Transport to explain why there has been no confirmed notification of any bus route diversions by the National Transport Authority as a result of the construction works associated with the north city arterial main project; 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 planning and 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 query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12562/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. Diversions to Route 6 are as a result of construction works relating to the North Dublin Arterial project, which commenced on 16 of February. This was publicised by Dublin Bus on their website on 05 February. Details of the diversion were also published on the Transport for Ireland website in the Service Updates section, which can be found at https://www.transportforireland.ie/plan-a-journey/service-updates/. Notice of the diversion has also been included on the TFI journey planner and TFI Live. I trust that the above information is of assistance. Yours sincerely,	**Cian O'Callaghan, T.D.**

17/02/2026	12543/26	**PQ Referred: 12543/26, for answer 17/02/2026, Written from - Brendan Smith**	To ask the Minister for Transport the progress to date in developing a strategy in relation to the provision of new facilities (details supplied); and if he will make a statement on the matter. Details Supplied: the development of a Park and Ride/Share facility on the N3 Meath/Cavan border adjacent to Whitegate, Co Cavan Answer 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). The Programme for Government commits to working with local authorities and relevant agencies to develop affordable Park and Ride facilities on the outskirts of major towns and cities. The NTA established the PRDO in February 2020. The function of the PRDO is to enable and advance the delivery of strategic Park Ride sites, in collaboration with Local Authorities and transport agencies across all regions of the State, by providing full time specialist resources on these projects. 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 within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12543/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. Park and Ride (P&R) plays an important role in supporting sustainable travel by providing car users the opportunity to transfer to public transport at an early point in their journey. This helps reduce private car kilometres travelled and consequently lower carbon emissions and congestion on approach to urban centres. To strengthen the delivery of Park and Ride facilities, the National Transport Authority (NTA) established a dedicated Park and Ride Development Office (PRDO). The PRDO provides full time specialist expertise and works in collaboration with Local Authorities and transport agencies to advance and deliver P&R projects across the state. The M2 and M3 corridors serving Cavan and Meath are covered by the NTA's Transport Strategy for the Greater Dublin Area (GDA) 2022–2042. This strategy is informed by work carried out by the PRDO which identifies 13 zones of interventions for strategic Park and Ride across the GDA. These interventions are intended to be sufficiently large to be economically viable and self-regulating, typically in the region of 500 spaces or more. Local park and ride or park and share are smaller facilities usually located at well-established transport hubs where evidence suggests people combine journey's or transfer to existing Public Transport services. In relation to the M3 corridor, a large rail-based Park and Ride exists at Pace just beyond Clonee, along with smaller Bus-based local intervention at Garlow Cross on the R147 and at St Patick's School on the N51 in Navan. A large bus-based strategic park and ride is planned for Ashbourne on the M2 corridor. Whilst it is acknowledged that isolated pockets of parking are being witnessed across the national road network, particularly near motorway and national road junctions, the viability of local Park and Ride / Share facilities needs to be assessed in the context of various factors, such as: • Existing and/or proposed land uses policy; • Current and projected parking demand; • Potential road safety concerns including access and egress; • Pedestrian and cyclist connection; • Availability of land; • Security concerns in relation to both personal and private property in areas that are often located in areas not well overlooked; and • Availability of Funding including whole life costs. While the GDA Strategy highlights the importance local Park and Ride/Share can play in serving smaller towns and villages, the delivery of such measures is a matter for the relevant Local Authority. In addition, and given the success of recent park and share proposals like that constructed at J16 (Dundalk) on the M1, Transport Infrastructure Ireland (TII) work closely in co-funding proposal that have an element of both Park and Share and Park and Ride. While the Cavan/Meath border is too far from Dublin for strategic park and ride, a local Park and Ride/Share facility maybe viable. The NTA is available to liaise with the relevant local authority in relation to such proposals. I trust that the above information is of assistance. Yours sincerely,	**Brendan Smith, T.D.**

17/02/2026	12480/26	**PQ Referred: 12480/26, for answer 17/02/2026, Written from - Liam Quaide**	To ask the Minister for Transport his plans to change the qualifying criteria for the wheelchair accessible vehicle grant to ensure those who regularly provide their services to wheelchair users are prioritised over those who do not; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including the administration of the wheelchair accessible vehicle (WAV) grant, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12480/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA's Wheelchair Accessible Vehicle (WAV) Grant Scheme has continued to grow in popularity in recent years, resulting in the number of applications exceeding the available funding. Despite this interest from applicants, the majority of those who successfully received a grant offer from the NTA chose not to complete the process. In recognition of this and in response to public and industry feedback regarding the operation of the Scheme, the NTA introduced a number of process updates in 2025, which greatly enhanced applicant success rates. These enhancements can be seen here: https://www.nationaltransport.ie/news/wheelchair-operator-update/. Such enhancements have continued to be adopted in 2026, with the current Scheme details available in the T&Cs and Information Guide here: https://www.nationaltransport.ie/taxi/forms-and-guides/ WAV26 will reopen to new applications in July of 2026 offering new applicants, both existing licence holders and prospective new licence holders, the chance to avail of the grant. The NTA notes that it does not collect or hold operational data on SPSVs, such as journey types taken by SPSV licence holders. In relation to the WAV Grant Scheme, the NTA has no plans at present to "to ensure those who regularly provide their services to wheelchair users are prioritised over those who do not", as this would, effectively, exclude new entrants from obtaining grants and would also exclude operators of standard taxis and hackeys from obtaining grants. I trust that the above information is of assistance. Yours sincerely,	**Liam Quaide, T.D**

17/02/2026	12448/26	**PQ Referred: 12448/26, for answer 17/02/2026, Written from - Emer Currie**	To ask the Minister for Transport if the NTA will consider extending route 139 Naas to Blanchardstown to Tyrrelstown further up the Corduff Road to the roundabout that meets L3080 Ratoath Road - Emer Currie. 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 planning and 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 query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12448/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have no current plans to extend the route 139 bus service to Tyrrelstown. Route 139 is already over 93 km in length when based on a round trip, and due to congestion, current journey times are close to their maximum. Extending the route further would create considerable operational inefficiencies. As such, we have no plans to extend route 139. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

Data Classification: Public

17/02/2026	12346/26	**PQ Referred: 12346/26, for answer 17/02/2026, Written from - Pa Daly**	To ask the Minister for Transport if he has considered introducing an independent, not-for-profit-based app for the taxi service; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12346/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The principal function of the NTA is the development, operation and maintenance of a regulatory framework for the licensing and regulation of the standards to be applied to small public service vehicles, their drivers, and dispatch operators. This is done in accordance with the provisions of the Taxi Regulation Act 2013 as amended, and all associated regulations and orders. As part of its role, the NTA continues to review and modernise the regulatory framework for SPSVs, of which the regulation of dispatch operators is one aspect. On the 05 of December 2025 the NTA clarified the regulatory position in relation to the new Uber fare product to the Minister of Transport. The Minister subsequently wrote to the NTA on the 10 of December requesting that it conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust. Where the outcome of this assessment results in proposals for amendments to the SPSV regulations, the adoption of such amendments will be subject to a public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA website and all SPSV representative groups are encouraged to provide submissions at that time. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

Data Classification: Public

17/02/2026	12443/26	**PQ Referred: 12443/26, for answer 17/02/2026 , Written from - Emer Currie**	To ask the Minister for Transport to amend a bus service to provide an earlier first departure on the 40D travelling from Tyrrelstown to Broombridge; and if he will make a statement on the matter. Details Supplied: an earlier first departure on the 40D travelling from Tyrrelstown to Broombridge 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 planning and 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12443/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. Route 40e (rather than Route 40d) operates between Tyrrelstown and Broombridge. We have no current plans to amend departure times on this service. However, the request is noted should future opportunities arise. Please note the NTA plans to extend route 40d (Tyrellestown to Dublin city centre via Finglas) from its current terminus at Tyrrelstown on to the Swing Roundabout. This will improve service provision for those in the Hollystown/Hollywoodrath area of Blanchardstown providing new connections to the city centre. This change will be implemented on the 22 of March 2026. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

Data Classification: Public

17/02/2026	12342/26	**PQ Referred: 12342/26, for answer 17/02/2026, Written from - Pa Daly**	To ask the Minister for Transport if there are any plans to enact legislation to implement mandatory data sharing between the NTA and all app-based service providers to increase transparency around supply and demand; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry 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. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12342/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The principal function of the NTA is the development, operation and maintenance of a regulatory framework for the licensing and regulation of the standards to be applied to small public service vehicles, their drivers, and dispatch operators. This is done in accordance with the provisions of the Taxi Regulation Act 2013 as amended, and all associated regulations and orders. As part of its role, the NTA continues to review and modernise the regulatory framework for SPSVs, of which the regulation of dispatch operators is one aspect. On the 05 of December 2025 the NTA clarified the regulatory position in relation to the new Uber fare product to the Minister of Transport. The Minister subsequently wrote to the NTA on the 10 of December requesting that it conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust. Where the outcome of this assessment results in proposals for amendments to the SPSV regulations, the adoption of such amendments will be subject to a public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA website and all SPSV representative groups are encouraged to provide submissions at that time. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

17/02/2026	12344/26	**PQ Referred: 12344/26, for answer 17/02/2026, Written from - Pa Daly**	To ask the Minister for Transport if he has considered the establishment of a permanent NTA monitoring mechanism for driver and passenger commission calculations; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry 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. As the Deputy will be aware, the structure of the SPSV market has undoubtedly changed over the last number of years, particularly in relation to the role of dispatch operators. I have requested that the NTA conducts a regulatory assessment of dispatch operator licensing in Ireland, in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust to respond to developments in the SPSV market, since the enactment of the Taxi Regulation Act 2013. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12344/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The principal function of the NTA is the development, operation and maintenance of a regulatory framework for the licensing and regulation of the standards to be applied to small public service vehicles, their drivers, and dispatch operators. This is done in accordance with the provisions of the Taxi Regulation Act 2013 as amended, and all associated regulations and orders. As part of its role, the NTA continues to review and modernise the regulatory framework for SPSVs, of which the regulation of dispatch operators is one aspect. On the 05 of December 2025 the NTA clarified the regulatory position in relation to the new Uber fare product to the Minister of Transport. The Minister subsequently wrote to the NTA on the 10 of December requesting that it conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust. Where the outcome of this assessment results in proposals for amendments to the SPSV regulations, the adoption of such amendments will be subject to a public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA website and all SPSV representative groups are encouraged to provide submissions at that time. I trust that the above information is of assistance. Yours sincerely, Hugh Creegan, Deputy Chief Executive	**Pa Daly, T.D.**

Data Classification: Public

17/02/2026	12341/26	**PQ Referred: 12341/26, for answer 17/02/2026 , Written from - Claire Kerrane**	To ask the Minister for Transport the number of applications received under the Safe Routes to School Programme since 2021; the number of applications that have been processed; the number that have received funding and are complete to date, in tabular form; and if he will make a statement on the matter. 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. 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 932 applications were received from schools across every county in Ireland. Schools are processed in tranches, with four rounds having been announced to date. 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 in forthcoming rounds. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12341/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The Safe Routes to School (SRTS) Programme was developed on request of the Department of Transport. 932 schools applied for the programme when it was announced in March 2021, the status of these schools is outlined in the tables below, as of end of December 2025. 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. Schools by SRTS Round Number of Schools Total Applications to the Programme 932 Active in the Programme (Rounds 1, 2, 3 and 4) 526 • Included in SRTS Round 1 170 • Included in SRTS Round 2 109 • Included in SRTS Round 3 142 • Included in SRTS Round 4 105 To be included in Subsequent Rounds 406 SRTS and Non-SRTS Schools directly benefiting from Active Travel infrastructure delivered under Active Travel Investment Programme to end of 2024 464 SRTS Schools split by NTA Phase Number of Schools Phase 1 (Application) 406 Phase 2 (Options Develpment) 177 Phase 3 (Preliminary Design) 84 Phase 4 (Statutory Process) 26 Phase 5 (Detail Design) 44 Phase 6 (Construction) 35 Phase 7 (Close Out) 156 Withdrawn from the Programme 9 I trust that the above information is of assistance. Yours sincerely,	**Claire Kerrane, T.D.**

17/02/2026	12272/26	**PQ Referred: 12272/26, for answer 17/02/2026 , Written from - Emer Currie**	To ask the Minister for Transport if he will consider amending a service (details supplied); and if he will make a statement on the matter. Details Supplied: 99 Dublin Bus, amending the route into an orbital that travels from Parkgate street, into the Park, all the way down Chesterfield Ave (stopping at visitor centre but perhaps not going in), out Castleknock gate, turn right, in Ashtown gate, (perhaps via Ashtown roundabout) and back to Heuston / Parkgate st via the Visitor Centre again. This would connect Castleknock, Ashtown / Phoenix park racecourse area with Heuston / Luas. Also connects Maynooth line user (walk up from Ashtown station) to Heuston / Luas line. 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 planning and 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12272/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans to extend route 99 beyond its current alignment. An extension of the route is not possible within the constraints of the current timetable and allocated resources to this route. The request is noted and will be taken into account as part of any future review of this service. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

17/02/2026	12097/26	**PQ Referred: 12097/26, for answer 17/02/2026, Written from - Emer Currie**	To ask the Minister for Transport to consider additional capacity on a service (details supplied); and if he will make a statement on the matter. Details Supplied: 38b Dublin Bus department Damastown, could a service be added to fill the gap between 6:00am and 6:52am 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 planning and 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 12097/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. We recently introduced an additional service on route 38b leaving the terminus at 7:26am to facilitate demand on this route. We will continue to monitor capacity, in conjunction with Dublin Bus and Go-Ahead Ireland, on this and other bus routes across Dublin city. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

17/02/2026	11990/26	**PQ Referred: 11990/26, for answer 17/02/2026, Written from - Jennifer Whitmore**	To ask the Minister for Transport the oversight the NTA currently has of the systems used by app-based dispatch operators, that are now algorithm-driven platforms; whether he proposes to mandate full audit access to the NTA; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 11990/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The licensing requirements for SPSV booking service providers are set out in Part 9 of the Taxi Regulation (Small Public Service Vehicle) Regulations 2015. More specifically, Regulation 63 sets out the obligations of dispatch operators. It requires that an applicant: 63. (1) A dispatch operator or provider of a booking service shall only provide bookings to a driver where— (a) the driver holds a licence to drive small public service vehicles, and (b) there is a small public service vehicle licence in force in respect of the vehicle to be used by the driver to provide the services. (2) A dispatch operator or provider of a booking service shall maintain a complete and up-to-date list of all vehicles and driver licences in respect of which he or she is providing a booking service and shall make such list available to the Authority promptly upon request. (3) A person shall not promote, offer or advertise, or procure the promotion, offer or advertising of, a service for the booking of a small public service vehicle for hire unless such person holds a dispatch operator licence. (4) A dispatch operator or provider of a booking service shall put in place a consumer complaints procedure to effectively address any complaints received from users of the booking service and shall provide details of such procedure available to the Authority promptly upon request. (5) A dispatch operator or provider of a booking service shall put in place a record management procedure in relation to any bookings and complaints received and shall make such records available to the Authority promptly upon request. (6) A dispatch operator or provider of a booking service shall notify the Authority of any change of name or address associated with his or her dispatch operator licence, including a change to any trading name used in relation to the services, within fourteen days of such change. The principal function of the NTA is the development, operation and maintenance of a regulatory framework for the licensing and regulation of the standards to be applied to small public service vehicles, their drivers, and dispatch operators. This is done in accordance with the provisions of the Taxi Regulation Act 2013 as amended, and all associated regulations and orders. As part of its role, the NTA continues to review and modernise the regulatory framework for SPSVs, of which the regulation of dispatch operators is one aspect. On the 05 of December 2025 the NTA clarified the regulatory position in relation to the new Uber fare product to the Minister of Transport. The Minister subsequently wrote to the NTA on the 10 of December requesting that it conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust. Where the outcome of this assessment results in proposals for amendments to the SPSV regulations,	**Jennifer Whitmore, T.D.**

				the adoption of such amendments will be subject to a public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA website and all SPSV representative groups are encouraged to provide submissions at that time. I trust that the above information is of assistance. Yours sincerely,	

17/02/2026	11877/26	**PQ Referred: 11877/26, for answer 17/02/2026, Written from - Emer Currie**	To ask the Minister for Transport for an update on traffic lights (details supplied); and if he will make a statement on the matter. Details Supplied: A meeting was held in the NTA offices on 13th November 2024 with representatives of the Kempton Residents Association and the NTA BusConnects project team to discuss a range of queries from the group on the Blanchardstown to City Centre BusConnects Scheme. NTA provided the following update: The group suggested overhead signals and rumble strips to mitigate high vehicular speeds. The NTA agreed to will take this away for further consideration during the detailed design phase. This consideration will require some further input from the design team to assess and consider options and the NTA cannot commit to inclusion of any particular traffic calming infrastructure at the meeting. Has the matter progressed further? Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects. BusConnects is a transformative programme of investments in the bus services across five cities in Ireland, including Dublin. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 11877/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. As you may be aware, judicial review proceedings were initiated on the BusConnects Blanchardstown to City Centre Core Bus Corridor Scheme, which is the subject of this query. The court hearing for that judicial review was completed in May 2025 and the NTA are awaiting a decision on this case. Once the Court's determination is received, the NTA will be able to confirm the next steps in relation to the BusConnects scheme. However, until those judicial review proceedings are concluded, the NTA are unable to progress this project. Once the court proceedings are resolved, the NTA would be pleased to reconnect with the representatives of the Kempton Residents Association on this matter. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

17/02/2026	11704/26	**PQ Referred: 11704/26, for answer 17/02/2026, Written from - Tom Brabazon**	To ask the Minister for Transport if the NTA plans to move the H1 bus terminal to Hawkins Street, Dublin 2. 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. The NTA also has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 11704/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has no current plans to relocate the terminus for the H1 or any other H-Spine routes to Hawkins Street. The current intention is to retain the terminus for all H-Spine routes on Abbey Street Lower. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Tom Brabazon, T.D**

Data Classification: Public

17/02/2026	11646/26	**PQ Referred: 11646/26, for answer 17/02/2026, Written from - Peadar Tóibín**	To ask the Minister for Transport if he will reopen the Navan to Drogheda railway line for commuters (details supplied); 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. The National Transport Authority (NTA) has responsibility, together with Iarnród Éireann, for rail transport within the Greater Dublin Area. 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 reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 11646/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The issue of a rail connection between Dublin and Navan was re-examined as part of the reparation of the Greater Dublin Area Transport Strategy. This review 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 availability. In its development work for its prior transport strategies, the potential reopening of the Navan to Drogheda rail line for passenger services was examined by the NTA. However, this is a freight only line and would require substantial investment to develop it to passenger service level. In addition, it is an indirect routing to Dublin which is the designation of many of the potential passengers from Navan, and would represent a longer and more indirect journey than the planned Navan Rail Line. This line was also considered as part of the All Island Strategic Rail Review published in 2024 by the Department of Transport and the Department for Infrastructure in Northern Ireland, and, ultimately, was not included for passenger development under the Review recommendations. Accordingly, there are no plans at present to reopen the Navan to Drogheda line for passenger services. I trust that the above information is of assistance. Yours sincerely,	**Peadar Tóibín, T.D.**

17/02/2026		**PQ Referred: 12479/26, for answer 17/02/2026 , Written from - Liam Quaide**	Dail Question No: 420 To ask the Minister for Transport if he is aware of the number of applications received in the latest round of the wheelchair accessible vehicle grant scheme; if he is aware that only a small number of applicants were successful in receiving a provisional grant offer due to constraints on available funding; his plans to increase funding for wheelchair accessible vehicle grants; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including the administration of the wheelchair accessible vehicle (WAV) grant, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day to day operations of the SPSV sector. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 420 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA's Wheelchair Accessible Vehicle (WAV) Grant Scheme has continued to grow in popularity in recent years. As the number of applications consistently exceeds the available funding, a grant offer cannot be guaranteed for all applicants. This is notwithstanding the increasing grant levels available for application, including €7m in 2026. Following the NTAs introduction of a number of successful enhancements to the scheme in 2025 in response to public and industry feedback, the 2026 scheme opened from 12 to 19 January 2026, giving applicants time to prepare and submit their applications. Successful applicants were chosen via a lottery approach following the close of the application portal, an enhanced approach to the previous 'first come first served' approach, which saw all grant monies allocated within minutes in previous years. A total of 3,595 valid applications were received during the week-long opening in January, from which 444 provisional grant offers were awarded through an anonymised lottery. Only one application per applicant was permitted. All provisional grant offers are valid for five months. A second round of applications will open in July 2026, and applicants that were not successful in being selected for a grant offer in Round 1 can apply again for Round 2. I trust that the above information is of assistance. Yours sincerely,	**Liam Quaide, T.D**

17/02/2026	411	**PQ Referred: 12343/26, for answer 17/02/2026 , Written from - Pa Daly**	Dail Question No: 411 To ask the Minister for Transport if there are any plans to enact legislation to mandate full transparency concerning the fixed-fare algorithm. Answer The regulation of the small public service vehicle (SPSV) industry 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 411 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The principal function of the NTA is the development, operation and maintenance of a regulatory framework for the licensing and regulation of the standards to be applied to small public service vehicles, their drivers, and dispatch operators. This is done in accordance with the provisions of the Taxi Regulation Act 2013 as amended, and all associated regulations and orders. As part of its role, the NTA continues to review and modernise the regulatory framework for SPSVs, of which the regulation of dispatch operators is one aspect. On the 05 of December 2025 the NTA clarified the regulatory position in relation to the new Uber fare product to the Minister of Transport. The Minister subsequently wrote to the NTA on the 10 of December requesting that it conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust. Where the outcome of this assessment results in proposals for amendments to the SPSV regulations, the adoption of such amendments will be subject to a public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA website and all SPSV representative groups are encouraged to provide submissions at that time. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

17/02/2026	379	**PQ Referred: 11992/26, for answer 17/02/2026 , Written from - Jennifer Whitmore**	Dail Question No: 379 To ask the Minister for Transport whether legislative measures are planned to ensure full regulatory visibility of pricing and fee structures for taxi ride-booking apps; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 379 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The principal function of the NTA is the development, operation and maintenance of a regulatory framework for the licensing and regulation of the standards to be applied to small public service vehicles, their drivers, and dispatch operators. This is done in accordance with the provisions of the Taxi Regulation Act 2013 as amended, and all associated regulations and orders. As part of its role, the NTA continues to review and modernise the regulatory framework for SPSVs, of which the regulation of dispatch operators is one aspect. On the 05 of December 2025 the NTA clarified the regulatory position in relation to the new Uber fare product to the Minister of Transport. The Minister subsequently wrote to the NTA on the 10 of December requesting that it conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust. Where the outcome of this assessment results in proposals for amendments to the SPSV regulations, the adoption of such amendments will be subject to a public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA website and all SPSV representative groups are encouraged to provide submissions at that time. I trust that the above information is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

17/02/2026	378	**PQ Referred: 11991/26, for answer 17/02/2026 , Written from - Jennifer Whitmore**	Dail Question No: 378 To ask the Minister for Transport if his Department has considered introducing regulatory models recommended by agencies such as Transport for London, which has called for enhanced statutory access to platform data, to address the lack of mandatory data-sharing obligations for dispatch operators; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 378 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The principal function of the NTA is the development, operation and maintenance of a regulatory framework for the licensing and regulation of the standards to be applied to small public service vehicles, their drivers, and dispatch operators. This is done in accordance with the provisions of the Taxi Regulation Act 2013 as amended, and all associated regulations and orders. As part of its role, the NTA continues to review and modernise the regulatory framework for SPSVs, of which the regulation of dispatch operators is one aspect. On the 05 of December 2025 the NTA clarified the regulatory position in relation to the new Uber fare product to the Minister of Transport. The Minister subsequently wrote to the NTA on the 10 of December requesting that it conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust. Where the outcome of this assessment results in proposals for amendments to the SPSV regulations, the adoption of such amendments will be subject to a public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA website and all SPSV representative groups are encouraged to provide submissions at that time. I trust that the above information is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

17/02/2026	336	**PQ Referred: 11715/26, for answer 17/02/2026 , Written from - Jennifer Whitmore**	Dail Question No: 366 To ask the Minister for Transport when he intends to bring forward legislation to provide the NTA with the statutory power to compel app-based dispatch operators (details supplied) to provide access to operational, algorithmic and job allocation data, given the upcoming NTA review of dispatch operator licensing; and if he will make a statement on the matter. Details Supplied: such as Uber, FreeNow and others Answer The regulation of the small public service vehicle (SPSV) industry 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 366 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. The principal function of the NTA is the development, operation and maintenance of a regulatory framework for the licensing and regulation of the standards to be applied to small public service vehicles, their drivers, and dispatch operators. This is done in accordance with the provisions of the Taxi Regulation Act 2013 as amended, and all associated regulations and orders. As part of its role, the NTA continues to review and modernise the regulatory framework for SPSVs, of which the regulation of dispatch operators is one aspect. On the 05 of December 2025 the NTA clarified the regulatory position in relation to the new Uber fare product to the Minister of Transport. The Minister subsequently wrote to the NTA on the 10 of December requesting that it conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust. Where the outcome of this assessment results in proposals for amendments to the SPSV regulations, the adoption of such amendments will be subject to a public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA website and all SPSV representative groups are encouraged to provide submissions at that time. I trust that the above information is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

18/02/2026	34	**PQ Referred: 13147/26, for answer 18/02/2026 , Written from - Ryan O'Meara**	Dail Question No: 34 To ask the Minister for Transport to consider making additional funding available to the NTA for the expansion of Local Link services, the enhancement of existing services and the introduction of new services; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. Under Budget 2026, a funding package of €940 million was secured for Public Service Obligation (PSO) and TFI Local Link services (a 43% increase from €658.442 million in 2025). This will further support subsidised bus and rail services across Ireland, while maintaining targeted fares - including initiatives such as the recently introduced free travel for all children up to the age of 9, and the Young Adult Card for those aged 19 – 25, as part of the NTA's National Fares Strategy. €31 million was also secured for continued investment in the rural transport programme in 2026 – a 38% increase on last year's funding. The Department continues to engage with the NTA as they finalise their 2026 service plan, ensuring that planning and strategic decisions are informed by both operational and resource considerations. The National Transport Authority (NTA) has statutory responsibility for securing and monitoring the provision of public passenger transport services nationally. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 34 of 18 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The National Transport Authority (NTA) is currently in discussions with the Department of Transport in relation to funding of the PSO (subsidised public transport services) programme generally. The expansion of Local Link services, the enhancement of existing services and the introduction of new services are subject to confirmation of funding, I trust that the above information is of assistance. Yours sincerely,	**Ryan O'Meara, T.D**

18/02/2026	33	**PQ Referred: 13146/26, for answer 18/02/2026 , Written from - Ryan O'Meara**	Dail Question No: 33 To ask the Minister for Transport to consider expanding the Local Link Anseo to cover Thurles, County Tipperary, given the need for public transport in the area; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport I recognise the importance of boosting connectivity in County Mayo.In 2025, with funding under the Climate Action Fund, the NTA implemented a pilot Smart DRT service in three areas as part of the Connecting Ireland Rural Mobility Plan. Using the 'TFI Anseo' app, passengers in Achill, Killarney Town and north east of Limerick City are now able to book on-demand rides with ease, bringing the convenience of modern rideshare together with reliability and affordability of public transport. For rural areas and communities, this has the huge potential to integrate 'first and last mile' connections. Each of the pilots will run for one year and will then be reviewed before consideration is given to adopting the app on existing Local Link DRT services and to expanding it's use to other areas. In light of the NTA's responsibilities for the provision of rural transport services, I have referred the Deputy's question to the Authority for direct reply. Please advise my private office if you do not receive a reply within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 33 of 18 February 2026, which was referred to the National Transport Authority (NTA) for reply. TFI Anseo is an ongoing pilot project to test smart demand responsive transport ("SDRT") technologies in Ireland. The SDRT Pilot Project comprises three 12-month pilot schemes, with study areas selected to assess the viability of SDRT technologies in different contexts: urban (Limerick study area), suburban/town (Killarney study area), and rural (Achill study area). Any decision on the further roll-out of the TFI Anseo service has to await the review of the pilot operation, which will consider passenger usage, costs and other issues that may arise in the trial period. In addition, funding would need to be available for its further expansion, should that be the recommendation emerging from the trial phase. Accordingly, there are no plans to extend the service to Thurles at this time. I trust that the above information is of assistance. Yours sincerely,	**Ryan O'Meara, T.D**

22/01/2026	309 & 310	**PQ Referred: 5382/26, for answer 22/01/2026 , Written from - James Geoghegan**	Dail Question No: 309 To ask the Minister for Transport if the National Transport Agency can specify with some granularity and specifics as to what Dublin City Council were allocated €250,000.00 for under the 2026 Active Travel budget for a project entitled 'Strand Road Active Travel Trial'; and what exactly DCC submitted to obtain this funding; and if he will make a statement on the matter. Dail Question No: 310 To ask the Minister for Transport if the National Transport Agency can specify with some granularity and specifics as to what Dublin City Council were allocated funding for under the 2026 Active Travel budget for projects (details supplied); and what exactly DCC submitted to obtain this funding; and if he will make a statement on the matter.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 309 & 310 of 22 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. **PQ 309** The Strand Road Active Travel Trial refers to the proposed active travel trial scheme on Strand Road in Sandymount. Dublin City Council (DCC) sought funding for this project in 2026 to advance it through the relevant stages of the Project Approval Guidelines. The scheme is currently with DCC for further development and progression. The latest update that the NTA has on file is that the project is currently progressing the screening reports. For more detailed or up to date information on the project, Dublin City Council should be consulted directly. **PQ 310** The National Transport Authority (NTA) can confirm that funding allocations under the 2026 Active Travel Programme are issued to Dublin City Council (DCC) based on their annual programme, which sets out the projects they intend to progress in the forthcoming year. Dublin City Council's Active Travel allocations for 2026 are available on the NTA website at the following link: https://www.nationaltransport.ie/wp-content/uploads/2026/01/Active-Travel-Investment-Grants-2026-Allocations.pdf. As part of the funding process, local authorities submit details of proposed projects, indicative cost estimates, and anticipated delivery stages for the year ahead. These submissions, alongside detailed discussions with Dublin City Council regarding priority schemes, inform the NTA's overall Active Travel allocations. I trust that the above information is of assistance. Yours sincerely,	**James Geoghegan, T.D**

19/02/2026	236	**PQ Referred: 13569/26, for answer 19/02/2026 , Written from - Mark Ward**	Dail Question No: 236 To ask the Minister for Transport for an update on the old Airport Hopper route in Dublin; if the NTA has considered providing a public replacement service; the public transport options available to the people of Dublin mid-west to get to Dublin Airport; 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 circumstances where a commercial operator, such as the Airport Hopper service, 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 public service obligation (PSO) service to be introduced to ensure no loss of connectivity to the travelling public. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 236 of 19 February 2026, which was referred to the National Transport Authority (NTA) for reply. The Airport Hopper route in Dublin was a service provided on a commercial basis. I can confirm that the NTA has not considered providing a Public Service Obligation (PSO) replacement service. We are of the view that there are public transport options available to travel to the Airport from many parts of Dublin including from West Dublin. Some of the public transport options do however require interchange and this can be done using the TFI 90-minute fare. Public transport options to and from the Airport can be assessed by using the TFI Journey Planner, link of which I have provided below or the TFI Live app. It should be noted that we plan a new route N8 that will run between Blanchardstown and Clongriffin via Dublin Airport. When this launches, this will allow seamless and easy interchange with the W4 service which runs from Tallaght to Blanchardstown. The Department of Transport and the National Transport Authority (NTA) are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. Any new or enhanced routes will be subject to confirmation of funding so a precise figure and date for route N8 cannot be provided at this time. http://www.transportforireland.ie/ I trust that the above information is of assistance. Yours sincerely,	**Mark Ward, T.D.**

19/02/2026	246	**PQ Referred: 13839/26, for answer 19/02/2026 , Written from - Michael Cahill**	Dail Question No: 246 To ask the Minister for Transport the reason the rolling out of the bus stop installations programme the responsibility of the National Transport Authority across County Kerry is experiencing such huge delays; when towns and villages in Kerry will see these bus stops in place; if he will provide a specific timeframe for each town, village and location; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 246 of 19 February 2026, which was referred to the National Transport Authority (NTA) for reply. Similar to 2025, each local authority across the State, including Kerry County Council, is being allocated €500,000 during 2026, under the Bus Stop Enhancement Programme (BSEP). The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate. This approach aligns with the position that the provision of bus shelters is generally not achievable without some works such as kerb changes, footpath changes, road markings and similar being undertaken by local authorities. 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. The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the BSEP, with the final programme of installations to be agreed with the NTA. The NTA continues to engage further with the Executive of each local authority on an ongoing basis to agree the programme of such works going forward into 2026. While the NTA can provide funding and other supports, the actual delivery of the overall bus stop enhancement programme within each county does fall to the relevant local authority. I trust that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

Data Classification: Public

19/02/2026	237	**PQ Referred: 13589/26, for answer 19/02/2026 , Written from - Thomas Gould**	Dail Question No: 237 To ask the Minister for Transport if he is aware that the Kerry Pike pedestrian improvement scheme has passed planning but only received €140,000 in funding from the NTA this year. Identical Question(s): Housing 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 237 of 19 February 2026, which was referred to the National Transport Authority (NTA) for reply. As noted in your Parliamentary Question, the Kerry Pike pedestrian improvement scheme has received planning approval. The current status is that Cork City Council will be progressing with the detailed design and will also commence the required land negotiations that are associated with the design. Whilst the project has passed planning, it still needs to go through the stages outlined above before further funding is reviewed/reconsidered. As such, the €140,000 allocation for 2026 is for the purposes as stated above. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Thomas Gould T.D**

19/02/2026	230	**PQ Referred: 13495/26, for answer 19/02/2026 , Written from - Emer Currie**	Dail Question No: 230 To ask the Minister for Transport the strategies in place to address the limited bus priority and high volume of private cars using main bus corridors in Dublin during peak hours, in light of the average network speed across Dublin Bus services falling 5% year-on-year; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport in the Greater Dublin Area (GDA), which includes BusConnects. The NTA published the Transport Strategy for the GDA 2022-2042 in January 2023. This strategy sets out a statutory framework for transport investment across the region over a 20-year period and provides a clear statement of transport planning policy for the GDA. There are a number of infrastructure investments which are planned or underway to support increased public transport demand across the GDA. As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, with the aim to provide better bus services across five cities. It is the largest investment in the bus system in the history of the State and is managed by the NTA. In Dublin, the major infrastructure element of BusConnects comprises Core Bus Corridor (CBC) schemes. The CBC project involves the development of continuous bus priority infrastructure and improved pedestrian and cycling facilities on key radial corridors across the Dublin region. The CBC project encompasses the delivery of approximately 230 kilometres of dedicated bus lanes and 200 kilometres of cycle tracks in 12 separate schemes across Dublin. An Coimisiún Pleanála has approved all 12 of the BusConnects Dublin Core Bus Corridor Schemes. However, legal proceedings are ongoing in relation to six: Belfield/Blackrock, Blanchardstown, Kimmage, Swords, Templeogue/Rathfarnham and Bray	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 230 of 19 February 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a substantive response to this Parliamentary Question. As such, we have nothing further to add to the Minister's response. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

			schemes. The first scheme, Liffey Valley to the City Centre, entered the construction phase in 2025, and the contract for the second, the Ballymun-Finglas to City Centre scheme, was signed in December 2025. Construction on this scheme is expected to commence in 2026. GDATS - Transport Strategy for Greater Dublin Area Integrated land use planning and transport planning in the five cities (Cork, Dublin, Galway, Limerick and Waterford) is led through Metropolitan Area Transport Strategies (MATS) which set out programmes of proposed transport investment in active travel, bus and rail for each city over a 20-year period. The revised statutory Transport Strategy for the Greater Dublin Area2022-2042 was developed by the NTA, in consultation with the relevant Local Authorities, and published in 2023 following the Minister for Transport's approval. This strategy sets out how transport will be developed across the region, covering Dublin, Meath, Wicklow and Kildare, in accordance with the Dublin Transport Authority Act, as amended. The Strategy has been developed to be consistent with the spatial planning policies and objectives set out in the Regional Spatial and Economic Strategyas adopted by the Eastern and Midland Regional Assembly. These objectives in turn are consistent with the National Planning Framework and the National Development Plan as set out in Project Ireland 2040. The next review of the Greater Dublin Area Transport Strategy is due to commence in 2027. Once sufficiently developed the draft Transport Strategy will be opened to full public consultation. The statutory responsibility for securing the provision of public passenger transport services nationally rests with theNTA. The NTA works with the public transport operators, who deliver the services and who have responsibility for day-to-day operational matters. 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. It is appreciated that many customers in the Dublin region have recently been experiencing some issues with regard cancellations and reliability. Bus cancellations can occur for a variety of reasons, such as a shortage of drivers or mechanics preventing services from operating to schedule. Furthermore, incidents that occur while a vehicle is in service, such as traffic accidents, health emergencies or bus breakdown can cause disruption and unforeseen delays to the published timetable. Aside from staff availability issues, the most frequent reason for bus cancellations on these routes has been related to traffic congestion/traffic delays. Buses that are meant to reach the end of an outbound trip in sufficient time to make the return journey, frequently get held up in heavier than usual traffic congestion such that they are not in position to undertake the scheduled return journey. That journey then has to be cancelled, impacting passengers. Unfortunately, this can be frequent occurrence as traffic congestion increases. With regards to service cancellation, the operator is required to cancel the service on the system that monitors bus locations, and which feeds the real time information system. While that generally does happen, there have been some occurrences where the relevant operator personnel did not input the cancellation in a timely manner. The NTA continues to monitor this item and to stress to operators the need for timely inputs of cancellations when they occur. Recognising the importance of improved bus priority in the Greater Dublin Area, the National Sustainable Mobility Policy included an action to Deliver public transport corridors providing prioritised bus lanes on national radial routes to the M50. Funding has been provided in recent years to progress measures on a number of these routes, including the M4, M11/N11 and N3, with the bus priority lane on the M4 eastbound now approaching completion. Noting the NTA's responsibility for BusConnects Dublin, 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 working days.		

Data Classification: Public

19/02/2026	234	**PQ Referred: 13528/26, for answer 19/02/2026 , Written from - Pat Buckley**	Dail Question No: 234 To ask the Minister for Transport the cost to date of the installation of cycle lanes and active transport throughout the State in the past ten years. 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.In addition, Transport Infrastructure Ireland (TII)also develop some active travel infrastructure as part of national roads projects. Noting the role of the NTA and TII in the matter, I have referred your question to those agencies for a more detailed answer. It is also worth noting that some walking and cycling infrastructure is also developed through schemes which fall under the remit of other Departments, including, but not limited to, the Urban Regeneration and Development Fund (URDF) under the Department of Housing, Local Government and Heritage and the Rural Regeneration and Development Fund (RRDF) under the Department of Rural and Community Development and the Gaeltacht.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 234 of 19 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In your query, you sought “the cost to date of the installation of cycle lanes and active transport throughout the State in the past ten years”. Please see the table below providing the expenditure by the NTA on active travel projects across the State from 2020 to 2025 inclusive. Prior to 2020, the NTA was not authorised to provide funding to counties outside of the main urban conurbations. I trust that the above information is of assistance. Yours sincerely,	**Pat Buckley, T.D**

24/02/2026	350	**PQ Referred: 15100/26, for answer 24/02/2026 , Written from - John Paul O'Shea**	Dail Question No: 350 To ask the Minister for Transport to provide a breakdown, by county of the number of recipients of the wheelchair accessible vehicle grant scheme for each of the past five years for which data is available, if the table will categorise grant recipients into new or existing SPSV license holders and the total amounts allocated per annum per county, if he will further state whether he intends to reform the scheme or increase the available funding, in tabular form; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including the administration of the wheelchair accessible vehicle (WAV) grant, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day to day operations of the SPSV sector. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 350 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Your Parliamentary Question sought “a breakdown, by county of the number of recipients of the wheelchair accessible vehicle grant scheme for each of the past five years for which data is available, if the table will categorise grant recipients into new or existing SPSV license holders and the total amounts allocated per annum per county”. The NTA does not have the data you requested as a breakdown per county. However, please see the below table for a breakdown of new and existing licences.	**John Paul O'Shea, T.D**

Year	Grants	Capital	New WAV to fleet	Replacement of WAV within fleet
2015	153	€ 871,000	134	19
2016	335	€ 1,987,500	284	51
2017	284	€ 1,747,500	233	51
2018	761	€ 3,366,000	679	82
2019	1,039	€ 4,420,000	907	132
2020	264	€ 1,240,500	227	37
2021	379	€ 1,605,500	271	108
2022	312	€ 1,320,500	231	81
2023	411	€ 5,452,500	309	102
2024	438	€ 6,220,000	392	46
2025	519	€ 8,370,500	450	69

The NTA’s Wheelchair Accessible Vehicle (WAV) Grant Scheme has continued to grow in popularity in recent years. As the number of applications consistently exceeds the available funding, a grant offer cannot be guaranteed for all applicants. This is notwithstanding the increasing grant levels available for application, including €7m in 2026. Following the NTAs introduction of a number of successful enhancements to the scheme in 2025 in response to public and industry feedback, the 2026 scheme opened from 12 to 19 January 2026, giving applicants time to prepare and submit their applications. Successful applicants were chosen via a lottery approach following the close of the application portal, an enhanced approach to the previous ‘first come first served’ approach, which saw all grant monies allocated within minutes in previous years.

A total of 3,595 valid applications were received during the week-long opening in January, from which 444 provisional grant offers were awarded through an anonymised lottery. Only one application per applicant was permitted. All provisional grant offers are valid for five months.

A second round of applications will open in July 2026, and applicants that were not successful in being selected for a grant offer in Round 1 can apply again for Round 2.

I trust that the above information is of assistance.

Yours sincerely,

24/02/2026	334, 335	**PQ Referred: 14809/26, for answer 24/02/2026 , Written from - Ciarán Ahern**	Dail Question No: 334 To ask the Minister for Transport the number of schools enrolled in the safe routes to school in 2024, 2025 and to date in 2026; 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. Dail Question No: 335To ask the Minister for Transport the level of funding that has been allocated to the safe routes to school programme in 2025 and to date in 2026; the number of schools that are availing of the fund; and if he will make a statement on the matter. 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. 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 932 applications were received from schools across every county in Ireland. Schools are processed in tranches, with four rounds having been announced to date. 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 in forthcoming rounds. Noting the role of the NTA in the SRTS programme,I have referred your questions to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 334 & 335 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. **PQ 334** 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. In 2021 all schools across the state were invited to apply to the SRTS programme, and a total of 932 applications were received from every county. All 932 schools were accepted into the programme. However, due to the high volume of applications, a phased approach was adopted: • Round 1: 170 schools were notified of their inclusion in June 2021; • Round 2: 109 schools were notified in December 2022; • Round 3: 142 schools were notified in November 2024; • Round 4: 105 schools were notified in December 2025. The status of these schools is outlined in the tables below, as of end of January ‘26. 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. **Schools by SRTS Round** **Number of Schools** Total Applications to the Programme: 932 Active in the Programme (Rounds 1, 2, 3 and 4): 526 • Included in SRTS Round 1: 170 • Included in SRTS Round 2: 109 • Included in SRTS Round 3: 142 • Included in SRTS Round 4: 105 To be included in Subsequent Rounds: 406 SRTS and NonSRTS Schools directly benefiting from Active Travel infrastructure delivered under Active Travel Investment Programme to end of 2024: 464 **Schools split by NTA Phase** **Number of Schools** Phase 1 (Application): 395 Phase 2 (Option Development): 172 Phase 3 (Preliminary Design): 97 Phase 4 (Statutory Process): 24 Phase 5 (Detail Design): 44 Phase 6 (Construction): 33 Phase 7 (Close Out): 158 Withdrawn from the Programme: 9	**Ciaran Ahern, T.D**

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.

The split by local authority is as follows:

Local Authority	Total SRTS Schools	Round 1	Round 2	Round 3	Round 4	Total Schools Engaged (Rounds 1, 2, 3 and 4)
Carlow County Council	23	4	3	2	2	11
Cavan County Council	15	2	3	3	2	10
Clare County Council	34	5	2	7	4	18
Cork City Council	24	6	3	2	3	14
Cork County Council	61	10	7	9	10	36
Donegal County Council	66	5	5	10	5	25
Dublin City Council	50	28	6	10	4	48
Dun Laoghaire-Rathdown County Council	24	6	3	2	1	12
Fingal County Council	40	11	5	7	6	29
Galway City Council	19	4	3	3	2	12
Galway County Council	65	7	5	11	2	25
Kerry County Council	42	5	3	5	2	15
Kildare County Council	51	5	5	2	4	16
Kilkenny County Council	24	5	3	2	5	15
Laois County Council	12	3	2	2	3	10
Leitrim County Council	10	3	2	3	2	10
Limerick City and County Council	37	8	6	7	6	27
Longford County Council	9	2	2	2	3	9
Louth County Council	33	4	4	3	4	15
Mayo County Council	51	7	6	8	3	24
Meath County Council	37	6	4	5	4	19
Monaghan County Council	14	3	3	1	1	8
Offaly County Council	18	4	2	2	2	10
Roscommon County Council	21	5	3	5	4	17
Sligo County Council	25	4	2	5	2	13
South Dublin County Council	27	3	2	6	5	16
Tipperary County Council	24	2	3	5	3	13
Waterford City and County Council	12	4	2	3	1	10
Westmeath County Council	12	2	2	3	3	10
Wexford County Council	28	4	3	4	3	14
Wicklow County Council	24	3	5	3	4	15

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932 schools applied for the programme in 2021, of those 526 are engaged in the active programme and 158 schemes have been completed to date, with another 33 at construction, 44 at post planning design stage and 24 currently undergoing planning consent/statutory processes.

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.

In 2025 €20,829,724 was allocated to SRTS, comprising:

• €19,839,724 in grants to Local Authorities to progress SRTS projects;
• €150,000 on cycle parking; and
• €840,000 on SRTS programme staff.

In 2025 €15,254,982.64 was spent on the SRTS, comprising:

• €13,931,552.68 to Local Authorities to progress SRTS projects;
• €437,205.85 on cycle parking; and
• €886,224.11 on SRTS programme staff.

				In 2026 €25,415,132 was allocated to SRTS, comprising: • €24,115,132 in grants to Local Authorities to progress SRTS projects; • €400,000 on cycle parking; and • €900,000 on SRTS programme staff. I trust that the above information is of assistance. Yours sincerely,	

24/02/2026	337	**PQ Referred: 14892/26, for answer 24/02/2026 , Written from - Ciarán Ahern**	Dail Question No: 337 To ask the Minister for Transport for an update on his discussions with the National Transport Agency regarding the roll-out of Phase 8 (D-Spine) of the BusConnects programme; when he anticipates that the roll-out will commence; 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. 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 the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across five cities, including Dublin. BusConnects is the largest investment in the bus system in the history of the State and is managed by the NTA. Following on from three rounds of public consultation which concluded in 2020, new bus services in Dublin are already being delivered, with the first seven phases of the Network Redesign rolled out in recent years. The most recent phase, Phase 7, which commenced in October 2025, saw the introduction of the F Spine connecting Finglas to Tallaght. In terms of services, we secured an unprecedented allocation of €940 million for PSO services in Budget 2026, a significant 43% uplift in the allocation from Budget 2025. This allocation will ensure that existing public transport services can operate reliably and sustainably throughout the year in the face of growing passenger demand and increased operational costs. Matters relating to bus service delivery and planning, including bus routes, fall under the remit of the NTA, in co-operation with the relevant transport operator, and are subject to resource availability. Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 337 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. The timeline for Phase 8, which includes the D-Spine and associated routes, will be determined by funding provision and operational readiness. The National Transport Authority (NTA) remains in discussion with the Department of Transport in relation to funding for the PSO (Public Service Obligation), in particular the introduction of any new services such as the D-Spine of the BusConnects Network redesign. At this time it is not possible to confirm exact dates for implementation of new routes. I trust that the above information is of assistance. Yours sincerely,	**Ciaran Ahern, T.D**

24/02/2026	331	**PQ Referred: 14734/26, for answer 24/02/2026 , Written from - Malcolm Byrne**	Dail Question No: 331 To ask the Minister for Transport the supports that have been sought, or can be sought, by Wexford County Council to complete the Gorey to Courtown footpath in North Wexford. Answer 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. €290m has been allocated to the National Transport Authority (NTA) in 2026 through the Department of Transport for its Active and Sustainable Transport Investment Programme. 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. In general, the main focus of active travel investment will be to support high quality walking and cycling infrastructure, for everyday trips, in villages, towns and cities, particularly in designated growth settlements, with a view to promoting the greatest potential modal shift to active travel. Given the ramping up of activities over the last few years in the Active Travel area, 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 has to prioritise certain projects over others in order to remain within its allocated budget.While a project may not be selected by the NTA for funding in a particular year, it may be funded in subsequent years. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 331 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. In 2022, the NTA provided €108,000 to construct 260 metres of footpath on the R742 as part of wider footpath improvements in the Gorey Area. A gap of approximately 750 metres remains between this completed section and the existing footpath in Courtown. This remaining stretch lies on a constrained rural road, where providing new walking infrastructure would require significant works. Delivering a scheme along this section is likely to be a multi-million euro project, involving lighting, drainage, potential river crossings and traffic management. Land take would also likely be required to achieve the necessary widths, adding further complexity and cost. A detailed scope and cost assessment would be needed, and the level of investment involved would require appraisal under the Department of Public Expenditure and Reform's Infrastructure Guidelines. Wexford County Council receives an annual Active Travel allocation of approximately €3.75 million. Current 2026 allocations in Wexford are fully committed to a variety of projects already underway. While the NTA remains open to supporting additional projects brought forward by the Council in future years, subject to overall budget availability, across the country, the volume of projects now being progressed exceeds the funding available to the NTA. As a result, the NTA must prioritise within its national budget and cannot fully fund every proposed scheme. I trust that the above information is of assistance. Yours sincerely,	**Malcolm Byrne, T.D**

24/02/2026	339 & 340	**PQ Referred: 14922/26, for answer 24/02/2026 , Written from - Darren O'Rourke**	Dail Question No: 339 To ask the Minister for Transport the amount of funding allocated to each local authority to be spent on bus shelters per year; and if he will make a statement on the matter. Dail Question No: 340 To ask the Minister for Transport if he plans to increase funding to local authorities for bus shelters in 2027; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 339 & 340 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. **PQ 339** Under the Bus Stop Enhancement Programme (BSEP), each Local Authority across the state is being allocated €500,000. The funding provided under this programme is intended to enable each local authority, in collaboration with the National Transport Authority (NTA), to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate. **PQ 340** The provision of funding for local authorities in 2027 to install bus shelters will be subject to funding availability. As such, allocations for 2027 will be determined as part of the annual budgetary process. I trust that the above information is of assistance. Yours sincerely,	**Darren O'Rourke, T.D.**

24/02/2026	300	**PQ Referred: 14418/26, for answer 24/02/2026 , Written from - Marie Sherlock**	Dail Question No: 300 To ask the Minister for Transport the State agencies within his Department that have made provision for the pension auto enrolment payment as part of their allocation to funded organisations; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer As this question relates to agencies under the remit of the Department of Transport, I have referred the question to these agencies to reply to the Deputy directly. If the Deputy does not receive a response within ten working days, please contact my Private Office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 300 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. Auto enrolment doesn’t apply to the NTA. All employees of the NTA join the NTA public service pension schemes. I trust that the above information is of assistance. Yours sincerely,	**Marie Sherlock, T.D**

24/02/2026	297	**PQ Referred: 14315/26, for answer 24/02/2026 , Written from - Roderic O'Gorman**	Dail Question No: 297 To ask the Minister for Transport the number of bus shelters which were installed by the National Transport Authority in each county nationwide in each of the years since 2018, including the latest figures for year to date in 2026, in tabular form; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 297 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. Your Parliamentary Question sought ‘’the number of bus shelters which were installed by the National Transport Authority in each county nationwide in each of the years since 2018, including the latest figures for year to date in 2026, in tabular form’’. Please see table below in response to your Parliamentary Question. **County** / **2018** / **2019** / **2020** / **2021** / **2022** / **2023** / **2024** / **2025** / **2026** / **Total** Cavan / / 2 / / / 2 / / / / 4 Clare / / / 11 / 1 / 15 / 4 / / / 31 Cork / 9 / 6 / 10 / 15 / 31 / 12 / 40 / 24 / 1 / 148 Donegal / 2 / / / / / / / / / 2 Dublin / 6 / 42 / 15 / 7 / 23 / 28 / 38 / 5 / 7 / 171 Galway / / / 14 / 3 / 5 / / 7 / 10 / 1 / 40 Kerry / / / / / / / / 3 / / 3 Kildare / 5 / 1 / 4 / 5 / 5 / 12 / 7 / 2 / / 41 Kilkenny / / / / 2 / 10 / 5 / 5 / / / 22 Laois / / / / / 1 / 2 / 3 / / / 6 Leitrim / / / / / / / 8 / 2 / / 10 Limerick / 3 / 19 / 10 / 1 / 4 / 17 / 36 / 11 / / 101 Louth / / / / / 10 / / 1 / / / 11 Mayo / / / / / 2 / / 8 / / / 10 Meath / 1 / 10 / 3 / 4 / 16 / 6 / 3 / 2 / 1 / 46 Monaghan / / / / / / / 2 / / / 2 Offaly / / / 1 / 1 / / / / / / 2 Sligo / / / / / / 4 / 8 / / / 12 Tipperary / / 1 / / / 7 / 5 / 2 / / / 15 Waterford / 2 / / / 1 / / / / / / 3 Westmeath / / / / / 3 / 6 / 10 / / / 19 Wexford / / 1 / / 3 / / 1 / 9 / 8 / / 22 Wicklow / / / 3 / 2 / 1 / 11 / / / / 17 **Total** / **28** / **82** / **60** / **55** / **121** / **124** / **191** / **67** / **10** / **738** I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

Data Classification: Public

24/02/2026	286	**PQ Referred: 14043/26, for answer 24/02/2026 , Written from - Donna McGettigan**	Dail Question No: 286 To ask the Minister for Transport the changes that are planned or will be introduced by him to improve public transport between Shannon, County Clare and the University of Limerick, in light of a recent study (details supplied) which identified it as a significant obstacle to students; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 286 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. The University of Limerick is connected to Limerick City Centre by routes 304 and 304a. Route 343 between Limerick city and Shannon was enhanced in August 2024 to be the first 24/7 bus route in the Mid-West with a significant increase in frequency to every 20 minutes during peak hours and every 30 minutes during off peak hours on weekdays. Shannon Airport is also connected to Limerick City by the commercial Bus Éireann Expressway route 51. Given the above investment in services to the University of Limerick and Shannon Airport there are no plans at present to provide a direct public bus service between these two destinations. I trust that the above information is of assistance. Yours sincerely,	**Donna McGettigan, T.D**

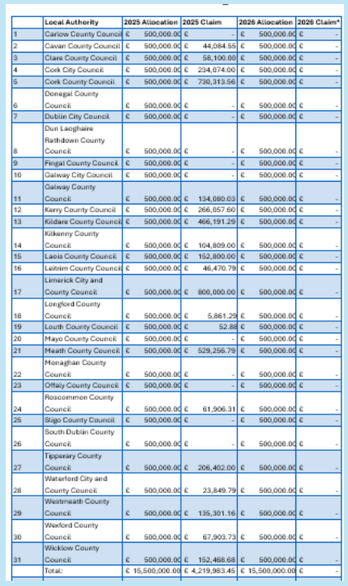
24/02/2026	336	**PQ Referred: 14811/26, for answer 24/02/2026 , Written from - Ciarán Ahern**	Dail Question No: 336 To ask the Minister for Transport the total cost arising from the reduced 20% public transport fares to the public and the reduced 50% public transport to students and young people under 24 years of age nationwide; if he is considering making the reduction permanent; and if he will make a statement on the matter. Answer Improving the accessibility, reliability, and affordability of public transport, while ensuring the system remains well-funded and responsive to passenger needs, is a core priority under the Programme for Government.The National Transport Authority (NTA), as fare regulator for services provided under PSO contracts, plays a central role in achieving this. While my Department sets the overall policy direction and funding framework for the delivery of public transport services nationwide, it is the NTA that have the statutory responsibility for securing the provision of public passenger transport services nationally. In this context, we secured an unprecedented allocation of €940 million for PSO services in Budget 2026, a significant 43% uplift in the allocation from Budget 2025. This allocation will ensure that existing public transport services can operate reliably and sustainably throughout the year in the face of growing passenger demand and increased operational costs. The 2026 allocation also maintains targeted fares initiatives such as the recently introduced free travel for all children up to the age of 9 and the Young Adult Card for those aged 19-25, as part of the NTA's National Fares Strategy. In light of the NTA’s responsibility in this area, I have forwarded the Deputy's query in relation to the total cost of these fare initiatives to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 336 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. To clarify, the 20% reduction in public transport fares applies to all users of TFI (subsidised) services. A further 50% reduction in fares applies to students and those aged between 19 and 26 in possession of a Young Adult and Student Leap Card. The estimated total fare foregone/cost nationally by making these fare reductions permanent would be in the range of €171m and €189m. The assumptions of the above figures are outlined below; • The above figures relate to estimated fare foregone arising from the reduced 20% public transport fares to the public and the reduced 50% public transport to students and young people under 26 years of age nationwide • The estimated fare foregone is based on 2026 budgeted revenue numbers with no adjustment for elasticity (expected reductions in passengers due to higher fares) • The estimated fare foregone is only provided for TFI subsidised services and excludes commercial bus operator figures. Certain commercial operators offer the 50% reduction for young adults and students and the NTA compensates these operators for a share of the fare foregone in doing so. I trust that the above information is of assistance. Yours sincerely,	**Ciaran Ahern, T.D**

24/02/2026	299	**PQ Referred: 14400/26, for answer 24/02/2026 , Written from - Marie Sherlock**	Dail Question No: 299 To ask the Minister for Transport to provide a list of all State agencies within his Department that allocate programme and project funding to section 39, section 56 and section 10 organisations; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer Confirming participation of organisations in programmes and projects managed by State Agencies is best answered by those agencies. I have therefore referred this question to those agencies for direct reply to the Deputy. If you do not receive a response, please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 299 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA provided an allocation of €65,000 to a project at St James Hospital in Dublin for a Bike Hub in 2025 with €40,351.89 being claimed in 2025. There was an additional €25k allocated to the same project in 2026. I trust that the above information is of assistance. Yours sincerely,	**Marie Sherlock, T.D**

24/02/2026	309	**PQ Referred: 14546/26, for answer 24/02/2026 , Written from - Carol Nolan**	Dail Question No: 309 To ask the Minister for Transport if Local Link services will be extended to cover more rural areas in Offaly; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally including the Connecting Ireland Rural Mobility Plan and Local Link. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 309 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. As part of the Connecting Ireland Rural Mobility Plan, we are proposing a new route 826 through County Offaly, which will operate between Mullingar – Kinnegad – Edenderry – Clonbullogue – Bracknagh – Portarlington – Monasterevin – Kildare Village. We are at an advanced stage of procurement for this route. The service will provide up to six return journeys, seven days a week, and will be operated by Local Link Laois Offaly. The Department of Transport and the National Transport Authority (NTA) are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. The implementation date is subject to confirmation of funding so a precise date for the commencement of this service cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Carol Nolan, T.D.**

25/02/2026	32	**PQ Referred: 15255/26, for answer 25/02/2026 , Written from - Richard Boyd Barrett**	Dail Question No: 32 To ask the Minister for Transport the actions he has taken to address on-going concerns about ghost buses, bus delays, and the press-it box system; and the negative impacts these are having on passengers and bus drivers. 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.I can assure the Deputy that the performance of all public transport operators is closely monitored by the NTA under their contractual arrangements. These contracts allow for not just the monitoring of performance and the publication of annual performance reports, but importantly, allow for the imposition of financial penalties where performance does not meet the required standard. For example, if a bus service doesn't operate due to circumstances within the operator's control, a deduction is applied equivalent to the cost of the cancelled service. On cancellations, the NTA acknowledge there have been challenges - often due to traffic congestion, driver or mechanic shortages, or unforeseen incidents. My Department is working closely with the NTA to try to address these issues through initiatives such as the Public Transport Workforce Taskforce which aims to address recruitment challenges for drivers and mechanics; and planned improvements to the vehicle location system under Next Generation AVL, which will enhance the accuracy of real-time passenger information. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 32 of 25 February 2026, which has been referred to the National Transport Authority (NTA) for reply. The NTA acknowledges the importance of Real Time Passenger Information (RTPI) services and continues to work with Transport Operators to provide the best information possible at on street Displays and on the national journey planner and real time mobile application, TFI Live. In order to improve RTPI Accuracy, the NTA put together a specific task force to analyse the complex technologies involved as well as to look at specific Transport Operator practices with a view to targeting improvements in RTPI accuracy. The following areas, in particular, were examined: • Communications technologies between buses and the RTPI platforms: Working with the Transport Operators, the team worked on the performance of the GPS antennas (in how they acquire satellites), electrical cabling on older buses connecting to legacy Automatic Vehicle Location (AVL) systems and data analytics work to identify black spots in communications and associated factors that are leading to inaccuracies in the data. The primary action undertaken as a result of this work has been to replace older GPS antennae on buses where definitive technical issues were isolated to antennae performance. To date over 700 buses have been fitted with new antennae with less than a 100 further buses to be completed in the coming weeks. A second issue was discovered on the older AVL legacy on-bus computer modems that requires a software change from the legacy AVL supplier, Init. This software change will improve the accuracy of reported bus location positions on older buses and thus greatly assist in the prediction of arrival times of those buses at bus stops throughout their routes. The software change has been implemented on the first 100 buses and will be rolled out to the full 650 buses (approximately) requiring this change over the next couple of months. • Operations: The NTA working with the Transport Operators identified a number of operational practices that affect RTPI accuracy particularly around bus cancellations. Operators have been under pressure to cancel significant numbers of bus trips owing in particular to driver and mechanic shortages. Trips are also cancelled for other reasons such as roadworks, accidents, breakdowns etc. It is worth noting that increasing traffic congestion is also a frequent cause of cancellations. On many routes drivers are scheduled to complete outbound sections of routes, stop for a short break and then commence return journeys. If traffic congestion, which is an increasing phenomenon in our cities, prevents buses from reaching their turnaround locations in sufficient time to operate the return legs, the return services will not be able to run to schedule. This may not become apparent until drivers are very close to the end of their outward journeys and the cancellation information isn't available as promptly as the system needs. Working with the Transport Operators, additional Service Control training has been identified focussing on the consequence of Service Control actions on RTPI accuracy and Transport Operators have rolled out this additional training to their relevant staff. • Next Generation Automatic Vehicle Location (NGAVL): Work continues on the implementation of the new single AVL system for all PSO Bus Operators in Ireland. Using a more modern single AVL system to replace the five disparate legacy systems currently in use will ensure a single source of real time data in a single data feed and single consistent format and will include better arrival time prediction algorithms. This will lead to better quality information being made available to customers. The first pilot operator (Waterford) is scheduled to go live in the coming months with the final operator live in 2027	**Richard Boyd Barrett, T.D.**

				(depending on the results of the pilot this could be in the first half of 2027). Additionally, the NTA regularly reviews Transport Operator performance in relation to punctuality, reliability and customer service, and contractual penalties are applied if the performance standards are not met by the Operator in question. Where regular delays are being experienced on specific service routes, the NTA would expect Operators of a service to apply to alter their timetables to better reflect the operating conditions that may be experienced on their network. The NTA meets regularly with both Dublin Bus and Go-Ahead Ireland to monitor performance in this area and identify routes requiring improvements in the punctuality and reliability of planned journeys across its low frequency bus network and to agree on a number of routes where such an alteration is required, subject to operational readiness and availability of resources, including additional buses and drivers, where these are required. The NTA continues to work with Transport Operators to support the recruitment of additional staff, in particular drivers, which has led to a reduction in the volume of cancelled services caused by such shortages. The NTA has also awarded a contract for a supplier to perform focused surveys both on-street and on-bus to monitor the accuracy of RTPI data (e.g. to measure estimated arrival times versus actual arrival times) with a view to understanding how changes are positively affecting RTPI performances as enhancements are made to the various systems and operational practices. I trust that the above information is of assistance. Yours sincerely,	

25/02/2026	53	**PQ Referred: 15310/26, for answer 25/02/2026 , Written from - Pa Daly**	Dail Question No: 53 To ask the Minister for Transport to provide a breakdown of the funding allocated to each local authority under the Bus Stop Enhancement Programme; the funding which was drawn down by each local authority in each of the years 2020 to date in 2026, in tabular form. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 53 of 25 February 2026, which was referred to the National Transport Authority (NTA) for reply. Your query sought details of the Bus Stop Enhancement Programme and details of allocations and expenditure from 2020 to 2026. Please note that the Bus Stop Enhancement Programme only commenced in June 2024. As such, 2025 is the first full year of the programme. Below is a table setting out the relevant information for 2025 and 2026.  I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

	Local Authority	2025 Allocation	2025 Claim	2026 Allocation	2026 Claim*
1	Carlow County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
2	Cavan County Council	€ 500,000.00	€ 44,084.55	€ 500,000.00	€ -
3	Clare County Council	€ 500,000.00	€ 58,100.00	€ 500,000.00	€ -
4	Cork City Council	€ 500,000.00	€ 234,074.00	€ 500,000.00	€ -
5	Cork County Council	€ 500,000.00	€ 736,313.56	€ 500,000.00	€ -
6	Donegal County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
7	Dublin City Council	€ 500,000.00	€ -	€ 500,000.00	€ -
8	Dun Laoghaire Rathdown County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
9	Fingal County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
10	Galway City Council	€ 500,000.00	€ -	€ 500,000.00	€ -
11	Galway County Council	€ 500,000.00	€ 134,080.03	€ 500,000.00	€ -
12	Kerry County Council	€ 500,000.00	€ 266,057.60	€ 500,000.00	€ -
13	Kildare County Council	€ 500,000.00	€ 466,191.29	€ 500,000.00	€ -
14	Kilkenny County Council	€ 500,000.00	€ 104,809.00	€ 500,000.00	€ -
15	Laois County Council	€ 500,000.00	€ 152,800.00	€ 500,000.00	€ -
16	Leitrim County Council	€ 500,000.00	€ 46,470.79	€ 500,000.00	€ -
17	Limerick City and County Council	€ 500,000.00	€ 800,000.00	€ 500,000.00	€ -
18	Longford County Council	€ 500,000.00	€ 5,861.29	€ 500,000.00	€ -
19	Louth County Council	€ 500,000.00	€ 52.88	€ 500,000.00	€ -
20	Mayo County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
21	Meath County Council	€ 500,000.00	€ 529,256.79	€ 500,000.00	€ -
22	Monaghan County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
23	Offaly County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
24	Roscommon County Council	€ 500,000.00	€ 61,906.31	€ 500,000.00	€ -
25	Sligo County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
26	South Dublin County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
27	Tipperary County Council	€ 500,000.00	€ 206,402.00	€ 500,000.00	€ -
28	Waterford City and County Council	€ 500,000.00	€ 23,849.79	€ 500,000.00	€ -
29	Westmeath County Council	€ 500,000.00	€ 135,301.16	€ 500,000.00	€ -
30	Wexford County Council	€ 500,000.00	€ 67,903.73	€ 500,000.00	€ -
31	Wicklow County Council	€ 500,000.00	€ 152,468.68	€ 500,000.00	€ -
	Total:	€ 15,500,000.00	€ 4,219,983.45	€ 15,500,000.00	€ -

25/02/2026	54	**PQ Referred: 15311/26, for answer 25/02/2026 , Written from - Pa Daly**	Dail Question No: 54 To ask the Minister for Transport the steps he is taking to improve bus stops around the country; if he plans to standardise bus stops across the country; the funding which has been allocated to this; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 54 of 25 February 2026, which was referred to the National Transport Authority (NTA) for reply. In respect of the measures being taken to improve bus stops around the country. There are 13,350 active bus stops across the country in use by Public Service Obligation (PSO) routes and Commercial Bus Operators. Existing stops are upgraded and new bus stops are being added to the network regularly as part of a number of initiatives including; • Busconnects Network redesigns in Dublin and the regional cities. • Bus stop enhancement Programme - In 2024, the NTA established a Bus Stop Enhancement Programme aimed at improving the bus stop facilities at some 14,000 bus stops nationally including the provision of hardstanding, bus stop poles and information, seats and where possible bus shelters. The Bus Stop Enhancement Programme will be delivered through local authorities and potentially through local authority direct labour. It is anticipated that this will help to reduce the timelines for the delivery of bus stop infrastructure. • Core Bus corridor projects in Dublin • Strategic transport corridors in the regional cities. • Active Travel schemes • Launch of new town services • Maintenance of existing stops via Dublin Bus and Bus Eireann. Regarding if there are plans to standardise bus stops across the country and if so the funding which has been allocated to this. In terms of shelters and stops, it is intended that bus stop information is standardised countrywide and a TFI bus stop pole has been developed for use nationwide. The NTA developed a TFI pole design which addresses issues around clarity, consistency, accessibility and durability of information. In order to provide clarity and consistency of information, the bus stop pole design, and information displayed, is required to be similar nationwide regardless of operator. Key aspects of the TFI pole include; • In order to address durability issues associated with the current mild steel poles the new pole is stainless steel. This material is will help ensure the new infrastructure can withstand variable weather conditions and road de-icing salts. • The flag design allows for both operators and routes serving the stop to be clearly displayed on the flag. This design removes the need for multiple poles thereby minimising impact on footpath space. The colours, font type and font sizes consider the needs of the visually impaired and general visibility in low light conditions. • The timetable and route information displays are in a physical carousel unit, similar to that used currently at Dublin Bus and Bus Éireann stops, however, the colour is changed to yellow to improve the visibility of the stopping point. • The information sheets contained in the carousel are designed to maximise the accessibility of the information provided. The carousel can also accommodate a braille plate identifying the bus stop number. The layout of the text on this display, along with the font and text sizes are designed to improve how a user can read and interpret the information being presented while meeting requirements associated with the Irish Language Act. The bus stop number is duplicated at the top and bottom of the carousel in order to maximise the eye range which this key piece of information is available to. The background colour on the information sheets is off-white in order to reduce glare. In addition, stop specific route diagrams are being incorporated where possible to help users better understand the bus routes available to them. The printed material is designed to be both UV and water resistant which will mean the information displayed won't weather in the way seen to date at stops nationwide.	**Pa Daly, T.D.**

				The cycle design manual has been updated to include guidance on the design of bus stops where there may be a cycle track. Funding for the upgrade and provision of bus stops has been provided for , under the aforementioned initiatives. I trust that the above information is of assistance. Yours sincerely,	

25/02/2026	58	**PQ Referred: 15322/26, for answer 25/02/2026 , Written from - Michael Cahill**	Dail Question No: 58 To ask the Minister for Transport if he will request the National Transport Authority to expedite the processing of requests for additional/increased bus stops (collect/drop off customers) on selected routes, currently taking 8 to 12 months; and if he will make a statement on the matter. Details Supplied: Farranfore, Co Kerry is the centre of the county and would be considered as a transport hub, with buses, trains and planes collecting and depositing passengers there. Many potential passengers feel that the addition of a Green Bus passenger collect/drop off is a missing element of the available connections and wish to see one provided as soon as possible to help their commute. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 58 of 25 February 2026, which was referred to the National Transport Authority (NTA) for reply. The Green Bus is a Commercial Bus service that operates on the vicinity of this area. Route 300 is operated by West Coast Coaches on a commercial basis and it is not funded by the State under the Public Service Obligation (PSO) programme. The NTA is only responsible for licensing this service. All decisions regarding stopping locations, fares, bus fleet and similar, are a matter for the operator. Taking the above into account, Commercial Bus Operators (CBOs) can apply for any changes to a licence including requesting changes to stopping locations. If they submit a request, the NTA will consider such a request as part of the formal licensing process. The guidelines for licensing of public bus passenger services can be found at the link below. https://www.nationaltransport.ie/wp-content/uploads/2019/10/Guidelines_for_the_Licensing_of_Public_Bus_Passenger_Services.pdf I trust that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

25/02/2026	79	**PQ Referred: 11999/26, for answer 25/02/2026 , Written from - Pa Daly**	Dail Question No: 79 To ask the Minister for Transport if he is aware of concerns from the taxi industry that algorithms on application platforms (details supplied) are distorting the market whereby it appears as if there is a shortage of taxis when in reality there is not; his plans to address this; and if he will make a statement on the matter. Details Supplied: such as uber and lyft Answer The regulation of the small public service vehicle (SPSV) industry 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. As the Deputy is aware, SPSV operators are self-employed and may decide to sign-up, or not, with a licensed dispatch operator, such as Uber. They are not obliged by my Department or the NTA to be affiliated with any dispatch operator but where they choose to do so, they are free to contract with a dispatch operator of their choice. They also decide on their own hours of work within the SPSV regulatory framework. As the Deputy is further aware, the structure of the taxi and hackney market has undoubtedly changed since liberalisation of the market took place, and more notably in recent years, in relation to the role of dispatch operators. I have requested that the NTA conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust to respond to developments since the enactment of the Taxi Regulation Act 2013. The NTA is currently developing the Call for Inputs on the dispatch operator licensing framework as a priority, and expects to publish the Call in late February/early March. A sustainable taxi sector is an important element of our transport system, and I encourage all stakeholders to take the opportunity to feed into this important piece of work, as input from stakeholders will inform the NTA's process and	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 79 of 25 February 2026, which was referred to the National Transport Authority (NTA) for reply. The principal function of the NTA is the development, operation and maintenance of a regulatory framework for the licensing and regulation of the standards to be applied to small public service vehicles, their drivers, and dispatch operators. This is done in accordance with the provisions of the Taxi Regulation Act 2013 as amended, and all associated regulations and orders. As part of its role, the NTA continues to review and modernise the regulatory framework for SPSVs, of which the regulation of dispatch operators is one aspect. On the 05 of December 2025 the NTA clarified the regulatory position in relation to the new Uber fare product to the Minister of Transport. The Minister subsequently wrote to the NTA on the 10 of December requesting that it conducts a regulatory assessment of dispatch operator licensing in Ireland in the context of ensuring that the regulatory framework for this element of the overall sector is sufficiently up to date and robust. Where the outcome of this assessment results in proposals for amendments to the SPSV regulations, the adoption of such amendments will be subject to a public consultation. Details of public consultations on SPSV matters can be found on the SPSV Latest News page on the NTA website and all SPSV representative groups are encouraged to provide submissions at that time. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

			decision-making in revising the current dispatch operator framework. Given the NTA's responsibility in regulating dispatch operators, 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.		

Data Classification: Public

25/02/2026	44	**PQ Referred: 15275/26, for answer 25/02/2026 , Written from - Sorca Clarke**	Dail Question No: 44 To ask the Minister for Transport the investment that will be made in 2026 for the provision of disability user friendly public transport. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. In light of my role, one of my core priorities is to ensure disabled people have the same 'access of choice' transport options as everyone else. Also from a policy perspective, the Government launched the National Human Rights Strategy for Disabled People (NHRSDP) on 03 September 2025. Pillar 5 of the NHRSDP, 'Transport and Mobility', contains a number of priority transport actions which were developed with representatives of the disability community. In line with the agreed NHRSDP structures, these priority actions are the primary focus for all NHRSDP stakeholders this year. There are three aspects to improving transport accessibility, including eliminating Advance Notice, namely ensuring a universal design approach towards new infrastructure, addressing legacy infrastructure deficits and providing supports for independent travel on the networks. From a funding perspective, we have an ambitious programme of investment planned for the next five years, all of which will be adhere to the principles of universal design and therefore help deliver a more accessible and inclusive transport network in the years ahead.Ireland is undergoing the most significant public transport transformation in decades, driven by BusConnects, DART+ expansion, fleet electrification, Luas and active travel integration. For example, in 2026 the NTA will oversee the construction of two BusConnects Dublin Core Bus Corridors. The first, Liffey Valley to City Centre entered the construction phase in 2025, while the second, Ballymun-Finglas to City Centre, will enter construction later this year. In addition to new infrastructure, I am pleased that I have been able to increase funding under the Public Transport Accessibility Retrofit Programme to €25m in 2026. We will maintain that increased level of	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 44 of 25 February 2026, which was referred to the National Transport Authority (NTA) for reply. The Department of Transport provides funding to the NTA under the Accessibility Retrofit Funding Programme. For 2026, €25 million has been allocated to invest on improving accessibility for all passengers. The NTA works with Irish Rail, Bus Éireann and local authorities to achieve this. Through the Accessibility Retrofit Programme, the NTA funds: **Irish Rail:** Irish Rail have 147 rail stations of which, most were not built with accessibility in mind. Through this Accessibility Retrofit Funding Programme the NTA will provide funding for four rail stations to have covered footbridges and lifts installed in 2026. Others were completed in the years preceding, which will allow a person with reduced mobility to access both sides of the platform. These works will continue to other stations, pending funding. New DART+ Fleet are being purchased, which have a retractable ramp, to minimise the gap between the station platform and the rail carriage. To further support those works, the NTA are providing funding to Irish Rail to complete works on the platforms and also on the rail lines themselves to further lessen the gap. **Bus Éireann:** The NTA have provided funding to Bus Éireann to carry out Accessibility Audits on 16 of their bus stations and arising from that a programme of work will be delivered starting in 2026 and will continue over the next few years to improve the accessibility of their stations. Twenty-one of the twenty-five bus stations have had wheelchair accessible bus bays installed with the remaining four being designed presently, and two scheduled to be completed in 2026. Independent Travel Support: the TFI Independent Travel Support (ITS) service (formerly Travel Assistance Scheme), which teaches people how to travel independently on public transport and gain the confidence and skills to do so. • Dublin Bus manages the ITS service and carried out 1,785 assists in 2025. • Bus Eireann manages the ITS scheme in Cork, Galway, Limerick and Waterford and they just expanded into Drogheda and Dundalk providing 1,684 assists in 2025. • Pilots have commenced in two Local Link offices, Donegal/Sligo and Leitrim and Fingal/Meath/Louth. • It is hoped to further expand the scheme to Sligo Town in 2026. Accessibility Campaigns: Funding is allocated to provide two Mystery Shops per year, carried out by people with disabilities and older people to gain valuable feedback. Also, campaigns such as Just A Minute (JAM) card, Please Offer Me A Seat Card, Prepare me As I Am for Transport and Wheelchair Space Priority will be funded in 2026 to remind passengers of the resources that are available by TFI to support them on their journey. Wheelchair Accessible Vehicles (WAV's): The funding also provides grants to ensure that taxi's are wheelchair accessible for customers. €7 million is allocated in 2026 for this purpose.	**Sorca Clarke, T.D.**

			retrofit funding under the new National Development Plan which includes accessibility enhancements to bus and train stations in rural and regional locations. Under the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009, the Oireachtas assigned statutory responsibility to the National Transport Authority (NTA) for promoting the development of an integrated, accessible public transport network and public transport infrastructure. The NTA in turn works with the relevant public transport operators, who have responsibility for day-to-day operational issues, to progressively make public transport more accessible. In light of the NTA's over-arching statutory responsibilities for accessible public transport, 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.	Other works are being carried out by general funding streams are: **Bus Stops:** Most bus stops in the cities are wheelchair accessible. The NTA have been working with local authorities to install wheelchair accessible bus bays, in 51 towns to date to accommodate high floor coaches. The NTA continues to work with local authorities on the installation of accessible bus stops to facilitate the standard low floor vehicles with 232 bus stops being installed in 2025. Local authorities may also apply for funding to install seats or shelters at suitable bus stops to allow people to rest whilst they wait for their bus. **Vehicles:** All of the public bus vehicles are wheelchair accessible now. In addition, new buses purchased have audio /visual announcements, induction loops, charging points, yellow grab rails and separate wheelchair space and buggy space for people travelling with children. Additional push buttons, to alert the bus driver to stop, have also been included after the NTA received feedback on this issue from Disability User Groups. On recently purchased bus vehicles, the four priority seats have been covered in a different material from the other seats, with accompanying emblems, to alert all passengers that those seats are for those who need it most seats (for people with visual impairments, people who are pregnant, people with invisible disabilities or for older persons). **Rail stations:** 66 stations have had their lifts replaced /renovated since 2020 to allow access for all with Changing Place facilities being installed in three rail stations to date and more planned in other bus and rail stations. Improved signage and wayfinding have been installed at all of Irish Rail stations, in consultation with their Disability User Group. It is planned to expand this to Bus stations also. I trust that the above information is of assistance. Yours sincerely,	

26/02/2026	139	**PQ Referred: 15501/26, for answer 26/02/2026 , Oral from - John Connolly**	Dail Question No: 139 To ask the Minister for Transport the reason the 414 Barna-Galway service outlined in the Connecting Ireland Rural Mobility Plan as an 'existing route' never operated; whether plans exist to commence a service of this description; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; however, I am not involved in the day-to-day operations. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally including the Connecting Ireland Rural Mobility Plan. In light of the NTA responsibilities 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 139 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. Route 414 was a commercial licenced service between Bearna and Galway, which City Direct obtained a licence for. It was included in the Connecting Ireland maps, because at the time of the consultation, it was an existing licenced route, and it was decided to include all commercial routes which were licenced to operate at least 5 days per week. The route was suspended during the COVID-19 pandemic, and its licence wasn't renewed when it expired in 2022. This would have been a commercial decision made by City Direct at the time. Route 414 never formed part of any NTA plans. Bearna is currently served by Bus Éireann route 424 between An Cheathrú Rua and Galway, which was enhanced under the Connecting Ireland programme in December 2023. It is also included in the BusConnects Galway New Bus Network, which proposes a service between Bearna and Galway every 60 minutes during the day and every 30 minutes at peak times. I trust that the above information is of assistance. Yours sincerely,	**John Connolly, T.D**

26/02/2026	289	**PQ Referred: 16280/26, for answer 26/02/2026 , Written from - Ciarán Ahern**	Dail Question No: 289 To ask the Minister for Transport for an update on the roll-out of Phase 8 of the BusConnects programme; when he expects the roll-out to commence; 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. 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 the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across five cities, including Dublin. BusConnects is the largest investment in the bus system in the history of the State and is managed by the NTA. Following on from three rounds of public consultation which concluded in 2020, new bus services in Dublin are already being delivered, with the first seven phases of the Network Redesign rolled out in recent years. The most recent phase, Phase 7, which commenced in October 2025, saw the introduction of the F Spine connecting Finglas to Tallaght. In terms of services, we secured an unprecedented allocation of €940 million for PSO services in Budget 2026, a significant 43% uplift in the allocation from Budget 2025. This allocation will ensure that existing public transport services can operate reliably and sustainably throughout the year in the face of growing passenger demand and increased operational costs. Matters relating to bus service delivery and planning, including bus routes, fall under the remit of the NTA, in co-operation with the relevant transport operator, and are subject to resource availability. Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 289 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. The timeline for Phase 8, which includes the D-Spine and associated routes, will be determined by funding provision and operational readiness. The National Transport Authority (NTA) remains in discussion with the Department of Transport in relation to funding for the PSO (Public Service Obligation) generally including the introduction of new bus services such as the D-Spine of the BusConnects Network redesign. We are currently planning for its launch in the first half of 2027. I trust that the above information is of assistance. Yours sincerely,	**Ciarán Ahern, T.D**

26/02/2026	279	**PQ Referred: 16126/26, for answer 26/02/2026 , Written from - David Cullinane**	Dail Question No: 279 To ask the Minister for Transport the procurement process for bus shelters; the average cost of a bus shelter over the last ten years, broken down by year; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 279 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. Following a public tendering process, the NTA awarded a contract in 2025 to Bauer Media Outdoor Limited (formerly Clear Channel Ireland) for the supply, installation and maintenance of bus shelters across the State, inclusive of controlled advertising rights. The prior contract had been awarded to JCDecaux Ireland Limited. Typically, the installation of a bus shelter will require preparatory bus shelter enabling works, which can include items such as the provision of a concrete hard standing area, the upgrading of footpaths and / or roads and potentially the relocation of underground services. In addition, if the bus shelter requires an electrical supply, the requirements can vary from a simple local connection to long lengths of trenching and road crossings to access the neartest available ESB cable. Overall, the scale and extent of these works can vary significantly depending on the condition of the receiving environment. Depending on the type and configuration of the shelter being installed, in addition to the scope of the supporting enabling works, the average cost for the installation of a bus shelter at a stop location ranges between €7,500 and €25,000. In some cases costs can be higher due to specific local circumstances. I trust that the above information is of assistance. Yours sincerely,	**David Cullinane, T.D**

26/02/2026	285	**PQ Referred: 16159/26, for answer 26/02/2026 , Written from - Emer Currie**	Dail Question No: 285 To ask the Minister for Transport his plans to provide a bus shelter at bus stop number 4895, Fernleigh Close, Diswellstown Road, Carpenterstown, Dublin 15; if so, can the NTA provide timings on this; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 285 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. Similar to 2025, each local authority across the State, including Fingal County Council, is being allocated €500,000 during 2026, under the Bus Stop Enhancement Programme (BSEP). The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate. This approach aligns with the position that the provision of bus shelters is generally not achievable without some works – kerb changes, footpath changes, road markings and similar - being undertaken by local authorities. 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. The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the BSEP, with the final programme of installations to be agreed with the NTA. The NTA continues to engage with the Executive of each local authority on an ongoing basis in relation to the delivery programme of works under the Bus Stop Enhancement Programme. Accordingly, it is the relevant section of Fingal County Council who are best placed to confirm whether or not they will include this stop location in their programme. Specifically with regard to the bus stop location referenced in your query, we note that the feasibility of providing a bus shelter at this location has been previously examined in response to similar requests. That assessment considered current technical standards, available physical space, road safety requirements, accessibility obligations, and the specific design parameters associated with the standard bus shelter model being delivered under our contract with the bus shelter provider. Based on these criteria the location was deemed unsuitable for the following reasons: • Insufficient depth and available space within the existing bus stop hardstanding to safely accommodate a shelter structure. • Complex and competing space requirements associated with the footpath, cycle track, accessibility needs, and the constrained bus stop island arrangement. • Safety concerns for visually impaired users, particularly due to competing pedestrian and cyclist movements and the absence of tactile paving to identify appropriate crossing points. Accordingly, while the determination of locations to include in the Bus Stop Enhancement Programme is primarily a matter for the Council, it is unlikely that a shelter can be accommodated at the location of bus stop number 4895 given the layout of the location and the adjacent cycle track. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

26/02/2026	269	**PQ Referred: 16051/26, for answer 26/02/2026 , Written from - Ken O'Flynn**	Dail Question No: 269 To ask the Minister for Transport whether his Department has undertaken or commissioned any cost-benefit analysis comparing standard laminated glass panels with alternative vandal-resistant materials for bus shelters; and if he will outline the conclusions of any such analysis. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 269 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA sets out clear technical requirements for the materials used in bus shelter installations at TFI bus stops. In general, all glazed panels are required to be toughened or tempered safety glass. In addition, bus shelter materials, components, parts, fixings and finishes are required to be selected and fabricated to resist damage from abuse and anti-social behaviour. Where glazed panels are frequently broken, they are usually replaced with Perspex panels, which, while more resistant to breaking, are easily damaged or defaced by sharp objects. In a very limited number of places, panels have to be changed to sheet metal panels because of continuing vandalism and to avoid frequent replacement costs. Cost benefit analyses have not been carried out between these different options. Instead, the decision to change from glazed panels is linked to the damage history at the relevant location. I trust that the above information is of assistance. Yours sincerely,	**Ken O'Flynn, T.D**

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<td>26/02/2026</td>
<td>271, 272</td>
<td>PQ Referred: 16058/26, for answer 26/02/2026 , Written from - John Connolly</td>
<td>Dail Question No: 271

To ask the Minister for Transport the entire funding drawn down and spent by Galway City Council from the NTA for the Bus Stop Enhancement Programme in 2024 and 2025; and if he will make a statement on the matter.

Dail Question No: 272

To ask the Minister for Transport the entire funding drawn down and spent by Galway County Council from the NTA for the Bus Stop Enhancement Programme in 2024 and 2025; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.

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.

Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 271 & 272 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply.

Your query sought details of the Bus Stop Enhancement Programme and details of allocations and expenditure in 2024 & 2025 for Galway City Council and Galway County Council. Please note that the Bus Stop Enhancement Programme only commenced in June 2024. As such, 2025 is the first full year of the programme. Below is a table setting out the relevant information for 2025,

<table>
<tr><th></th><th>Local Authority</th><th>2025 Allocation</th><th>2025 Claim</th></tr>
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<tr><td>10</td><td>Galway City Council</td><td>€ 500,000.00</td><td>€ -</td></tr>
<tr><td>11</td><td>Galway County Council</td><td>€ 500,000.00</td><td>€ 134,080.03</td></tr>
<tr><td></td><td>Total:</td><td>€ 1,000,000.00</td><td>€ 134,080.03</td></tr>
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I trust that the above information is of assistance.

Yours sincerely,</td>
<td>John Connolly T.D</td>
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26/02/2026	258	**PQ Referred: 15944/26, for answer 26/02/2026 , Written from - Peter 'Chap' Cleere**	Dail Question No: 258 To ask the Minister for Transport the details of active travel initiatives funded by the National Transport Authority in Carlow since 2020; the initial cost estimate for each project; the outturn cost of each project; and for those still unfinished, the latest cost projection, in tabular form; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 258 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Your Parliamentary Question sought “the details of active travel initiatives funded by the National Transport Authority in Carlow since 2020; the initial cost estimate for each project; the outturn cost of each project; and for those still unfinished and the latest cost projection”. As Approving Authority, the NTA sets the overall governance framework, approves key project stages, and maintains oversight of the annual allocations. Local Authorities are however the Project Managers for all active travel schemes and are therefore best placed to provide the detailed information sought on individual project estimates, outturns, and latest cost projections. Given the scale of national delivery, with thousands of active travel projects progressed since 2020, the scheme specific financial detail requested is best answered by the individual local authorities. Local Authorities procure and manage designers and contractors, maintain full cost records, and handle contractual matters and change control directly, and are therefore able to provide the most accurate and up to date position for each project. Accordingly, your request has been transferred to Padraig O'Gorman, Director of Services: Transportation, Environment and Climate Action, Capital Projects, Building Control & Emergency Services at Carlow County Council for direct response. We would note that estimates evolve as the projects progress from concept to detailed design and to compile the evolution of cost estimate information for the full active travel work programme over a five-year period represents a significant administrative task for the local authority and may take some time to complete. To assist in managing this workload in a proportionate manner, the local authority may contact you with an estimated timeline for producing the material, and to clarify whether there are particular projects or years you wish to prioritise. This helps ensure that staff resources remain focused on progressing active travel delivery alongside meeting statutory and operational responsibilities. I trust that the above information is of assistance. Yours sincerely,	**Peter 'Chap' Cleere, T.D**

26/02/2026	257	**PQ Referred: 15943/26, for answer 26/02/2026 , Written from - Peter 'Chap' Cleere**	Dail Question No: 257 To ask the Minister for Transport the details of active travel initiatives funded by the National Transport Authority in Kilkenny since 2020; the initial cost estimate for each project; the outturn cost of each project; and for those still unfinished, the latest cost projection, in tabular form; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 257 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Your Parliamentary Question sought “the details of active travel initiatives funded by the National Transport Authority in Kilkenny since 2020; the initial cost estimate for each project; the outturn cost of each project; and for those still unfinished and the latest cost projection”. As Approving Authority, the NTA sets the overall governance framework, approves key project stages, and maintains oversight of the annual allocations. Local Authorities are however the Project Managers for all active travel schemes and are therefore best placed to provide the detailed information sought on individual project estimates, outturns, and latest cost projections. Given the scale of national delivery, with thousands of active travel projects progressed since 2020, the scheme specific financial detail requested is best answered by the individual local authorities. Local Authorities procure and manage designers and contractors, maintain full cost records, and handle contractual matters and change control directly, and are therefore able to provide the most accurate and up to date position for each project. Accordingly, your request has been transferred to Director of Service Mr. Tim Butler Kilkenny County Council for direct response. We would note that estimates evolve as the projects progress from concept to detailed design and to compile the evolution of cost estimate information for the full active travel work programme over a five-year period represents a significant administrative task for the local authority and may take some time to complete. To assist in managing this workload in a proportionate manner, the local authority may contact you with an estimated timeline for producing the material, and to clarify whether there are particular projects or years you wish to prioritise. This helps ensure that staff resources remain focused on progressing active travel delivery alongside meeting statutory and operational responsibilities. I trust that the above information is of assistance. Yours sincerely,	**Peter 'Chap' Cleere, T.D**

26/02/2026	254	**PQ Referred: 15869/26, for answer 26/02/2026 , Written from - John Paul O'Shea**	Dail Question No: 254 To ask the Minister for Transport the measures currently being considered in the context of reform of the local area hackney licence scheme; if a working group within his Department has been established or has considered the matter; if so, the dates in which the relevant body has met and discussed the matter; the timeframe he would envisage for the completion of considerations and the formulation of proposals; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry 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. The NTA held a six-week public consultation on proposed changes to the LAH regulations which closed on 28 November 2025. The NTA's proposed key changes to the regulations are to: permit more than one local area hackney driver to operate the local area hackney. enhance the voice of local communities regarding the transport needs assessment for their area and reduce the regulatory burden on applicants, by giving greater clarity to local communities and applicants on the areas nationwide that are open for applications for LAH licences. In addition, the NTA proposes to: extend the maximum licence period for vehicles and drivers from 3 years to 5 years. mandate licence holders to demonstrate that they are providing satisfactory service to their community when renewing their licence. reduce the time period in which a licence holder must complete their licence renewals from 12/24 months following expiration to within 3 months of their licence expiry, to ensure that a community is not without the required services; and introduce a new Fixed Penalty Notice offence for picking up passengers outside of their permitted local area. The review of the LAH Regulations includes plans for an updated application process to come online in	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 254 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. By way of background, to support rural transport, the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 provides for a special licence type for persons wishing to provide hackney services to their local community. This 'Local Area Hackney' (LAH) licence is easier and cheaper to apply for than a standard SPSV licence, in recognition of its limited area of operation i.e. the licence holder's local community. The LAH Licence has remained open for application, however uptake nationwide by applicants has been consistently low. This is notwithstanding significant efforts by the NTA to increase uptake, including two grant aided schemes being rolled out in 2019 and 2023. We note that Mr Cheevers received grant support under the 2023 scheme. In response to the continued low uptake, this year the NTA reviewed the associated legislation and processes and publicly consulted on proposals for change late 2025. The proposals included giving communities greater say in whether their area would benefit from a local area hackney as well as allowing multiple drivers to operate it. Further information can be found here and the NTA expects to implement any related enhancements early this year. I trust that the above information is of assistance. Yours sincerely,	**John Paul O'Shea, T.D**

			early 2026. In preparation for this, the NTA has paused applications for LAH licences under the existing process, ahead of the new and enhanced process coming online. The NTA is bringing these proposed amendments to the NTA's Board in February 2026. 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 reply within 10 working days.		

26/02/2026	243	**PQ Referred: 15664/26, for answer 26/02/2026 , Written from - Pádraig O'Sullivan**	Dail Question No: 243 To ask the Minister for Transport if he will provide a firm date for the rollout of contactless cards payments across the Cork bus fleet, to match services in other regions; and if he will make a statement on the matter. 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 ticketing and technology projects. 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. 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. 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. There is a commitment under the Programme for Government to roll out contactless fare payments on all public transport. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 243 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. As you may be aware, as part of the BusConnects Cork Programme, the Next Generation Ticketing (NGT) system will be introduced which will incorporate the latest developments in account-based ticketing technology, including allowing use of credit / debit cards or mobile phones (including Google Pay and Apple Pay) as well as QR Codes 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. The rollout of the new NGT system in Cork will follow the development of the back office and supporting elements being procured under the BusConnects Dublin NGT project, but we are not yet in a position to provide a definitive timeline. This will be developed at a later date after we have further advanced the design and development of the BusConnects programme which includes the implementation of the core back office part of NGT system (which is designed to facilitate a full national system), and subject to confirmation of funding. In advance of Next Generation Ticketing (NGT) being deployed in Cork, the NTA is undertaking a project at present to improve the current ticketing system on city buses in Cork. Currently, all bus passengers on Cork City services have to go to the bus driver to pay for the bus journey, whether by cash or by Leap card. This requirement for all passengers to interact with the bus driver adds considerably to boarding time on buses and lengthens overall bus journey times. To improve this arrangement, the NTA is planning to install Leap card validators on an entry pole at the front door of each bus. This provision will allow boarding passengers to just tap their Leap card or Free Travel Pass on the validator upon entry without having to go to the driver, substantially speeding up boarding times on buses. The installation of these new validators will also facilitate the introduction of a similar fare to the 90-minute fare operating in Dublin in advance of NGT. Subject to successful end-to-end testing of the solution we expect to start rollout in May and finish in June. However, if issues arise in testing that require resolution by the supplier, the go-live may move a number of weeks. In the meantime, we have commenced the works on the buses to prepare for their eventual installation. I trust that the above information is of assistance. Yours sincerely,	**Padraig O'Sullivan, T.D.**

26/02/2026	247,	**PQ Referred: 15731/26, for answer 26/02/2026 , Written from - Máire Devine**	Dail Question No: 247 To ask the Minister for Transport the current status of the compulsory purchase order for a bus corridor scheme in Dublin 12 (details supplied); the date of commencement and timeline for the CPO process and associated construction works; the compensation arrangements for land acquisition; whether affected homes will be provided with a front driveway given the loss of off-street parking; and whether any measures are planned to address additional noise arising from buses and traffic passing closer to the home and property - Máire Devine. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects. BusConnects is a transformative programme of investments in the bus services across five cities in Ireland, including Dublin. In each city the programme will involve a mix of network redesign, new electric bus fleet, and the provision of segregated bus and cycling facilities to support more efficient journey times for sustainable transport modes. Core Bus Corridors are the major infrastructure component of the BusConnects Dublin programme. An Coimisiún Pleanála has granted planning permission for 12 Core Bus Corridor schemes. However, six are subject to legal challenge. These include the Belfield/Blackrock, Blanchardstown, Bray, Kimmage, Swords and Templeogue/Rathfarnham schemes. 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 within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 247 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. 1. The current status of the CPO for this scheme As you may be aware, the National Transport Authority (NTA) applied to An Bord Pleanála (now An Coimisiún Pleanála) in May 2023 for approval of the Tallaght/ Clondalkin to City Centre CBC Scheme under Section 51(2) of the Roads Act 1993 (as amended), along with a submission for confirmation of the associated Compulsory Purchase Order (CPO). In October of 2024, An Coimisiún Pleanála (ACP) issued its decisions in respect of these applications, being to approve the Scheme, subject to conditions, and to confirm the CPO. Both approvals are available on its website https://tallaghtclondalkinscheme.ie/. 2. Any indicative or projected timeframe for when works on this section of the corridor may commence The progression to construction for the Tallaght/ Clondalkin to City Centre CBC Scheme is linked to the availability of funding. We have recently received the “Sectoral Investment Plan: Transport”, published by the Department of Transport as part of the National Development Plan Review 2025. This report sets out the funding envelope available for public transport projects, such as BusConnects, over the period 2026-2030. Construction contracts have been awarded for two of the BusConnects CBC Schemes – Liffey Valley to City Centre CBC Scheme and Ballymun/Finglas to City Centre CBC Scheme. Following publication of the Sectoral Investment Plan for Transport, we are now assessing the timing of funding availability for other BusConnects schemes, including the Tallaght/Clondalkin to City Centre CBC Scheme. Accordingly, we are not in a position to confirm a commencement date for the Tallaght/ Clondalkin to City Centre CBC Scheme at the present time. 3. The compensation arrangements for land acquisition Although we are unable to confirm a commencement date for the Tallaght/ Clondalkin to City Centre CBC Scheme, the NTA must move to the next stage of the statutory process as this has a defined timeline within the process. The next stage in the process is the issuing of the Notice to Treat (NTT). This is a formal invitation to submit a claim for compensation for the loss of land identified in the CPO. It is planned that this notice and further information, including a FAQ document, will be issued to owners, occupiers, and interested parties associated with the CPO in the very near future. 4. Whether affected homes will be provided with a front driveway, given the loss of off-street parking Following the receipt of the NTT, landowners are invited to engage with the NTA on compensation claims which include accommodation works. These are works within the scheme works area (red line planning extents) along the property boundary to mitigate impacts that may be experienced by landowner(s) as a direct result of the construction of the project. Typically this involves re-instatement of boundary walls, fences, gates, and tie in works on a like for like basis. Accommodation works will be determined by individual circumstances and on a case by case basis. 5. Whether any measures are planned to address additional noise arising from buses and traffic being closer to the property Through the planning process, noise and vibration was assessed and is included in the Chapter 09 Noise and Vibration Report (link below). This report notes that there are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Scheme.	**Máire Devine, T.D**

				Tallaght/ Clondalkin to City Centre CBC Scheme Chapter 09 Noise and Vibration Report: https://tallaghtclondalkinscheme.ie/wp-content/uploads/sites/9/2023/05/Chapter-09-Noise-Vibration.pdf I trust that the above information is of assistance. Yours sincerely,	

26/02/2026	241	**PQ Referred: 15659/26, for answer 26/02/2026 , Written from - James O'Connor**	Dail Question No: 241 To ask the Minister for Transport his Department's plan to purchase new buses for the BusConnects Cork plan; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Cork. BusConnects is the NTA plan to greatly improve bus services in all five of our cities. It is a key part of the Government's policies to improve public transport and address climate change. As Deputy may be aware, I secured Cabinet approval for BusConnects Cork in October 2025. With that decision, the Government issued Approval Gate 1 approval in line with the Infrastructure Guidelines, allowing the three Sustainable Transport Corridor schemes to enter the planning system. These schemes will provide for a total of 11 Sustainable Transport Corridors. Following public consultation, the new BusConnects Cork network was published in June 2022, and it aims to provide an increase of over 50% in bus services across the city. Planning for the implementation of the new bus network has commenced and it is expected that the new network will be implemented on a phased basis in the coming years. Implementation will be subject to funding and resources available. 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 within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 241 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. As part of the BusConnects programme of investment in Cork's bus services, the NTA will be making significant investments in battery-electric buses and associated charging infrastructure in order to facilitate the transition of the Public Service Obligation (PSO) urban bus fleet to zero-emission buses. It is intended that the PSO urban bus fleet within the Cork Metropolitan Area (DMA), currently operated by Bus Éireann (BÉ), will consist solely of zero-emission buses by 2035. The BusConnects Cork programme therefore includes the development of new urban bus depots designed to support the operation of battery-electric buses, in addition to the installation of charging infrastructure for battery-electric buses at BÉ's existing Capwell depot. Once charging infrastructure comes onstream at Capwell depot, new battery-electric buses will be allocated to that depot. New battery-electric buses will also be allocated to new urban bus depots developed by the NTA in Cork. I trust that the above information is of assistance. Yours sincerely,	**James O'Connor, T.D.**

26/02/2026	242	**PQ Referred: 15663/26, for answer 26/02/2026 , Written from - Pádraig O'Sullivan**	Dail Question No: 242 To ask the Minister for Transport if he will provide a timeline for the delivery of Bus Connects Cork, as it is running behind schedule; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Cork. BusConnects is the National Transport Authority's (NTA) plan 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 our cities. As Deputy may be aware, I secured Cabinet approval for BusConnects Cork in October 2025. With that decision, the Government issued Approval Gate 1 approval in line with the Infrastructure Guidelines, allowing the three Sustainable Transport Corridor schemes to enter the planning system. These schemes will provide for a total of 11 Sustainable Transport Corridors. Following public consultation, the new BusConnects Cork network was published in June 2022, and it aims to provide an increase of over 50% in bus services across the city. Planning for the implementation of the new bus network has commenced and it is expected that the new network will be implemented on a phased basis in the coming years. Implementation will be subject to funding and resources available. 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 within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 242 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The BusConnects Cork programme is made up of a number of different elements and is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes. Sustainable Transport Corridors BusConnects Cork is progressing on the delivery of the Sustainable Transport Corridors(STCs) element of the BusConnects Cork programme. The Sustainable Transport Corridors will be along key bus routes in the city and will have dedicated bus lanes/bus priority, with improved cycling and pedestrian facilities. To date, three rounds of non-statutory public consultation have taken place, with each round requiring extensive public engagement. Across the three rounds of public consultation, the NTA received more than 9,800 submissions and the feedback received has informed the design development. We are currently preparing all the required documentation ahead of submitting the statutory consent applications for the Sustainable Transport Corridor Schemes to An Coimisiún Pleanála. We are awaiting a legislative change to be enacted before the NTA are appropriately empowered to submit the planning consent applications for the corridors to An Coimisiún Pleanála. The relevant legislation is contained in the Dublin Transport Authority (Amendment) Bill which is currently before the Oireachtas. We anticipate that legislation being adopted in Q2 of this year, and we will be in a position to start submitting the planning consent applications on a phased basis thereafter. New Cork Bus Network Separate to the Sustainable Transport Corridors, BusConnects Cork is also continuing with detailed planning for the implementation of the new bus network (Network Redesign). The new network aims to provide an increase of over 50% in bus services across the city. Planning for the implementation of the Network Redesign is going well. The NTA is currently discussing funding for new bus services with the Department of Transport and precise dates for introducing the new services are dependent on the outcome of these funding discussions as well as on operational readiness. We are currently working on the delivery of hundreds of new and upgraded bus stops across the city in advance of the new network rollout. As part of this, BusConnects Cork has issued information leaflets to people living in close proximity of these planned bus stop works. In addition, the new bus depot in Tivoli is expected to open later this year which will facilitate the additional bus fleet needed for Cork. We are also progressing a new depot at Kinsale Road. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Padraig O'Sullivan, T.D.**

26/02/2026	161	**PQ Referred: 14234/26, for answer 26/02/2026 , Oral from - Grace Boland**	Dail Question No: 161 To ask the Minister for Transport the measures in place to ensure that passengers receive clear, accurate and up-to-date information in real time across all public transport services, in particular, during service disruptions; how consistency of information is ensured across operators and the National Transport Authority; the standards that apply to customer communications; 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. The performance of all public transport operators is closely monitored by the NTA as part of the contractual arrangements in place between it and the operators.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. 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.	Dear Deputy I refer to the matter you raised in Parliamentary Question No. 161 of 26 February last, which has been referred to the National Transport Authority (NTA) for reply. The NTA is acutely aware of the importance of good quality information being made available to customers regarding bus departure times via on street displays and TFI Live application. It is important to note that in the first instance, the real time information that is displayed in the TFI Live app and on the on-street signs is provided directly by the bus operator responsible for operating that service. The NTA receives this data from each bus operator and republishes it in the app and on the signs. 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. The onus is on the transport operator to provide live disruption information if, for unseen circumstances, a bus / route cannot complete part of its schedule (due to anti-social behaviour, road traffic accidents). This information can be posted to on street displays and TFI Live application for customer consumption. The NTA is taking a number of actions to improve the accuracy of the RTPI (Real Time Passenger Information) data, as follows: • If a transport operator is unable to fulfil a route due to a resource issue, fault with bus etc., then the operators control centre staff are required to manually cancel this service on their central control system, so that live predictions for that trip no longer appears on the RTPI displays or the TFI Live mobile app. If the service is not cancelled / curtailed correctly in a timely manner, the route / stop predictions will continue to be displayed. • The 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. • The NTA is also working with the operators to examine the 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. Finally, I would like to mention that the NTA awarded a contract to a supplier after a successful tender process to provide NGAVL (Next Generation AVL), we expect that this will vastly improve both the accuracy and reliability of real time services for all the transport operators working with the NTA. The benefit 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. The new AVL system will be rolled out on all PSO bus fleet commencing in 2026 and continuing through 2027. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Grace Boland, T.D**

26/02/2026	165	**PQ Referred: 15144/26, for answer 26/02/2026 , Oral from - Emer Currie**	Dail Question No: 165 To ask the Minister for Transport to provide funding to extend a service to Tyrrelstown-Hollywoodrath (details supplied); and if he will make a statement on the matter. Details Supplied: Route 139 – Naas to Blanchardstown, Operated by JJ Kavanagh Sons on behalf of Transport for Ireland 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. I continue to engage with the NTA on an ongoing basis in relation to maintaining high operational standards on all forms of public transport. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 165 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have no current plans to extend the route 139 bus service to Tyrrelstown. Route 139 is already over 93 km in length when based on a round trip, and due to congestion, current journey times are close to their maximum. Extending the route further would create considerable operational inefficiencies. As such, we have no plans to extend route 139. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

26/02/2026	266, 267 & 270	**PQ Referred: 16048/26, for answer 26/02/2026 , Written from - Ken O'Flynn**	Dail Question No: 266 To ask the Minister for Transport whether his Department requires the National Transport Authority to collect and report vandalism data for public transport infrastructure on a county-by-county or local authority basis; if not, the policy rationale for permitting exclusively national-level reporting; and if he will make a statement on the matter. Dail Question No: 267 To ask the Minister for Transport the total annual expenditure incurred by the National Transport Authority in each of the past five years in respect of vandalism-related repair and replacement costs for bus shelters; whether this expenditure is reported to his Department in aggregated or disaggregated form; and if he will make a statement on the matter. Dail Question No: 270 To ask the Minister for Transport whether local authorities are provided with incident-level or location-specific data in respect of vandalism to bus shelters within their administrative areas; and if not, whether the Minister considers the absence of such local reporting consistent with transparency and value-for-money principles. 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 the development and maintenance of public transport infrastructure, and services provided under public service obligation (PSO) contracts. The NTA is required to submit annual reports, strategy statements, financial accounts, and other documentation that enable the Department to assess its performance. Anti-social behaviour of any kind is a serious matter, and the NTA present the data and statistics on anti-social behaviour incidences as part of the Public Transport Safety	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 266, 267 & 270 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. **PQ 266** In our response dated 28 November to your previous Parliamentary Questions in relation to bus shelter maintenance (Parliamentary Questions No. 111, 112 and 113 of 09 October last), we set out the overall national figures relating to the number of bus shelters that have been subject to vandalism, on a monthly basis, over the last five years. These were provided on an aggregate national basis, as our standard reporting does not break the information into county categories. In your follow-up Parliamentary Questions (Parliamentary Questions No. 227, 228,229 and 230 of 04 December) you queried the rationale for allowing "a national public transport infrastructure programme to operate without basic monitoring of vandalism trends, without cost reporting, without local data, and without any security plan for thousands of bus shelters". I confirmed that this is not the case and advised that because we operate the bus shelter contract on a national basis – a single contract covering the full country – we similarly manage and monitor the contract on a national basis. On that national basis, we do monitor vandalism trends and maintenance/repair costs – we do not need to sub-divide into sub-areas for overall management of the contract. **PQ 267** In our response dated 28 November to your previous Parliamentary Questions in relation to bus shelter maintenance (Parliamentary Questions No. 111, 112 and 113 of 09 October last), I advised that given the risk apportionment nature of the contract, which is part funded by a portion of the advertising revenue generated by the bus shelters, we do not have access to full cost information regarding vandalism repairs. The cost of vandalism repairs is borne by the contractor and included for in his fixed price maintenance costs. The fixed price maintenance costs are part of the contractors pricing schedule attached to their tender submission and contract. The information contained in the pricing schedule is commercially sensitive financial data which we are not at liberty to release. **PQ 270** The NTA closely collaborates with the local authorities nationwide, on an ongoing basis, in connection with a number of work programmes and funding streams. In particular, back in 2024 the NTA initiated the Bus Stop Enhancement Programme (BSEP) whereby each local authority nationwide, has been allocated €500,000 per annum. 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. In that regard the NTA through a central supply contract, provides any required bus shelters to the local authority and makes available the NTA's bus shelter contractor to the Council to undertake their installation (following the Council's preparatory works). In addition, the NTA also arranges for its contractor to maintain the bus shelters subsequently with the cost borne by the NTA. As part of the BSEP the NTA meets each local authority formally on a quarterly basis (in addition to ad hoc meetings) to discuss all matters relating to bus stops, within a local authority's administrative area. On going issues that are relevant to each local authority relating to the delivery, and the maintenance and repair of bus shelters forms part of the discussion at those meetings. Additionally in some instances, as a result of this collaborative process and due to the fact that the local authorities are on the ground, they report back to the NTA and the NTA's bus shelter contractor regarding incidents of	**Ken O'Flynn, T.D**

			Working Group, which was most recently held by my Department on 11th February. The Programme for Government sets out a clear commitment: that a Transport Security Force will operate under the NTA with powers similar to those held by Airport Police and Customs Officers. The ongoing work to establish it involves careful and informed consideration of the most appropriate model for the Force, with all key stakeholders fully engaged – the NTA, operators, trade unions, passenger groups, An Garda Síochána and the Department of Justice. This engagement includes their attendance at the Public Transport Safety Working Group, My Department and the NTA are actively progressing the legislative proposals required to deliver on the Government's commitment to establish a Transport Security Force, and the introduction of this Force will require the development of primary legislation, which can have a significant lead time, but it will be expedited, with a view to making progress on its foundations during 2026. For further detail on vandalism data, including reporting categorisation and expenditure incurred by graffiti remediation works, the NTA are best placed to respond. In light of this, 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.	shelter vandalism, or disrepair, in situations where issues have come directly to their attention. I trust that the above information is of assistance. Yours sincerely,	

03/03/2026	341	**PQ Referred: 17230/26, for answer 03/03/2026 , Written from - Tom Brabazon**	Dail Question No: 341 To ask the Minister for Transport if the NTA will fund the installation of a next bus display screen at Dublin Bus pole number 941. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops, shelters and any related displays. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 341 of 03 March 2026, which was referred to the National Transport Authority (NTA) for reply. 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. Due to 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. 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. Regarding the bus stop referred to in your Parliamentary Question, we note that currently there are no immediate plans to install a bus shelter at bus stop number 941, Moyne Bridge, Baldoyle, Dublin 13. Additionally, we note that the bus stop is not ducted and connected to the ESB network. Notwithstanding the constraints and limitations outlined above, it is worth noting that all of the information available on such RTPI Displays is also available through the NTA's app for RTPI. The "TFI Real Time Ireland App" and the RTPI The App is available free on Apple App store and the Google Play store and combines all real time information services from Bus Eireann, Dublin Bus, Go-Ahead Ireland, Iarnród Éireann and Luas. All bus stops have a number at the top of the bus pole indicating the particular bus stop number. Simply inserting that number into the App provides the RTPI information on bus arrival times at that stop. The App and the RTPI units are supported by the same back of house data feed. There is no difference between the information contained on RTPI units and App. 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 on the timetable panel it should bring them to data relating to that particular stop number within the TFI Live app. I trust that the above information is of assistance. Yours sincerely,	**Tom Brabazon, T.D**

03/03/2026	336	**PQ Referred: 17124/26, for answer 03/03/2026 , Written from - Conor Sheehan**	Dail Question No: 336 To ask the Minister for Transport for an update on the construction timeline and funding of a train station (details supplied); and if he will make a statement on the matter. Details Supplied: details supplied: Moyross train station, Limerick Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure including, together with Iarnród Éireann, the works at Moyross train station. Planning permission for Moyross was granted by Limerick City and County Council in October 2025 and construction is expected to commence this year. Noting the NTA's responsibility in this matter and the specific queries 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 336 of 03 March 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister provided a response to this Parliamentary Question. Further to the Ministers response, we can confirm that following the granting of planning permission for Moyross Station in October 2025, the project has progressed into the detailed design phase. Procurement preparations for the construction stage are underway, with tender documents for the main works currently scheduled to be issued this summer. Subject to the availability of funding and completion of the procurement process, construction is currently planned to commence in Q4 2026. I trust that the above information is of assistance. Yours sincerely,	**Conor Sheehan T.D**

03/03/2026	326	**PQ Referred: 16918/26, for answer 03/03/2026 , Written from - Darren O'Rourke**	Dail Question No: 326 To ask the Minister for Transport the average cost of updating a bus shelter and stop with new seats/roof and pull ins; 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 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. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 326 of 03 March last, which has been referred to the National Transport Authority (NTA) for reply. Your Parliamentary Question sough “the average cost of updating a bus shelter and stop with new seats/roof and pull ins”. Typically, the installation of a bus shelter will require additional preparatory bus shelter enabling works, such as improved accessibility, the upgrading of footpaths and / or roads, in addition to the relocation of underground services. The scale and extent of these works can vary significantly depending on the condition of the receiving environment. Depending on the type and configuration of the shelter being installed, in addition to the scope of the supporting enabling works, the average cost for the installation of a bus shelter at a stop location can range between €7,500 and €25,000. I trust that the above information is of assistance. Yours sincerely,	**Darren O'Rourke, T.D.**

03/03/2026	327	**PQ Referred: 16919/26, for answer 03/03/2026 , Written from - Darren O'Rourke**	Dail Question No: 327 To ask the Minister for Transport the number of bus stops with shelters that have been built in Meath for the years 2020 to 2025 and to-date in 2026; and if he will make a statement on the matter. Dail Question No: 328To ask the Minister for Transport the number of bus shelters and stops respectively in County Meath, broken down by town and village; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 327 and 328 of 03 March last, which has been referred to the National Transport Authority (NTA) for reply. Please see table below in response to Parliamentary Question Nos. 327 and 328 of 03 March 2026 providing details of bus shelters across County Meath, along with the year of installation.	**Darren O'Rourke, T.D.**

Stop No.	Council	Name/Street	Address1	City	Year of installation	Number of Shelters Installed
103151	Meath County Council	Castle Street Trim	o/s Town hall	Trim	1997	1
3334	Meath County Council	Dublin Road	At School	Dunboyne	1999	4
100341	Meath County Council	Julianstown	"Opp. School,"	Julianstown	1999	
100661	Meath County Council	Julianstown	Beside School	Julianstown	1999	
132621	Meath County Council	Julianstown	Opp Jct to Laytown	Julianstown	1999	
100651	Meath County Council	Julianstown	Beside Pub	Julianstown	2006	1
101811	Meath County Council	Dublin Road	Opp The Willows Restaurant	Navan	2010	2
135711	Meath County Council	Dublin Road	Near The Willows Restaurant	Navan	2010	
101871	Meath County Council	Dunshaughlin	o/s Business Park	Dunshaughlin	2011	1
101841	Meath County Council	R147 Lismullin	8.5 Km South Of Navan NON-AD BUS EIREANN	Navan	2012	7
101861	Meath County Council	Fairyhouse Cross	R147 Southbound NON-AD BUS EIREANN	Dunshaughlin	2012	
101891	Meath County Council	R147 Bush Lane	R147 Southbound NON-AD BUS EIREANN	Dunshaughlin	2012	
101341	Meath County Council	Dublin Road	Opp IDA Estate	Dunshaughlin	2012	
101761	Meath County Council	R147 Tankardstown	R147 Southbound NON-AD BUS EIREANN	Navan	2012	
101791	Meath County Council	R147 Dalgan Park	R147 Southbound NON-AD BUS EIREANN	Navan	2012	
152421	Meath County	Frederick Street	beside AIB	Ashbourne	2012	

				101981	Meath County Council	Fairyhouse Road	o/s Old Mill Estate near Ratoath School	Ratoath	2013	4	
				103071	Meath County Council	Dublin Road Trim	Opp Entrance to Knightsbrook Hotel	Trim	2013		
				105021	Meath County Council	Main Street R125	O/S The Old Stand Pub	Ratoath	2013		
				101851	Meath County Council	Bridge Street / Dublin Rd	Ashbourne	Ashbourne	2013		
				133281	Meath County Council	Kilmoon Cross	N2 North of Ashbourne	Ashbourne	2014	2	
				152421	Meath County Council	Frederick Street	Outside Garda Station	Ashbourne	2014		
				103081	Meath County Council	Scurlockstown Dublin Rd.	Dublin Rd Trim	Trim	2015	1	
				135231	Meath County Council	Kells Headford Place	outsude Church	Kells	2016	1	
				189521	Meath County Council	Kennedy Road	at Shopping Mall opposite Car Park	Navan	2018	1	
				101041	Meath County Council	R135	opposite St John's Wood Ct	Ashbourne	2019	10	
				101481	Meath County Council	R135	after Ballybin Rd junction	Ashbourne	2019		
				100971	Meath County Council	R135	before Ballybin Rd junction	Ashbourne	2019		
				111551	Meath County Council	R150 Bettystown	Opposite Tesco	Bettystown	2019		
				111541	Meath County Council	Eastham Rd, Bettystown	Opposite Eastham Village	Bettystown	2019		
				111411	Meath County Council	Eastham Rd		Bettystown	2019		
				NEW	Meath County Council	Spine Road	Opp Scoil Naofa	Bettystown	2019		
				NEW	Meath County Council	Spine Road	at Scoil Naofa.	Bettystown	2019		
				101711	Meath County Council	Carnaross Village	R147 southbound, opposite Carnacross Inn	Carnaross	2019		
					Council		Inn				
				134111	Meath County Council	R147 Road , after Dunboyne Jct 5 on N3	MSD Dunboyne Biologics	Dunboyne	2019		
				134121	Meath County Council	R147 Road after Dunboyne Jct 5 on N3	Outside MSD Dunboyne Biologics	Dunboyne	2020	3	
				133381	Meath County Council	Dunshaughlin Dublin Road	Outside LIDL Northbound	Dunshaughlin	2020		
				133151	Meath County Council	Navan Road	outside Ardlea Estate	Dunshaughlin	2020		
				105591	Meath County Council	Navan Road	outside Grange Hall Estate	Dunshaughlin	2021	4	
				101871	Meath County Council	Dunshaughlin	Southbound on R147	Dunshaughlin	2021		
				101341	Meath County Council	Dunshaughlin	N/bound on R147 opp The Willows est.	Dunshaughlin	2021		
				135241	Meath County Council	Carrick Street	Carrick Street Kells	Kells	2021		
				136631	Meath County Council	Dublin Rd	opposite Ma Dwyer's Guesthouse	Kells	2022	16	
				101731	Meath County Council	Cavan road at Fr. Cullen Park	opposite Eureka School	Kells	2022		
				102041	Meath County Council	Martry Village	Southbound on R147	Kells	2022		
				101381	Meath County Council	Kells Rd	R147 Opposite Blackwater Retail Park	Kells	2022		
				137911	Meath County Council	Kilberry	4 km north of Navan southbound on R162	Kilberry	2022		
				111361	Meath County Council	Laytown	outside Inse Bay Estate	Laytown	2022		
				111581	Meath County Council	R150 Laytown	Opposite Inse Bay Estate	Laytown	2022		
				111351	Meath County Council	Laytown	at Aldi	Laytown	2022		
				111521	Meath County Council	Mornington	Westbound on L5614	Mornington	2022		
				111451	Meath County Council	Mornington	Eastbound on L5614	Mornington	2022		

136611	Meath County Council	Sion Road Navan	Opposite Council Offices	Navan	2022			
138461	Meath County Council	Abbey Road, Navan		Navan	2022			
136591	Meath County Council	Sion Road	near Council Offices	Navan	2022			
189601	Meath County Council	N51, Abbeyland South	Park & Ride Navan	Navan	2022			
189601	Meath County Council	N51, Abbeyland South	Park & Ride Navan	Navan	2022			
189571	Meath County Council	Navan Kennedy Rd	opp. Shopping Centre	Navan	2022			
101901	Meath County Council	R147	near Maher Tractor Sales	Rathbeggan	2023			6
101201	Meath County Council	Dunshaughlin Rd	Southbound on R125	Ratoath	2023			
101211	Meath County Council	R125 northbound	outside Woodlands Estate	Ratoath	2023			
102981	Meath County Council	Athboy Road R154	at / near Lidl	Trim	2023			
103041	Meath County Council	Athboy Road R154	opp Tower View Estate & Lidl	Trim	2023			
103051	Meath County Council	Ring Road south of Link Road junction	R154	Trim	2023			
NEW	Meath County Council	Castle Street	opposite Garda Station	Trim	2024			3
101821	Meath County Council	R147 Garlow Cross	7 Km South of Navan Southbound	Navan	2024			
135731	Meath County Council	R135, Ashbourne	opposite Applegreen Filling Station	Ashbourne	2024			
135661	Meath County Council	Paddy O'Brien Street	in Navan Shopping centre	Navan	2025			2
135661	Meath County Council	Paddy O'Brien Street	Navan Shopping centre	Navan	2025			
NEW	Meath County Council	R147 Dublin rd	opp Academy St	Navan	2026			1

I trust that the above information is of assistance.

Yours sincerely,

Data Classification: Public

03/03/2026	325	**PQ Referred: 16917/26, for answer 03/03/2026 , Written from - Darren O'Rourke**	Dail Question No: 325 To ask the Minister for Transport the average cost of installing a bus shelter. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 325 of 03 March last, which has been referred to the National Transport Authority (NTA) for reply. Your Parliamentary Question sough “the average cost of installing a bus shelter”. Typically, the installation of a bus shelter will require additional preparatory bus shelter enabling works, such as improved accessibility, the upgrading of footpaths and / or roads, in addition to the relocation of underground services. The scale and extent of these works can vary significantly depending on the condition of the receiving environment. Depending on the type and configuration of the shelter being installed, in addition to the scope of the supporting enabling works, the average cost for the installation of a bus shelter at a stop location can range between €7,500 and €25,000. I trust that the above information is of assistance. Yours sincerely,	**Darren O'Rourke, T.D.**

03/03/2026	338	**PQ Referred: 17211/26, for answer 03/03/2026 , Written from - Emer Currie**	Dail Question No: 338 To ask the Minister for Transport to extend the 238 Hollystown Swing Roundabout (details supplied); and if he will make a statement on the matter. Details Supplied: 238 Go-Ahead 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 Go-Ahead. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 338 of 03 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We have no plans to extend route 238 to Hollystown. However, the NTA has extended route 40d from its current terminus at Tyrrelstown on to the Swing Roundabout. This will improve service provision for those in the Hollystown/Hollywoodrath area of Blanchardstown. This change was implemented on the 22 of March 2026. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

03/03/2026	300	**PQ Referred: 16533/26, for answer 03/03/2026 , Written from - John Connolly**	Dail Question No: 300 To ask the Minister for Transport the total funding allocated to each local authority under the 2025 bus stop enhancement programme; the total amount of that allocation that was drawn down or spent by each local authority, in tabular form; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 300 of 03 March 2026, which was referred to the National Transport Authority (NTA) for reply. Please see table below in response to your Parliamentary Question No. 300 of 03 March 2026. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**

	Local Authority	2025 Allocation	2025 Claim
1	Carlow County Council	€ 500,000.00	€ -
2	Cavan County Council	€ 500,000.00	€ 44,084.55
3	Clare County Council	€ 500,000.00	€ 58,100.00
4	Cork City Council	€ 500,000.00	€ 234,074.00
5	Cork County Council	€ 500,000.00	€ 730,313.56
6	Donegal County Council	€ 500,000.00	€ -
7	Dublin City Council	€ 500,000.00	€ -
8	Dun Laoghaire Rathdown County Council	€ 500,000.00	€ -
9	Fingal County Council	€ 500,000.00	€ -
10	Galway City Council	€ 500,000.00	€ -
11	Galway County Council	€ 500,000.00	€ 134,080.03
12	Kerry County Council	€ 500,000.00	€ 266,057.60
13	Kildare County Council	€ 500,000.00	€ 466,191.29
14	Kilkenny County Council	€ 500,000.00	€ 104,809.00
15	Laois County Council	€ 500,000.00	€ 152,800.00
16	Leitrim County Council	€ 500,000.00	€ 46,470.79
17	Limerick City and County Council	€ 500,000.00	€ 800,000.00
18	Longford County Council	€ 500,000.00	€ 5,861.29
19	Louth County Council	€ 500,000.00	€ 52.88
20	Mayo County Council	€ 500,000.00	€ -
21	Meath County Council	€ 500,000.00	€ 529,256.79
22	Monaghan County Council	€ 500,000.00	€ -
23	Offaly County Council	€ 500,000.00	€ -
24	Roscommon County Council	€ 500,000.00	€ 61,906.31
25	Sligo County Council	€ 500,000.00	€ -
26	South Dublin County Council	€ 500,000.00	€ -
27	Tipperary County Council	€ 500,000.00	€ 206,402.00
28	Waterford City and County Council	€ 500,000.00	€ 23,849.79
29	Westmeath County Council	€ 500,000.00	€ 135,301.16
30	Wexford County Council	€ 500,000.00	€ 67,903.73
31	Wicklow County Council	€ 500,000.00	€ 152,468.68

03/03/2026	296 & 297	**FW: PQ Referred: 16438/26, for answer 03/03/2026 , Written from - Emer Currie**	Dail Question No: 296 To ask the Minister for Transport to provide a bus shelter at the busiest stop on a route (details supplied); and if he will make a statement on the matter. Dail Question No: 297 To ask the Minister for Transport to provide a bus shelter at the busiest stop on a route (details supplied); and if he will make a statement on the matter. Details Supplied: 40e, stop 7678 Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 296 and 297 of 03 March last, which have been referred to the National Transport Authority (NTA) for reply. Similar to 2025, each local authority across the State, including Fingal County Council, is being allocated €500,000 during 2026, under the Bus Stop Enhancement Programme (BSEP). The funding provided under this programme is intended to enable each local authority, in collaboration with the NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate. This approach aligns with the position that the provision of bus shelters is generally not achievable without some works – kerb changes, footpath changes, road markings and similar - being undertaken by local authorities. 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. The determination of where to install bus shelters in a county or city will now be largely undertaken by the relevant local authority under the BSEP, with the final programme of installations to be agreed with the NTA. The NTA continues to engage with the Executive of each local authority on an ongoing basis in relation to the delivery programme of works under the Bus Stop Enhancement Programme. Accordingly, it is the relevant section of Fingal County Council who are best placed to confirm whether or not they will include these stop locations in their programme. It is worth noting that not all locations are suitable for the installation of bus shelters due to underground services, width issues, sight line issues, access issues or similar other items such as the negative impact on affected parties / adjacent premises. Each location is required to be technically assessed against current technical requirements, road safety matters, accessibility standards, third party planning matters, available space in addition to the relevant design details. In both cases referenced in your queries, it is likely that the installation of a bus shelter would be challenging given the particular site circumstances at each location. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

03/03/2026	342	**PQ Referred: 18048/26, for answer 03/03/2026 , Written from - Ken O'Flynn**	Dail Question No: 342 To ask the Minister for Transport the average duration in months of environmental impact assessment and appropriate assessment stages for major transport infrastructure projects approved between 2015 and 2025; and the baseline data being used to assess current delays. Details Supplied: Part Transferred from PER Answer Environmental Impact Assessments regarding major transport projects, (generally considered projects with a total estimated cost of over €200m), are carried out and managed directly by the delivery agencies under the aegis of the Department, Transport Infrastructure Ireland and the National Transport Authority. As per my response on the 24th February 2026 to the question asked by the Deputy in PQ 14729/26, as this question also seeks information on the duration of Environmental Impact Assessments for major projects, I have referred your question to TII and to the NTA. Please advise my private office if you do not receive a response in the next 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 342 of 03 March 2026, which was referred to the National Transport Authority (NTA) for reply. Please see table below in response to Parliamentary Question No. 342 of 03 March 2026. Please note the projects listed are projects which the NTA are directly responsible for.	**Ken O'Flynn, T.D**

Environmental Processes	Minimum timeline	Metrolink	Bus connects Dublin (12 corridors)	Luas Finglas	Bus Connects Cork - Sustainable transport corridors	Dart + Coastal North	Dart + West	Dart + Coastal South	Cork Area Commuter Rail twin tracking
Consideration of Reasonable Alternatives (Options Selection) including non statutory consultation	4 plus months	2018	2018- 2020	2019-2020	October to December 2023	Spring 2022 to spring 2023	26th August 2020 to 21 October 2021	21 Oct 2025 to Dec 4th 2025	01/06/2022
EIA and AA Screening (Part XAB and 177U Planning and Development Act 2000 (as amended))	6 weeks online for comment	Sep-22	Kimmage - July 22 Clongriffin - March 22 Liffey Valley - June 22 Swords – June 22 Ballymun/Finglas - Sept 22 Bray - May 23 Belfield/Blackrock - March 22 Ringsend - Apr 22 Lucan - Oct 22 Tallaght/Clondalkin - Nov 22 Templeogue/Rathfarnham - Nov 23 Blanchardstown - May 22	Nov-23	Mar-24	Jul-22	Jul-22	not completed yet	Nov-22
Scoping with Env Authorities (Planning and Development Act 2000 (as amended))	No formal timeline. Usually 4 -6 weeks	Nov to Dec 2021	2019-2020	Apr-22	November to December 2023	24-Feb-22	Jul-21	20-Oct-25	Mar-22
Prep of EIAR: **- Project Description (inc description of likely significant effects)** **- Baseline Studies (bi-odversity can be over 4 seasons)** **- Consideration of Reasonable Alternatives** **- Assessment of Significant Effects on the Environment** **- Mitigation and Monitoring**	Minimum 12 months (if certain surveys required (ie 4 season Bats)	2021 to September 2022	Oct 2020 to August 23 for the 12 corridors	May 2022 to November 2024	December 2023 - not completed yet	Spring 2023 to spring 2024	Spring 2022 to September 2022?	Not Completed yet - expected Q4 2026	2022
Statutory Environmental Consultation	Occurs upon submission of EIAR as sent at same time	30/09/2022 and another in August 2024		22nd November 2024	Not completed yet	12-Jul-24	12th September 2022	Not completed yet	Aug-22
Submission to Competent Planning Authority Via EIA Portal and scrutiny by CA (Section 34, Planning and Development Act 2000)	8 weeks for planning decision	30-Sep-22	Clongriffin - Apr 22 Liffey Valley - July 22 Kimmage - July 23 Bray - Aug 23 Swords - May 23 Ballymun/Finglas - Sept 22 Belfield/Blackrock - May 22 Ringsend - July 23 Lucan - Oct 22 Tallaght/Clondalkin - Oct 23 Templeogue/Rathfarnham - Apr 23 Blanchardstown - June 22	22nd November 2024	Not completed yet	12-Jul-24	12th September 2022	Not completed yet	10/11/2022

Further information request (if required)	Any time within the consenting timeframe and response time to the FI can take 4+ months pending level of info required	12-Jun-24	Clongriffin - Jul 22 Kimmage - June 2024 Liffey Valley - Dec 22 Bray - May 24 Swords - Nov 23 Ballymun/Finglas - Feb 23 Belfield/Blackrock - Sept 22 Ringsend - Nov 23 Lucan - May 23 Tallaght/Clondalkin - Sept 23 Templeogue/Rathfarnham - Dec 23 Blanchardstown - Jan 23	None	Not completed yet	12-Sep-24	May-23	Not completed yet	none
Grant / Refusal of of planning consent	LA decision 8 weeks LA or state authority under Ch4 of Part 3 of the Act - 26 Weeks Strategic Infrastructure Development (SID) - 48 weeks	30-Sep-25	Clongriffin - 8th Jan 2024 Bray - 28th Jan 2025 Kimmage 12th May 2025 Liffey Valley 19th Dec 2023 Swords - 19th June 24 Ballymun/Finglas - 12th Mar 2024 Belfield/Blackrock - 27th March 2024 Ringsend - 1st Aug 24 Lucan - 29th Aug 24 Tallaght/Clondalkin - 17th Oct 24 Templeogue/Rathfarnham - 16th Dec 24 Blanchardstown - 21st June 24	Oct-25	Not completed yet	19-Aug-25	July 2024 without the Depot	Not completed yet	26/10/2023
Judicial Review (if required)	Must be taken within 8 weeks of the date of consent	1 issued. Withdrawn Dec 2025	Clongriffin concluded. Belfield Blackrock ongoing. Swords ongoing. Blanchardstown ongoing. Templeogue/Rathfarnham ongoing. Kimmage ongoing. Bray – ongoing	3 issued	Not completed yet	01-Oct-25	2 issued but withdrawn in June 2025	Not completed yet	None
Conclusion of Judicial review process	Duration 4+ months	Closed	Ongoing for a number of schemes.	Ongoing	Not completed yet	Concluded	Jun-25	Not completed yet	None
Notes on timeline:		At Judicial review	Liffey Valley construction contract awarded July 25. Ballymun/Finglas construction contract awarded December 2025. Will start on site in 2026	Planning consented	At EIAR preparation stage	At Judicial review	Depot had to be redesigned and resubmitted for approval	At consultation stage	Planning consented
Enforcement and Monitoring	Depends on project - monitoring can be required up to 10 / 15 years post construction	The project has not been constructed yet	The project has not been constructed yet	The project has not been constructed yet	The project has not been constructed yet	The project has not been constructed yet	The project has not been constructed yet	The project has not been constructed yet	The project has not been constructed yet

I trust that the above information is of assistance.

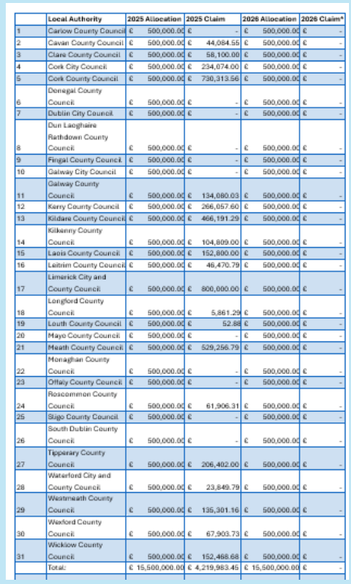
Yours sincerely,

04/03/2026	57	**PQ Referred: 17399/26, for answer 04/03/2026 , Written from - Ciarán Ahern**	Dail Question No: 57 To ask the Minister for Transport if he will carry out a feasibility study on a proposed new express bus route from Oranmore to Galway city centre. Answer As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities, including Galway. BusConnects is the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA). The NTA published its final bus network 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. In 2023, the NTA carried out an extensive review of the bus network in Galway, in collaboration with Galway City Council, Galway County Council, local bus operators, and with the specialised expertise of transport designers Jarret Walker and Associates. In April 2023, a draft new network was published, and the feedback and submissions received informed the final new bus network published in December 2023. The new bus network will enable more people to avail of public transport, resulting in increased access to greater number of schools and workplaces across Galway City, Bearna, and Oranmore. Once the network is implemented, circa 67% of residents will live within 400 metres of a high frequency bus route (running every 15 minutes or better). The NTA plans to commence the implementation of the new Galway bus network in the coming years, subject to funding and operational readiness. 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 with 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 57 of 04 March 2026, which was referred to the National Transport Authority (NTA) for reply. Oranmore is currently served by route 404 which operates via the N67 and Dublin Road on route to the city. The current service diverts off a direct alignment at the N67/Dublin Road roundabout to provide service to the Galway Clinic. This service operates every 30 minutes. As part of the Galway BusConnects Network Redesign Programme, it is planned to introduce a more frequent service to Oranmore with services operating every 15 minutes. This will include a new route operating on a more direct alignment from Oranmore into the city centre via Doughiska Road and also passing Oranmore Train Station Route on route. More information on BusConnects Galway is available at: https://busconnects.ie/cities/galway/galway-bus-network-redesign. Implementation of the new network is subject to funding and operational readiness. In advance of the BusConnects change, the NTA has no plans to introduce an express service from Oranmore into the City Centre. I trust that the above information is of assistance. Yours sincerely,	**Ciaran Ahern, T.D**

04/03/2026	54	**PQ Referred: 17375/26, for answer 04/03/2026 , Written from - John Connolly**	Dail Question No: 54 To ask the Minister for Transport if the National Transport Authority has undertaken an assessment on the reinstatement of the route 414 Barna bus service; whether discussions on feasibility and demand levels have advanced; the indicative timeline for a decision on the potential revival of the route; and if he will make a statement on the matter. Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I have responsibility for policy and overall funding in relation to rural public transport service provision; 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 theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 54 of 04 March 2026, which was referred to the National Transport Authority (NTA) for reply. Route 414 was a commercially licenced service between Bearna and Galway, operated by City Direct. The route was suspended during the COVID-19 pandemic, and its licence wasn't renewed when it expired in 2022. This would have been a commercial decision made by City Direct at the time. Bearna is currently served by Bus Éireann route 424 between An Cheathrú Rua and Galway, which was enhanced under the Connecting Ireland programme in December 2023. It is also included in the new Galway BusConnects network, which proposes a service between Bearna and Galway every 60 minutes during the day and every 30 minutes at peak times. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**

03/03/2026	50 & 51	**PQ Referred: 17362/26, for answer 04/03/2026 , Written from - Johnny Guirke**	Dail Question No: 50 To ask the Minister for Transport the current status of the Navan rail project; and if he will make a statement on the matter. Dail Question No: 51To ask the Minister for Transport the engagement his Department has had to date with landowners along the potential routes of the Navan rail project in County Meath; and if he will make a statement on the matter. Answer The National Transport Authority (NTA) Transport Strategy for the Greater Dublin Area sets out a framework for transport investment across the region from 2022 to 2042. The Strategy includes delivery of the Navan Rail line between 2031 and 2036, subject to planning and funding approvals, and this plan is currently on target. It is anticipated that a public consultation on the route options for the Navan rail project will take place in the middle of this year. That public consultation process will ultimately result in a defined route for the Navan train line, and it will support the development of a Preliminary Business Case which will need to be approved by Government in line with the requirements of the Infrastructure Guidelines, before any planning application. Subject to securing Government approval, it is anticipated that a planning application, or Railway Order, for the Navan rail project will be lodged with An Coimisiún Pleanála in 2028, and I would hope for a planning decision by 2029. 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 within 10 working days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 50 and 51 of 04 March 2026, which have been referred to the National Transport Authority (NTA) for reply. We note that the Minster has provided a substantive response to this Parliamentary Question. Work is continuing on the option selection stage of the Naval Rail project, and it is expected that a public consultation in respect of an emerging preferred option will take place around the middle of this year. As part of that public consultation process, Irish Rail will be engaging with the relevant landowners along the identified route. I trust that the above information is of assistance. Yours sincerely,	**Johnny Guirke, T.D.**

04/03/2026	49	**PQ Referred: 17361/26, for answer 04/03/2026 , Written from - Johnny Guirke**	Dail Question No: 49 To ask the Minister for Transport if he has any plans to increase public transport availability frequency between Athboy, County Meath and Delvin, County Westmeath, to compensate for the current lack of reliable services linking these two towns; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 49 of 04 March 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans to increase the frequency of bus services between Athboy and Delvin. However, we plan to review route 111A at the end of 2026. We will consider the service frequency as part of this review. I trust that the above information is of assistance. Yours sincerely,	**Johnny Guirke, T.D.**

04/03/2026	45	**PQ Referred: 17280/26, for answer 04/03/2026 , Written from - Pa Daly**	Dail Question No: 45 To ask the Minister for Transport the total amount spent by local authorities in 2025 on the Bus Stop Enhancement Programme, broken down by county, in tabular form; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally. 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 45 of 04 March 2026, which was referred to the National Transport Authority (NTA) for reply. Your query sought details of the Bus Stop Enhancement Programme and details of allocations and expenditure from 2020 to 2026. Please note that the Bus Stop Enhancement Programme only commenced in June 2024. As such, 2025 is the first full year of the programme. Below is a table setting out the relevant information for 2025 and 2026.  I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

	Local Authority	2025 Allocation	2025 Claim	2026 Allocation	2026 Claim[a]
1	Carlow County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
2	Cavan County Council	€ 500,000.00	€ 44,084.55	€ 500,000.00	€ -
3	Clare County Council	€ 500,000.00	€ 58,100.00	€ 500,000.00	€ -
4	Cork City Council	€ 500,000.00	€ 234,674.00	€ 500,000.00	€ -
5	Cork County Council	€ 500,000.00	€ 730,313.56	€ 500,000.00	€ -
6	Donegal County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
7	Dublin City Council	€ 500,000.00	€ -	€ 500,000.00	€ -
8	Dun Laoghaire Rathdown County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
9	Fingal County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
10	Galway City Council	€ 500,000.00	€ -	€ 500,000.00	€ -
11	Galway County Council	€ 500,000.00	€ 134,080.03	€ 500,000.00	€ -
12	Kerry County Council	€ 500,000.00	€ 266,657.60	€ 500,000.00	€ -
13	Kildare County Council	€ 500,000.00	€ 466,191.29	€ 500,000.00	€ -
14	Kilkenny County Council	€ 500,000.00	€ 104,809.00	€ 500,000.00	€ -
15	Laois County Council	€ 500,000.00	€ 152,800.00	€ 500,000.00	€ -
16	Leitrim County Council	€ 500,000.00	€ 46,470.79	€ 500,000.00	€ -
17	Limerick City and County Council	€ 500,000.00	€ 800,000.00	€ 500,000.00	€ -
18	Longford County Council	€ 500,000.00	€ 5,861.29	€ 500,000.00	€ -
19	Louth County Council	€ 500,000.00	€ 52.88	€ 500,000.00	€ -
20	Mayo County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
21	Meath County Council	€ 500,000.00	€ 529,256.79	€ 500,000.00	€ -
22	Monaghan County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
23	Offaly County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
24	Roscommon County Council	€ 500,000.00	€ 61,906.31	€ 500,000.00	€ -
25	Sligo County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
26	South Dublin County Council	€ 500,000.00	€ -	€ 500,000.00	€ -
27	Tipperary County Council	€ 500,000.00	€ 206,402.00	€ 500,000.00	€ -
28	Waterford City and County Council	€ 500,000.00	€ 23,849.79	€ 500,000.00	€ -
29	Westmeath County Council	€ 500,000.00	€ 135,301.16	€ 500,000.00	€ -
30	Wexford County Council	€ 500,000.00	€ 67,903.73	€ 500,000.00	€ -
31	Wicklow County Council	€ 500,000.00	€ 152,468.68	€ 500,000.00	€ -
	Total:	€ 15,500,000.00	€ 4,219,983.45	€ 15,500,000.00	€ -

Data Classification: Public

26/02/2026	16062/26	**PQ Referred: 16062/26**	To ask the Minister for Transport if Bus Éireann plans to increase the fleet serving Galway city routes for which Bus Éireann hold the route licence; and if he will make a statement on the matter.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 16062/26 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. Your queries sought details of the "plans to increase the fleet serving Galway city routes for which Bus Éireann hold the route licence". Bus Éireann, in conjunction with City Direct, operate all of the State subvented bus services in Galway City, under contracts with the NTA. In December 2023, the NTA completed a redesign of the bus network in Galway City, to be implemented under the BusConnects programme. That new network envisages an increase of approximately 50% increase in the amount of bus services in Galway city, Bearna and Oranmore, with the extension of bus services to new areas and with more routes with frequent services and an enhanced weekend timetable. In addition, a new 24-hour bus service, to be known as Route 9, would operate from Knocknacarra through the city centre to Doughiska and Parkmore. That new network is envisaged to be introduced in 2028. In relation to fleet, the NTA has made a significant investment in the complete renewal of the urban bus fleet used on Galway city bus services operated by Bus Éireann since 2021. Up until mid-2021, this urban bus fleet consisted of 24 double-deck buses and 16 single-deck buses, all of which were diesel-only buses, with a fifth of this fleet dating from 2008. Between mid-2021 and early 2022, all of these buses were supplanted by a fleet of 40 brand new double-deck plug-in hybrid buses, which delivered a significant improvement in accessibility and comfort for passengers on all publicly funded Galway city bus services, as well as increasing capacity by c.20%. A further 2 buses of this type have subsequently been temporarily redeployed to Galway from Cork, giving a fleet of 42 double-deck buses today. In line with the relevant actions contained within the Climate Action Plan 2025 and the National Sustainable Mobility Policy, and as part of the BusConnects Galway programme, the NTA is now making a further significant investment in transitioning this fleet to zero-emission buses. A contract for the installation of 70 charging guns in BÉ's Galway bus depot was awarded in March 2025, with a planning application in respect of the required charging infrastructure being lodged with Galway City Council (GCC) in May 2025 and a notification of grant of planning permission being issued by GCC on 3rd March 2026. It is currently anticipated that the charging infrastructure will be completed before the end of 2026, but it is planned to begin staff training and limited operation with double-deck battery-electric buses over the next few months in order to expedite the wider rollout of these zero-emission buses from early 2027 onwards following completion of the charging infrastructure. It is currently planned to initially base 60 double-deck battery-electric buses in Galway, which will represent an increase in fleet size of c.42% compared to today. Further increases in the fleet size are planned to support the revised and expanded bus network that is intended to be implemented in Galway city as part of the BusConnects Galway Network ReDesign project. I trust that the above information is of assistance.	**John Connolly T.D**

				Yours sincerely,	

04/03/2026	310	**PQ Referred: 18226/26, for answer 05/03/2026 , Written from - Robert Troy**	Dail Question No: 310 To ask the Minister for Transport the reason the new (NTA run) MU1 and MU2 town bus services in Mullingar, County Westmeath do not accept the TFI child (5-8) Leap Card (details supplied). Details Supplied: free public transport for children was introduced aged 5 to 8 to encourage families to use public transport and to reduce congestion. However, if this card is not operational on new local services such as MU1 and MU2. 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, including the TFI child (5-8) Leap Card. 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.	Dear Minister, I refer to the matter you raised in Parliamentary Question No. 310 of 05 March 2026, which was referred to the National Transport Authority (NTA) for reply. The Child Leap 5-8 card should be accepted for free travel on the services MU1 & MU2. We found a number of ticketing devices that required the re-application of a software update to correctly validate the Child Leap 5-8 travel. This update has now been applied, and the Child Leap 5-8 cards should validate as free travel. We apologise for any inconvenience this caused for your constituents. I trust that the above information is of assistance. Yours sincerely,	**Robert Troy, T.D.**

04/03/2026	290	**PQ Referred: 18072/26, for answer 05/03/2026 , Written from - Malcolm Byrne**	Dail Question No: 290 To ask the Minister for Transport the measures in place to ensure consistency across the country in the decision to provide or not a PSV licence; and the level of training provided in this area to those carrying out the licensing. Answer Public service Vehicles (PSVs) comprise Small Public Service Vehicles (SPSVs) and Large Public Service Vehicles (LPSVs). In relation to SPSVs (taxis, hackneys and limousines), regulation of the sector, including SPSV 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. With regard to coach licensing, while my Department has responsibility for policy oversight for the large public service vehicle (LPSV) sector, it has no oversight role regarding operational aspects of the LPSV licensing regime as that is carried out by An Garda Síochána. PSV Officers of An Garda Síochána carry out LPSV inspections to determine the suitability of a bus for use as an LPSV before it can be licensed, and a subsequent inspection at each licence renewal period. The licence is valid for 3 years, unless otherwise provided for by the PSV officer. The applicant must be a fit and proper person (having regard to character and previous conduct) and the vehicle safe for the carriage of passengers. The technical examination considers the vehicle's specification, age and condition. Given the NTA's responsibility concerning SPSV licensing to the NTA for direct reply, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 290 of 05 March 2026, which was referred to the National Transport Authority (NTA) for reply. An Garda Síochána is the licensing authority for taxi, hackney and limousine drivers and, in that capacity, only they grant, renew, refuse and revoke SPSV driver licences. The NTA supports the preparatory phase before a person is entitled to apply for a SPSV driver licence from An Garda Síochána. This includes the management of the SPSV Driver Entry Test and taking the SPSV Driver Licence application fee. An Garda Síochána complete all required background checks before issuing an SPSV Driver Licence. If they approve the application and grant the licence, they will inform NTA. Timelines can vary depending on the documents and background checks required by An Garda Síochána. I trust that the above information is of assistance. Yours sincerely,	**Malcolm Byrne, T.D**

04/03/2026	307	**PQ Referred: 18213/26, for answer 05/03/2026 , Written from - Réada Cronin**	Dail Question No: 307 To ask the Minister for Transport if his Department will address the need for expanded bus services at peak times in Celbridge, Leixlip and Maynooth to and from Dublin city; 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 light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 307 of 05 March 2026, which was referred to the National Transport Authority (NTA) for reply. Your Parliamentary Question queried "the need for expanded bus services at peak times in Celbridge, Leixlip and Maynooth to and from Dublin City". Please note that on 8th of February an additional evening service on route C4 from the city centre to Maynooth was introduced as part of a series of enhancements to address capacity issues on a number of routes. The NTA has no further plans at this point to introduce additional peak hour services for Celbridge, Leixlip and Maynooth to and from Dublin City. The NTA will, however, keep this under review. Any service enhancements are subject to funding, resources and operational readiness I trust that the above information is of assistance. Yours sincerely,	**Reada Cronin, T.D**

05/03/2026	287	**PQ Referred: 18067/26, for answer 05/03/2026 , Written from - John Connolly**	Dail Question No: 287 To ask the Minister for Transport when the NTA will publish their capital plan; 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. The National Transport Authority (NTA) has statutory responsibility for the development of their own capital plan and related strategies. The Government published the National Development Plan (NDP) Review in July and the Department of Transport published the Sectoral Plan for Transport in November, which sees an allocation of €22.3 billion in Exchequer resources to the transport sector from 2026 to 2030, along with an additional allocation of €2 billion from the country's Infrastructure, Climate and Nature Fund to support the development of MetroLink. Of this total allocation, funding of circa €10 billion for public transport infrastructure is earmarked from 2026 to 2030, in addition to the €2 billion for MetroLink. The Department of Transport published the NDP Sectoral Investment Plan in November last year, which set out how the NDP funding over the period 2026-2030 will be invested in the Transport sector. The NTA's capital investment plan over the period to 2030, which will be published later this year, will provide further detail on plans for investment in public transport and will align with the funding priorities set out in the Department's Sectoral Plan and broader Government policy. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 287 of 05 March 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister provided substantive response to this Parliamentary Question. To add to the Ministers response, we currently expect to publish the NTAs capital programme priorities in Q2 of this year. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**

05/03/2026	288	**PQ Referred: 18068/26, for answer 05/03/2026 , Written from - John Connolly**	Dail Question No: 288 To ask the Minister for Transport for an update on the proposed park and ride facilities to be developed in Galway on the N6 national primary road next to Junction 19, approximately 550 spaces and at the N83 national primary road, just north of Claregalway approximately 320 spaces; the status of the accompanying development of the bus priority measures along both the N6 and N83; and if he will make a statement on the matter. Answer As the 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. The Park and Ride Development Office has developed a Park and Ride Strategy for Galway. The Park and Ride Strategy envisages the development of up to five bus-based strategic Park and Ride sites, three for initial development and two for future development, and the expansion of rail-based Park and Ride site at Oranmore station. With regards to roads, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Act 1993-2015 and in line with the National Development Plan, 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 in relation to the development of the bus priority measures along both the N6 and N83. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA and TII for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 288 of 05 March 2026, which was referred to the National Transport Authority (NTA) for reply. The need for new bus-based Park & Ride facility emerged as part of the Galway Transport Strategy (GTS) 2016. The GTS sets out a framework of transport proposals which will address the historical transport challenges faced by the city, notably by improving sustainable travel options and reducing the dependency on the private car. Park and Ride (P&R) is one of these measures being progressed, of which the first bus-based P&R facility at Cappagh Park, on the Western Distributor is now at the statutory planning stage. The NTA, through its Park & Ride Development Office (PRDO), continues to develop proposals for bus-based P&R sites on the periphery of Galway City, including one along the N6/M6 and another at N83 in Claregalway referenced in your query. The current status on those two locations is set out below. **N6/M6 Park & Ride (Junction 19 – approx. 550 spaces)** The site selection process for the N6/M6 Park & Ride has resulted in an emerging preferred site at Junction 19. Engagement with the relevant landowner continues with due diligence ongoing and site investigation works complete. Subject to landowner confirmation that the site can be secured by agreement, NTA will finalise design proposals with a view to submitting planning consent documentation later this year. Given the periodic congestion on the N6 approaching Coolagh Roundabout, some level of bus priority westbound will be required, or is at least highly desirable, to ensure reliable journey times for Park & Ride services. The likely solution is hard shoulder bus running. However, the scope and timing of these bus priority measures may be influenced by the uncertainties surrounding delivery of the separate Galway Ring Road project. **N83 Park & Ride (Claregalway – approx. 320 spaces)** Two potential site options have been identified for the N83 Park & Ride. Discussions with landowners have begun with a view to exploring the potential to secure land by agreement to accommodate the P&R facility. Once these negotiations conclude and subject to confirmation of the relevant landowner, NTA will finalise the options assessments report with a view to progressing the preferred site to the statutory planning consent stage. In the absence of a preferred site, further work on identifying the desirable bus priority measures along the N83 to support successful operation of this facility is seen as premature and will recommence at the appropriate time once the above process concludes. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**

Data Classification: Public

05/03/2026	286	**PQ Referred: 18001/26, for answer 05/03/2026 , Written from - Cian O'Callaghan**	Dail Question No: 28 6To ask the Minister for Transport to provide an update on the work his Department is doing to improve transport options from Donegal to Dublin; if he is aware of the impact that the removal of the midday Donegal to Dublin flight will have on passengers who need to travel to Dublin for medical purposes; and if he will make a statement on the matter. Answer As the Deputy may be aware, the Department of Transport, together with the Department for Infrastructure in Northern Ireland, published the Rail Project Prioritisation Strategy in December 2025. This Strategy outlines how to best sequence and optimise the recommendations of the All-Island Strategic Rail Review, which was published in July 2024. In addition to short-term rail infrastructure investments, referred to as Early Interventions, the Rail Strategy also identifies major projects to be progressed which includes reinstatement of lines including the Western Rail Corridor between Claremorris to Athenry as well as lines between Portadown, Armagh and Derry to Letterkenny in County Donegal. In addition 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. Considering the NTA's responsibility in this area, I have forwarded part of the question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days. In respect of the Donegal Dublin Public Service Obligation (PSO) air service I would like to assure the Deputy that this Government is firmly committed to maintaining connectivity to the northwest by continuing to provide Exchequer funded PSO air services on this route. While the new contract continues to provide twice daily two-way air services on this route, I am fully committed to ensuring that an effective service is	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 286 of 05 March 2025, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister provided a substantive response to this Parliamentary Question. To add to the Minister's response and in terms of bus services, the following commercial licenced bus services currently operate between Donegal and Dublin: • Bus Éireann Expressway route 30 from Donegal Town to Dublin, 13 times per day • Bus Éireann Expressway route 32 from Letterkenny to Dublin, 12 times per day • John McGinley route 932 from Croithlí to Dublin, 2 to 5 times per day • John McGinley route 933 from Moville to Dublin, twice per day It is also worth noting that there are various connections from Northeast Donegal into Derry, from where the following routes are also available: • Aircoach route 705x from Derry to Dublin, 11 times per day • Translink routes X3 and X4 from Derry to Dublin, 7 times per day As a good frequency of service is currently provided on these corridors, we are not actively pursuing any enhancements on these specific routes at present, but we will continue to keep them under review. I trust that the above information is of assistance. Yours sincerely,	**Cian O'Callaghan, T.D.**

			provided at times that work for all those availing of it, including critical care patients.I had a constructive meeting with representatives from the Donegal Cancer Flights Services Group recently, where I listened to the very real concerns raised and where we discussed efforts underway to move things forward. In this regard, my officials are exploring what options may be legally available under the new PSO contract to meet the needs of all users, while ensuring the continuity of this vital service.		

26/02/2026	248	**PQ Referred: 15731/26, for answer 26/02/2026 , Written from - Aengus Ó Snodaigh**	Dail Question No: 248 To ask the Minister for Transport the current status of a compulsory purchase order for the bus corridor scheme in Dublin 12 (details supplied); the date of commencement and timeline for the CPO process and associated construction works; the compensation arrangements for land acquisition; whether affected homes will be provided with a front driveway given the loss of off-street parking; and whether any measures are planned to address additional noise arising from buses and traffic passing closer to the home and property - Aengus Ó Snodaigh.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 248 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. 1. The current status of the CPO for this scheme As you may be aware, the National Transport Authority (NTA) applied to An Bord Pleanála (now An Coimisiún Pleanála) in May 2023 for approval of the Tallaght/ Clondalkin to City Centre CBC Scheme under Section 51(2) of the Roads Act 1993 (as amended), along with a submission for confirmation of the associated Compulsory Purchase Order (CPO). In October of 2024, An Coimisiún Pleanála (ACP) issued its decisions in respect of these applications, being to approve the Scheme, subject to conditions, and to confirm the CPO. Both approvals are available on its website https://tallaghtclondalkinscheme.ie/. 2. Any indicative or projected timeframe for when works on this section of the corridor may commence The progression to construction for the Tallaght/ Clondalkin to City Centre CBC Scheme is linked to the availability of funding. We have recently received the “Sectoral Investment Plan: Transport”, published by the Department of Transport as part of the National Development Plan Review 2025. This report sets out the funding envelope available for public transport projects, such as BusConnects, over the period 2026-2030. Construction contracts have been awarded for two of the BusConnects CBC Schemes – Liffey Valley to City Centre CBC Scheme and Ballymun/Finglas to City Centre CBC Scheme. Following publication of the Sectoral Investment Plan for Transport, we are now assessing the timing of funding availability for other BusConnects schemes, including the Tallaght/Clondalkin to City Centre CBC Scheme. Accordingly, we are not in a position to confirm a commencement date for the Tallaght/ Clondalkin to City Centre CBC Scheme at the present time. 3. The compensation arrangements for land acquisition Although we are unable to confirm a commencement date for the Tallaght/ Clondalkin to City Centre CBC Scheme, the NTA must move to the next stage of the statutory process as this has a defined timeline within the process. The next stage in the process is the issuing of the Notice to Treat (NTT). This is a formal invitation to submit a claim for compensation for the loss of land identified in the CPO. It is planned that this notice and further information, including a FAQ document, will be issued to owners, occupiers, and interested parties associated with the CPO in the very near future. 4. Whether affected homes will be provided with a front driveway, given the loss of off-street parking Following the receipt of the NTT, landowners are invited to engage with the NTA on compensation claims which include accommodation works. These are works within the scheme works area (red line planning extents) along the property boundary to mitigate impacts that may be experienced by landowner(s) as a direct result of the construction of the project. Typically this involves re-instatement of boundary walls, fences, gates, and tie in works on a like for like basis. Accommodation works will be determined by individual circumstances and on a case by case basis. 5. Whether any measures are planned to address additional noise arising from buses and traffic being closer to the property Through the planning process, noise and vibration was assessed and is included in the Chapter 09 Noise and Vibration Report (link below). This report notes that there are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Scheme.	**Aengus Ó Snodaigh, T.D.**

				Tallaght/ Clondalkin to City Centre CBC Scheme Chapter 09 Noise and Vibration Report: https://tallaghtclondalkinscheme.ie/wp-content/uploads/sites/9/2023/05/Chapter-09-Noise-Vibration.pdf I trust that the above information is of assistance. Yours sincerely,	

18/03/2026	394	**PQ Referred: 20765/26, for answer 18/03/2026 , Written from - Emer Currie**	Dail Question No: 394 To ask the Minister for Transport the rollout date of a service (details supplied); and if he will make a statement on the matter. Details Supplied: N8 Airport Bus from Blanchardstown Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area, including the BusConnects programme in Dublin. BusConnects is a transformative programme of investment in the bus system, with the aim to provide better bus services across the five cities. It is the largest investment in the bus system in the history of the State and is managed by the NTA. The roll-out of the remaining phases of the BusConnects Dublin Network Redesign will occur over the coming years, subject to funding and operational readiness. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 394 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. Route N8 is planned to be implemented as part of Phase 9 of the BusConnects Dublin Network Redesign Programme. The exact implementation date for route N8 will be determined by funding provision and operational readiness. The Department of Transport and the National Transport Authority (NTA) are currently in discussions in relation to funding of the PSO (Public Service Obligation) programme generally. The commencement date of the route N8 is subject to confirmation of funding so a precise date cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

18/03/2026	398	**PQ Referred: 20835/26, for answer 18/03/2026 , Written from - Mark Ward**	Dail Question No: 398 To ask the Minister for Transport if he will liaise with the NTA in relation to adding pick up and drop off locations for the current Citylink direct bus from Galway to Dublin airport along the City Link 760 bus route in the Lucan/Palmerstown area. 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. As the NTA are the licencing authority for commercial bus operators, 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 398 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. Bus route 760 which operates between Galway and Dublin Airport is a commercial service operated by Citylink. It is a matter for the operator to establish where the stop locations should be on their particular service. As such, I would advise contacting Citylink directly in respect of this particular matter. Should Citylink wish to apply for an amendment to their licence to stop in the Lucan/ Palmerstown area, then the NTA would consider such an application as per the bus licensing process. I trust that the above information is of assistance. Yours sincerely,	**Mark Ward, T.D.**

18/03/2026	395	**PQ Referred: 20767/26, for answer 18/03/2026 , Written from - Emer Currie**	Dail Question No: 395 To ask the Minister for Transport to consider an amendment (details supplied); and if he will make a statement on the matter. Details Supplied: 40D service, would the NTA progress plans to extend this service into Hollystown, given the level of residential development under the Hollystown - Kilmartin SHD and other projects 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 query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 395 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. Route 40D was extended to Hollystown on all departures from the 22 of March 2026. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

18/03/2026	382	**PQ Referred: 20436/26, for answer 18/03/2026 , Written from - Michael Healy-Rae**	Dail Question No: 382 To ask the Minister for Transport if an application for a licence will be granted (details supplied); 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. Further, under the Public Transport Regulation Act 2009, the NTA is responsible for the licensing of public bus passenger services. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Minister, I refer to the matter you raised in Parliamentary Question No. 382 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. Each commercial bus service licence application received by the NTA is considered in the standard manner, as laid down by legislation, and a decision is passed to the applicant in due course. Accordingly, it would not be appropriate to deviate from that process in the present case. I trust that the above information is of assistance. Yours sincerely,	**Michael Healy-Rae, T.D.**

18/03/2026	384	**PQ Referred: 20558/26, for answer 18/03/2026 , Written from - Emer Currie**	Dail Question No: 384 To ask the Minister for Transport the sum of money ringfenced for the provision of cameras to monitor bus lane infringements; and if he will make a statement on the matter. Answer The Programme for Government commits to further expansion of safety cameras across the road network to encourage safer driving. The increased deployment of safety cameras in the coming years is a key action to be delivered under Action 6 of the Phase 2 Action Plan, as part of the all-of-Government Road Safety Strategy. In that regard a first National Safety Camera Strategy has been developed. This Strategy 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. The Strategy will focus on speeding, red light running, and bus lane infringements, with flexibility for the enforcement of other types of offence in future. I expect to publish this Strategy shortly andmy Department is continuing to work closely with all road safety stakeholders including the NTA, TII, RSA and An Garda Síochána on how best to implement the Strategy, including in relation to urban traffic management offences like bus lane infringement. Given the NTA's role in this area , I have referred the Deputy's query for direct, detailed response.I would ask the Deputy to contact my office if a response has not been received within ten days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 384 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. In your query you sought details of “the sum of money ringfenced for the provision of cameras to monitor bus lane infringements”. As referenced in the Minister’s response, a National Safety Camera Strategy is due to be published shortly. Following its publication, the NTA will undertake whatever role it is assigned under the Strategy. However, until such time as the Strategy is adopted and published, the NTA is not in a position to determine required funding amounts and is not in position to “ringfence” funding in respect of this matter. I trust that the above information clarifies the position. Yours sincerely,	**Emer Currie T.D**

18/03/2026	320	**PQ Referred: 19781/26, for answer 18/03/2026 , Written from - Maeve O'Connell**	Dail Question No: 320 To ask the Minister for Transport to provide an update regarding the rollout of next generation ticketing. 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. 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. Following a competitive procurement process, in April 2024 the NTA awarded 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. Indra has designed, installed and operated similar systems internationally. The Programme for Government commits to rolling out contactless fare payments on all public transport and to keeping fares low and affordable. Contactless fare payments, or Next Generation Ticketing, will be introduced initially as part of BusConnects Dublin, before being delivered nationwide, including on Bus Éireann services. The initial focus of the project is on the Greater Dublin Area, rolled out across four phases. Phase 1 is due to launch in Summer 2027 which will test contactless payment on new validators or ticket machines. I understand that Phase 2 will be ready in Summer 2028, allowing passengers on Dublin's bus and Luas services to use this new ticketing technology, including contactless payments on validators. Plans for later phases are under development.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 320 of 18 March 2025, which was referred to the National Transport Authority (NTA) for reply. The NTA is currently planning the initial implementation of the Next Generation Ticketing system in the Greater Dublin Area (GDA) in line with the current funding and approvals. The NTA's objective is to deliver the project as efficiently and effectively as possible. While the overall project will take some time to complete, significant progress is already being made. The GDA implementation is broken down into four Major Release (MR) as follows: **Major Release 1 (MR1):** The purpose of MR1 is to introduce a small number of new bus, tram and train validators (ticket machines) (just less than one hundred) and test and prove the functionality of these validators before committing to a large-scale deployment across the entire network in GDA. The phase is designed to evaluate the following functionalities on the new system. The purpose of MR1 is to give NTA sufficient confidence to approve the large-scale deployment of NGT Validators across Luas, Dublin City Bus (DCB) services and Iarnród Éireann (IÉ or Irish Rail) in the Dublin Commuter Zone. **Major Release 2 (MR2):** The purpose of MR2, assuming a successful MR1, is to install those validators initially across the bus and LUAS network. This will take some time to complete. Replacing (and adding to) all of the validators of 2,000+ buses and approximately 400 validators across 69 stops on the Tram network is a significant milestone for the project. Leap and Free Travel will continue to operate as normal but it is expected that the use of Leap Cards will decline as customers migrate to contactless bank cards including Apple Pay and Google Pay. Another key element of this release will be to introduce a new Customer web application and the Customer mobile application as well as a new Customer Care portal and a new inspection application for Transport Operators. **Major Release 3 (MR3):** Major Release 3 brings in Irish Rail. It is listed separately owing to the specific complexity of installing and removing station gates (civil engineering works). In this release we will extend contactless bank card payments and the use of barcode tickets to the Irish Rail network. A key objective is to ensure that customers can continue to benefit from the hugely popular 90-minute multi-modal fare whereby customers can take integrated journeys for a single €2 fare across Dublin City Bus, Luas and Irish Rail services and so that Leap fare capping continues to automatically limit the price for customers once they hit the cap. Consequently, MR3 will go live as close as possible to MR2. **Major Release 4 (MR4):** In this release we will extend contactless bank card payments and barcode tickets to commuter and other bus services in the Dublin Commuter Zone. For commuter buses we will also be introducing a new ticket machine to replace the very old existing ticket machines on Bus Éireann services operating within the Dublin Commuter Zone, Dublin Commuter (DCOM) services (currently operated by Go-Ahead Ireland) and Junior Public Service Obligation (PSO) services in the Dublin Commuter Zone (197 & 139). Cash will still be accepted on these services. **Timelines** The upgrade to the system will begin with the deployment of new validators in the Greater Dublin Area from 2027, with contactless bank card payments implemented in 2028, with further rollouts thereafter.	**Maeve O'Connell, T.D**

			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.	**Further Implementations** The system has been designed from the outset so it can be expanded nationally without major redesign. After the GDA implementation it is intended to then continue to roll out the system nationwide, but the timeline for that implementation is not yet available and will be subject to the requisite approvals and funding. I trust that the above information is of assistance. Yours sincerely,	

Data Classification: Public

18/03/2026	260	**PQ Referred: 19066/26, for answer 18/03/2026 , Written from - Sorca Clarke**	Dail Question No: 260 To ask the Minister for Transport for an update in relation to the proposed works on Spollanstown Bridge, Tullamore, County Offaly; 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 260 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. Preliminary design documentation was submitted to Iarnród Éireann in Q1 of 2024 and they sought additional information from the design consultant which was submitted in Q1 of 2025. The project cannot progress to Part VIII planning submission until formal confirmation is received from Iarnród Éireann that they accept the proposed bridge over the operational rail line. The NTA has already funded and completed (via Offaly Co. Council) two Active Travel schemes located on either side of the proposed crossing, with the new pedestrian/cycle bridge required to connect these schemes and deliver the full network benefits. Subject to securing planning consent and final approval from Iarnród Éireann and the Commission for Railway Regulation (CRR), the earliest anticipated timeframe for the commencement of construction is Q4 of 2028. The delivery of this new pedestrian/cycle bridge remains a priority project for Offaly County Council and the NTA. I trust that the above information is of assistance. Yours sincerely,	**Sorca Clarke, T.D.**

18/03/2026	203	**PQ Referred: 18381/26, for answer 18/03/2026 , Written from - Sorca Clarke**	Dail Question No: 203 To ask the Minister for Transport if his attention has been drawn to the TFI Child (5–8) Leap Card which is currently not being accepted on the MU1 and MU2 town bus services in Mullingar; if he will clarify the reason for this; the timeline for when the free travel scheme for children aged 5–8 will be operational on these routes; and the steps being taken by the National Transport Authority to ensure that new local bus services are fully integrated with national ticketing schemes from their commencement. 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, including the TFI child (5-8) Leap Card. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 203 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. The Child Leap 5-8 card should be accepted for free travel on the services MU1 & MU2. We recognised an issue with some validators in the days following the launch of MU1 and MU2. We found a number of ticketing devices that required the re-application of a software update to correctly validate the Child Leap 5-8 travel. This update has now been applied, and the Child Leap 5-8 cards should validate as free travel. We apologise for any inconvenience this caused for your constituents. I trust that the above information is of assistance. Yours sincerely,	**Sorca Clarke, T.D.**

18/03/2026	302	**PQ Referred: 19506/26, for answer 18/03/2026 , Written from - John Brady**	Dail Question No: 302 To ask the Minister for Transport if his Department or any body under it's aegis made a disclosure under Revenue's recent disclosure opportunity to regularise misclassification of self-employment; if so, to provide details of the numbers of workers affected and the amount paid to Revenue; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer Deputy, My Department has made no disclosure under Revenue's recent disclosure opportunity to regularise misclassification of self-employment. As this question also relates to agencies under the remit of the Department of Transport, I have referred the question to these agencies to reply to you directly. If the Deputy does not receive a response within ten working days, please contact my Private Office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 302 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has made no disclosure under Revenue's recent disclosure opportunity to regularise misclassification of self-employment. I trust that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

18/03/2026	256	**PQ Referred: 19010/26, for answer 18/03/2026 , Written from - Mark Wall**	Dail Question No: 256 To ask the Minister for Transport if he will engage with Transport Infrastructure Ireland, or the National Transport Authority, to engage consultants to further explore route options for light rail transit in the Galway metropolitan area with a view to identifying an emerging preferred route if such a plan for a preferred route exists; 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. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure including light rail. The Programme for Government commits to examine further investment in light rail for our cities. The NTA is currently developing the Galway Metropolitan Area Transport Strategy (GMATS), in conjunction with Galway City Council and Galway County Council. 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. Part of the development of the new GMATS necessitates mode specific analysis and this is being undertaken in the form of 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. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 256 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is currently developing the Galway Metropolitan Area Transport Strategy (GMATS), in conjunction with Galway City Council and Galway County Council. 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. As part of the development of GMATS, a Light Rail Feasibility Study was undertaken to examine the potential feasibility of light rail in Galway. The ‘Galway Light Rail Transit (LRT) Feasibility Study Report’ was published by the NTA, for information, on 30 October 2024. The study noted that there could, under the right conditions, be a case for developing an LRT system in Galway. The Light Rail Feasibility Study is not intended to specifically identify a preferred alignment of a light rail corridor in the city. Instead, the final report 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. The information resulting from the Galway LRT Feasibility Report will be used to inform the development of the GMATS, alongside recommendations for active travel, bus services, rail, roads and demand management measures to ensure an Integrated Transport Strategy for Galway City & Environs. The NTA is awaiting An Coimisiún Pleanála’s determination on the re-submitted N6 Galway City Ring Road application. Once, this determination is made, the NTA will then review the timeline, and publication date for the next iteration of GMATS which will incorporate findings of the Light Rail Feasibility Report. I trust that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

			future light rail project in Galway will only be advanced subject to funding and securing relevant Government approval under the Infrastructure Guidelines. The NTA considers that it is appropriate to await An Coimisiún Pleanála's determination on the re-submitted N6 Galway City Ring Road application in order to fully develop the draft GMATS. Of course, once sufficiently developed the draft GMATS will be opened to full public consultation. 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. 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.		

20/03/2026	191	**PQ Referred: 21134/26, for answer 19/03/2026 , Written from - George Lawlor**	Dail Question No: 191 To ask the Minister for Transport whether consideration has been given to the development of a light rail or Luas-style system in Galway; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure including light rail. The National Transport Authority (NTA) in conjunction with Galway City Council and Galway County Council, is developing the Galway Metropolitan Area Transport Strategy (GMATS) which will replace the 2016 Galway Transport Strategy. Part of the development of the new strategy involves transport mode specific analysis being undertaken, which includes a light rail feasibility study that was published on the 30th of October 2024 for information as well as a Strategic Roads Feasibility Study.The studies will form part of the evidence base used as an input into the development of the updated Galway Metropolitan Area Transport Strategy, which will be subject to a full environmental analysis and public consultation process in due course. In January 2023, the High Court remitted the application for approval of the N6 Galway City Ring Road back to An Bord Pleanála for further consideration. Galway County Council submitted an updated Environmental Impact Assessment Report and the Natura Impact Statement to An Bord Pleanála on 15 April 2025 in relation to the N6 Galway City Ring Road. The NTA considers that it is appropriate to await An Coimisiún Pleanála's determination on the re-submitted N6 Galway City Ring Road application in order to fully develop the draft GMATS.Following the preparation of the draft strategy, the NTA will undertake a public consultation in relation to the strategy. It should be noted that any future light rail project in Galway will only be advanced subject to funding and	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 191 of 19 March 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is currently developing the Galway Metropolitan Area Transport Strategy (GMATS), in conjunction with Galway City Council and Galway County Council. 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. As part of the development of GMATS, a Light Rail Feasibility Study was undertaken to examine the potential feasibility of light rail in Galway. The 'Galway Light Rail Transit (LRT) Feasibility Study Report' was published by the NTA, for information, on 30 October 2024. The study noted that there could, under the right conditions, be a case for developing an LRT system in Galway. The Light Rail Feasibility Study is not intended to specifically identify a preferred alignment of a light rail corridor in the city. Instead, the final report 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. The information resulting from the Galway LRT Feasibility Report will be used to inform the development of the GMATS, alongside recommendations for active travel, bus services, rail, roads and demand management measures to ensure an Integrated Transport Strategy for Galway City & Environs. The NTA is awaiting An Coimisiún Pleanála's determination on the re-submitted N6 Galway City Ring Road application. Once, this determination is made, the NTA will then review the timeline, and publication date for the next iteration of GMATS which will incorporate findings of the Light Rail Feasibility Report. I trust that the above information is of assistance. Yours sincerely,	**George Lawlor, T.D**

			securing relevant Government approval under the Infrastructure Guidelines. In the meantime, implementation will continue of 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for further information. Please contact my private office if you do not receive a reply within 10 working days.		

Data Classification: Public

18/03/2026	202	**PQ Referred: 18359/26, for answer 18/03/2026 , Written from - Ruth Coppinger**	Dail Question No: 202 To ask the Minister for Transport to provide a list of maintenance contracts using public funds that his Department or his agencies has where a company (details supplied) carry out works; and if he will make a statement on the matter. Identical Question(s): Justice, Housing, Transport, Health, Education Details Supplied: Jones' Engineering Ltd. Blanket for Justice, Housing, Transport, Health, Education Youth Answer The Department has no maintenance contracts with the aforenamed company.I have referred your PQ to the agencies for direct reply. If you do not hear from them within 10 working days, please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 202 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. I can confirm that the NTA has no contracts in place with Jones' Engineering Limited. I trust that the above information is of assistance. Yours sincerely,	**Ruth Coppinger, T.D.**

24/03/2026	327	**PQ Referred: 21886/26, for answer 24/03/2026 , Written from - John Connolly**	Dail Question No: 327 To ask the Minister for Transport to provide an update on the Oranmore Station redevelopment and passing loop project; the progress to date; the next stages in the project lifecycle; the expected timelines for those stages; the estimated cost range; 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure including, together with Iarnród Éireann, the upgrade works at Oranmore train station. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a detailed direct reply. Please contact my private office if you do not receive a reply. Pending this detailed response, I understand that the construction of an underpass at the station commenced in October 2025, which will provide pedestrian access to the new platform, with main construction of the platform and passing loop due to start early this year and the project scheduled to be completed next year.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 327 of 24 March 2026, which was referred to the National Transport Authority (NTA) for reply. Iarnód Éireann have identified a preferred bidder for the construction of this scheme and have submitted a final business case (FBC) to the NTA and Department of Housing, Local Government and Heritage who are part funding the scheme via the Urban Regeneration Development Fund (URDF). This FBC is currently under review to ensure compliance with the Infrastructure Guidelines. Subject to approval and construction, the new infrastructure is currently expected to be commissioned in Q3 of 2027. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**